

Agenda



ORDINARY MEETING OF COUNCIL

AGENDA

20 OCTOBER 2021

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1. MEETING OPENED**2. LEAVE OF ABSENCE**

No Leave Of Absence.

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

6. CONFIRMATION OF MINUTES**6.1 Confirmation of Ordinary Meeting Minutes 15 September 2021****Author:** Ian Church, Chief Executive 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 15 September 2021 be taken as read and confirmed.

Attachments**7. BUSINESS ARISING FROM MINUTES**

No Business Arising from Minutes.

8. COMMITTEE REPORTS**8.1 Receipt of the Minutes of the Friends of Das Neumann Haus Meeting - 16 September 2021****Author:** Lisette New-Sippel, Tourism Officer**Responsible Officer:** Amanda Pugh, Group Manager Community & Regional Prosperity

Officer's Recommendation:

THAT the unconfirmed minutes of the Friends of Das Neumann Haus meeting held on 16 September 2021, as attached, be received and noted.

Attachments

1 [!\[\]\(8bba887393ca45b761e5cb49e755e762_img.jpg\)](#) Minutes - Friends of Das Neumann Haus Committee Meeting, 16 September 2021 2 Pages

MONTHLY MEETING FOR FRIENDS OF DAS NEUMAN HAUS SEPT. 16 2021

Meeting opened at 9.10am

In attendance: Sue Williams - Lizette New - Marion Davis - Trisha Dick- Councillar B. Qualischefski- Linda Naggs - Karl Woldt – Julie - Corrie - Meg- Karl Woldt- Angela Worrall

Apology: Peta- Maria Larkman – Dot Windolph

Minutes of previous meeting were moved by Marion Davis and seconded by S. Williams

Business arising:

The Paranormal group held a session here in Das Neuman Haus. Sue Williams and Marion David joined the group. At this stage no results are available. We will be notified when they are available.

Re: the Car Group that Marion mentioned at our last meeting have so far not been in contact with Marion re further visit details. He had said that they were a very large group wanting to visit our area, and spread the visits to many different businesses. This was to assist them financially. We hope we do get further information.

Our Strudel purchase is now back at Golden Harvest Bakery. It has been approved by the vols. Trisha has spoken to them re widening the fruit part and reducing the edges of pastry.

Treasurer's report:

The bank details are not available until Marion is able to obtain all details needed. Fuel allowances have not been paid yet. The relevant roster is missing, details will be taken from our sign in diary, then payments can be made. Vintage Gold (Music duo) have been paid for their Spring Festival performance. IGA also have been paid up to date. Marion is still waiting for an account from Golden Harvest. We need to find out the purchase price of our Strudel. We thanked Marion for the extraordinary hard work she does for Das Neuman Haus.

General Business:

Sue Williams has thanked all the Volunteers for their work over the two days of the Spring Festival. The new volunteers slotted in perfectly. They were thanked for their great effort. Sue also has completed a list of ALL CURRENT VOLUNTEERS with addresses, phone numbers. We will all receive a copy of this.

Lizette New has indicated there will be a morning tea to be held at Das Neuman Haus to celebrate the completion of our substantial renovations/painting/garden work. Tentative date is Tuesday October 12th. This will be confirmed and all volunteers at DNH will receive invitations.

Lizette New also requested further information on where Pigeons are entering the building. Our cleaner, Cathy, explained the problem and this information will be handed to the relevant department at the LVRC.

Cathy (cleaner) also mentioned our outside power points are being used by locals. Sometimes they ride skateboards onto the freshly painted verandah to reach the power points. Lizette has noted this and will again pass this information onto the relevant department at the LVRC.

Trisha Dick has suggested a return the "Cake of the Month with coffee/tea". We need a board advertising what is available. Also she would like to add to our menu either, Savoury Muffins, or Scones. All in attendance seemed positive about this idea, and she will make further enquiries at Golden Harvest. We did check the order book for PFD, and they do not have anything suitable.

Sue Williams has completed the October roster. This will now cover a four day a week opening. Thursday-Friday-Saturday-Sunday. This roster was passed around for vols to check their dates. Lizette mentioned we need to have our sign altered to cover this extra day and she will again pass this on to the relevant department at the LVRC.

This meeting was closed at 10.02 am

NEXT MEETING WILL BE HELD THURSDAY OCTOBER 21ST.9AM

Date: 28 September 2021
Author: Sara Rozynski, Personal Assistant to the Group Manager Infrastructure
Responsible Officer: John Keen, Group Manager Infrastructure

THAT the unconfirmed minutes of the Lake Apex Community Advisory Committee meeting held on 22 September 2021, as attached, be received and noted.

- 1** [Lake Apex Community Advisory Committee Minutes - 20210922](#) 3 Pages



MEETING:	Lake Apex Community Advisory Committee (LACAC) Meeting
TIME OF MEETING:	10:00pm to 11:00am
DATE OF MEETING:	22 September 2021
LOCATION OF MEETING:	Stubbersfield Room A and B, 26 Railway Street, Gatton
CHAIRPERSON:	Cr Janice Holstein
MINUTES:	Sara Rozynski

ATTENDANCE

PRESENT			
Name	Position Title	Name	Position Title
Cr Janice Holstein	Councillor – LVRC	Cr Michael Hagan	Councillor - LVRC
Brendan Sippel	Manager Community Facilities	Kate Burns	LVRC Coordinator Growth and Policy
DI Lewin	Friends of Lake Apex	Sara Rozynski (Minute-taker)	Personal Assistant to Group Manager Infrastructure
Alan Willson	Lockyer Valley Billy Cart Association	Beth Clark	2nd Light Horse Lockyer Troop
Barry Hoffmann	Gatton and District Historical Society	Bill Beckmann	Lockyer Chamber of Commerce and Industry



AGENDA ITEMS

AGENDA ITEMS

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ITEM	DESCRIPTION	RECORD MATTERS FOR ACTION	RESPONSIBLE OFFICER	BY WHEN
		<ul style="list-style-type: none">• Graham Voss<ul style="list-style-type: none">○ The Light on The Hill event will be taking place on 3 October. Trucks will be within the parklands weather permitting.• Cr Michael Hagan<ul style="list-style-type: none">○ Cr Hagan is pleased with the attendance of members at this meeting.	NA	

Documents Tabled: NA

Meeting opened: 10.04am

Meeting closed: 10.45am

Next meeting: 08 December 2021 – 10:00am to 11:00am

9. DEPUTATIONS/PRESENTATIONS

No Deputations/Presentations.

10. EXECUTIVE OFFICE REPORTS**10.1 Summary of Council Actual Financial Performance vs Budget - 30 September 2021**

Date: 11 October 2021

Author: Dee Stewart, Senior Financial Accountant

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 30 September 2021.

Officer's Recommendation:

THAT Council receive and note the Interim Summary of Council Actual Financial Performance versus Budget to 30 September 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 an interim summary of Council's financial performance against budget for the financial year to 30 September 2021.

At 30 September 2021, revenues are slightly over target and expenditures are slightly under target.

The amounts shown in the report relating to the Statement of Financial Position are subject to change as end of year processes are finalised and the 2020-21 audit completed.

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 30 September 2021.

Operating Revenue - Year to date target \$24.06 million actual \$24.76 million or 102.89%

At 30 September 2021, overall operating revenue for the year to date is above target.

Rates and Utility Charges (Gross) on target

The first rates levy for 2020-2021 was raised in August 2021 with a due date and discount date of 24 September 2021. Rates are on target with budget. Rates will be closely monitored throughout the year

regarding cash flow and overdue balances as well as whether growth targets are being achieved as forecast. 89.61% of the rates levy was collected as at 8 October 2021.

Fees and Charges over budget by \$0.57 million

The favourable variances in fees and charges relates predominately to higher than expected income from development fees \$0.21 million and higher than expected income from plumbing and building fees. These items have been reviewed and included in the budget amendment proposed for adoption by Council. This line item is also showing as above budget due to an accounting transaction processed to recognise Child Care and Library debtors. These debtors are now brought into Council's corporate software to provide more control and monitoring of these debts in line with Council's debt recovery processes.

Other Revenue over budget by \$0.16 million

Other revenue is above budget due to higher than expected income from Facilities reimbursements \$0.05 million, sale of recycled materials, lease/rental income and cemetery fees.

Operating Expenditure - Year to date target \$14.64 million Actual \$14.00 million or 95.64%

At 30 September 2021, overall operating expenditure for the year is under budget by \$0.64 million with variations a result of timing differences and at this stage of the financial year are not of concern.

Goods and Services under budget by \$0.30 million

Goods and services are under budget mostly due to timing differences associated with waste and ICT expenditure and is not of a concern at this time of the year.

Capital Revenue – Year to date target \$1.19 million Actual \$1.98 million or 166.76%

Capital grants, subsidies and contributions is over budget due the funded capital works program and the carryover of funded capital works into the new financial year. These items have been reviewed and included in the budget amendment proposed for adoption by Council.

Capital Project Expenditure – Year to date target \$3.57 million Actual \$3.14 million or 87.95%

At 30 September 2021, Council has expended \$3.14 million on its capital works program with a further \$3.22 million in committed costs for works currently in progress. Work is required over the coming months to revise the timing of budget to align to the program of works to be delivered.

The main expenditure is \$3.04 million within Infrastructure Group with a significant amount being capital expenditure on the renewal and upgrade of roads, facilities and parks.

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 30 September 2021, Council had \$53.41 million in current assets compared to \$15.79 million in current liabilities with a ratio of 3.38:1. This means that for every dollar of current liability, there is \$3.38 in assets to cover it.

The opening balances for the year will change as the 2020-21 audit is finalised.

Statement of Cash Flows

The Statement of Cash Flows provides information on the amount of cash coming in and going out. As at 30 September 2021, there has been a net cash inflow of \$11.83 million with \$11.77 million inflow from operating activities; and a net cash inflow of \$0.45 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 30 September, Council's cash balance was \$46.18 million. Unexpended grant funds which is restricted to be spent in accordance with the terms of the grant is at \$4.01 million.

Option 1

THAT Council receive and note the Summary of Council Actual Financial Performance versus Budget to 30 September 2021.

Or

Option 2

THAT Council do not receive the Summary of Council Actual Financial Performance versus Budget to 30 September 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

Monitoring of budgets and actuals will remain important if Council is to achieve the financial results adopted as part of the 2021-22 Budget, with any variations or anomalies to be investigated and action taken as appropriate. Financial impacts in relation to economic impacts because of the COVID-19 health pandemic will be monitored and reported to Council as information becomes available.

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

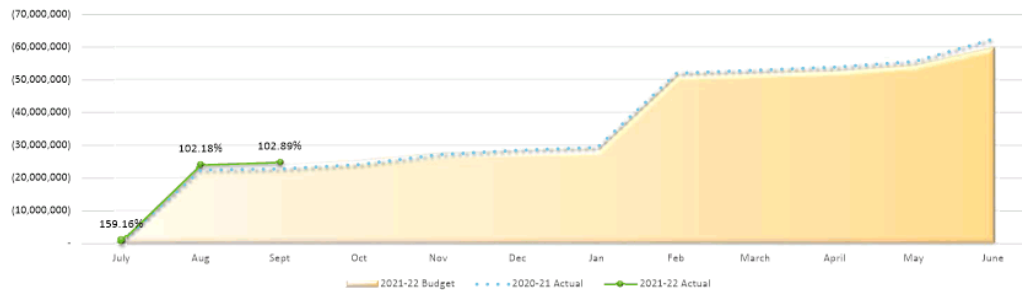
- Managers and Group Managers
- Finance Team

Attachments

1 [!\[\]\(642aa997563f9a325b310230bb5078b7_img.jpg\)](#) Monthly Financial Statements - September 2021 18 Pages

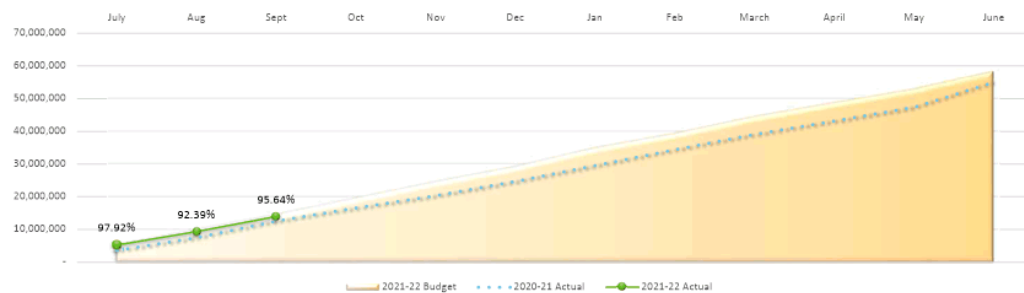
LOCKYER VALLEY REGIONAL COUNCIL
Operating Revenue and Expenditure Dashboard
For the Period Ending 30th September, 2021

Operating Revenue (Cumulative)



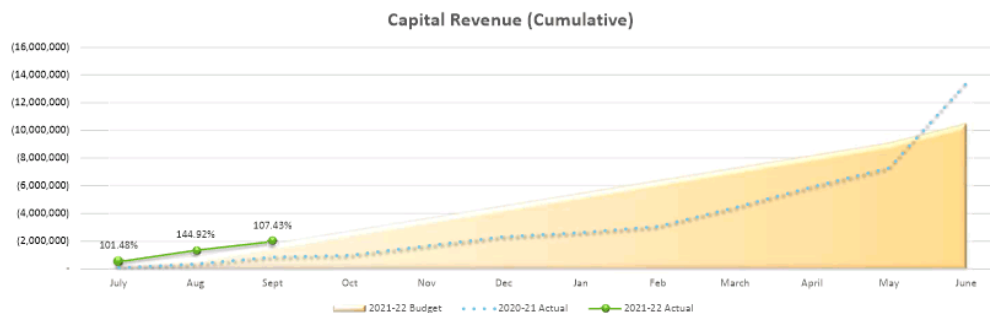
REVENUE TO DATE	Rates and Utility Charges (Gross)	Discount	Charges and Fees	Interest	Operating Grants and Subsidies	Operating Contributions and Donations	Revenue - Contract/Recoverable Works	Other Revenue	Profit from Investments	Total
Actual	(21,386,562)	907,679	(1,914,988)	(174,468)	(1,525,369)	(13,064)	(6,124)	(642,323)	-	(24,755,219)
Budget	(21,420,640)	859,594	(1,348,279)	(177,609)	(1,463,813)	(25,000)	-	(483,722)	-	(24,059,470)
Variance	(34,078)	(48,085)	566,708	(3,141)	61,556	(11,936)	6,124	158,601	-	695,749
Target %	99.84%	105.59%	142.03%	98.23%	104.21%	52.25%	-	132.79%	-	102.89%
Movement to Prior Month Target %	→	→	↓	↓	→	→	→	→	→	→

Operating Expenditure (Cumulative)



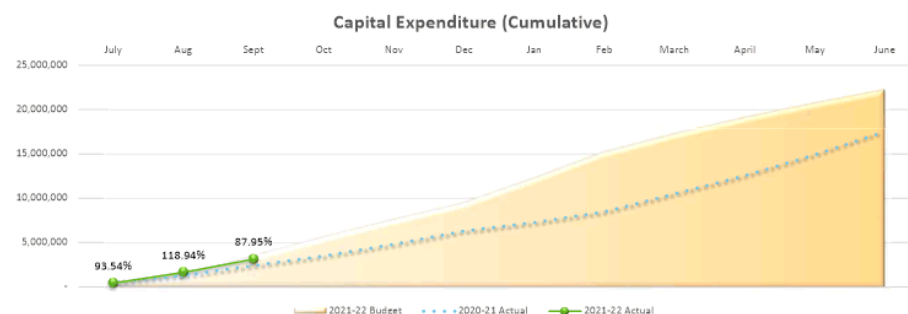
EXPENDITURE TO DATE	Employee Costs	Goods and Services	Finance Costs	Depreciation	Total
Actual	6,533,505	4,220,501	290,948	2,956,556	14,001,510
Budget	6,731,173	4,522,421	288,203	3,098,330	14,640,127
Variance	197,668	301,920	(2,745)	141,774	638,617
Target %	97.06%	93.32%	100.95%	95.42%	95.64%
Movement to Prior Month Target %	↑	→	↑	→	↑

LOCKYER VALLEY REGIONAL COUNCIL
Interim Capital Revenue and Expenditure Dashboard
For the Period Ending 30th September, 2021



REVENUE TO DATE	Capital Grants, Subsidies and Contributions	Profit (Loss) on Disposal of Non Current Assets	Total
by Type			
Actual	(1,981,072)	-	(1,981,072)
Budget	(1,188,000)	-	(1,188,000)
Variance	793,072	-	793,072
Target %	166.76%	-	166.76%
Movement to Prior Month Target %	→	→	→

Note: Graph above is reflecting capital grants and subsidies and developer contributed assets only



EXPENDITURE TO DATE	People and Business Performance	Infrastructure	Community and Regional Prosperity	Total
by Group				
Actual	49,804	3,044,886	45,305	3,139,996
Budget	758,621	2,803,292	8,300	3,570,213
Target %	6.57%	108.62%	545.85%	87.95%
Movement to Prior Month Target %	→	↓	→	↓

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

	Current Annual Budget	Actuals YTD	Budget YTD	Variance Amount YTD	Variance % YTD
Income					
Revenue					
Recurrent Revenue					
Rates and Utility Charges (Gross)	42,998,780	21,386,562	21,420,640	34,078	0.16%
Discount	(1,841,377)	(907,679)	(859,594)	48,085	-5.59%
Charges and Fees	4,822,655	1,914,988	1,348,279	(566,708)	-42.03%
Interest	913,769	174,468	177,609	3,141	1.77%
Operating Grants and Subsidies	7,783,139	1,525,369	1,463,813	(61,556)	-4.21%
Operating Contributions and Donations	920,000	13,064	25,000	11,936	47.75%
Revenue - Contract/Recoverable Works	738,000	6,124	-	(6,124)	0.00%
Other Revenue	1,971,450	642,323	483,722	(158,601)	-32.79%
Profit from Investments	1,980,000	-	-	-	0.00%
Total Recurrent Revenue	60,286,416	24,755,219	24,059,470	(695,749)	-2.89%
Capital Revenue					
Capital Grants, Subsidies and Contributions	10,742,788	1,981,072	1,188,000	(793,072)	-66.76%
Total Revenue	71,029,204	26,736,291	25,247,470	(1,488,821)	-5.90%
Capital Income	-	-	-	-	0.00%
Total Income	71,029,204	26,736,291	25,247,470	(1,488,821)	-5.90%
Expenses					
Recurrent Expenses					
Employee Costs	25,829,061	6,533,505	6,731,173	197,668	2.94%
Goods and Services	18,870,337	4,220,501	4,522,421	301,920	6.68%
Finance costs	1,123,890	290,948	288,203	(2,745)	-0.95%
Depreciation	12,393,320	2,956,556	3,098,330	141,774	4.58%
Total Recurrent Expenses	58,216,608	14,001,510	14,640,127	638,617	4.36%
Capital Expenses	-	-	-	-	0.00%
Loss on Sale	250,000	-	-	-	0.00%
Total Expenses	58,466,608	14,001,510	14,640,127	638,617	4.36%
Net Recurrent Result/Operating Surplus/(Deficit)	2,069,808	10,733,781	9,419,343	(1,334,366)	-14.17%
NET RESULT AFTER CAPITAL ITEMS	12,562,596	12,734,781	10,607,343	(2,127,438)	-20.06%

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

	Current Annual Budget	Actuals YTD	Budget YTD	Variance Amount YTD	Variance % YTD
Income					
Revenue					
Recurrent Revenue					
Rates and Utility Charges (Gross)	34,362,218	17,092,225	17,102,359	10,134	0.06
Discount	(1,597,000)	(810,565)	(798,500)	12,065	(1.51)
Charges and Fees	230,205	80,338	38,250	(42,088)	(110.03)
Interest	869,769	170,398	166,609	(3,789)	(2.27)
Operating Grants and Subsidies	4,085,800	490,591	473,760	(16,831)	(3.55)
Operating Contributions and Donations	20,000	-	5,000	5,000	100.00
Revenue - Contract/Recoverable Works	-	11	-	(11)	-
Other Revenue	1,160,000	262,811	249,177	(13,634)	(5.47)
Profit from Investments	1,980,000	-	-	-	-
Total Recurrent Revenue	41,110,992	17,285,808	17,236,655	(49,153)	(0.29)
Capital Revenue					
Capital Grants, Subsidies and Contributions	144,800	25,000	-	(25,000)	-
Total Revenue	41,255,792	17,310,808	17,236,655	(74,153)	(0.43)
Capital Income	-	-	-	-	-
Total Income	41,255,792	17,310,808	17,236,655	(74,153)	(0.43)
Expenses					
Recurrent Expenses					
Employee Costs	4,379,458	627,729	834,045	206,316	24.74
Goods and Services	3,880,457	1,095,583	1,081,602	(13,981)	(1.29)
Finance costs	294,749	79,261	74,992	(4,269)	(5.69)
Depreciation	10,597,620	2,507,631	2,649,405	141,774	5.35
Total Recurrent Expenses	19,152,285	4,310,205	4,640,045	329,840	7.11
Capital Expenses	-	-	-	-	-
Loss on Sale	250,000	-	-	-	-
Total Expenses	19,402,285	4,310,205	4,640,045	329,840	7.11
Net Recurrent Result/Operating Surplus/(Deficit)	21,958,708	12,975,603	12,596,610	(378,993)	(3.01)
NET RESULT AFTER CAPITAL ITEMS	21,853,508	13,000,603	12,596,610	(403,993)	(3.21)

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

	Current Annual Budget	Actuals YTD	Budget YTD	Variance Amount YTD	Variance % YTD
Income					
Revenue					
Recurrent Revenue					
Rates and Utility Charges (Gross)	7,461,364	3,708,157	3,730,682	22,525	0.60
Discount	(244,377)	(97,114)	(61,094)	36,019	(58.96)
Charges and Fees	534,500	137,938	111,708	(26,229)	(23.48)
Interest	43,000	3,908	10,750	6,842	63.65
Operating Grants and Subsidies	465,500	116,146	117,750	1,604	1.36
Operating Contributions and Donations	50,000	-	-	-	-
Other Revenue	526,000	196,059	146,933	(49,126)	(33.43)
Total Recurrent Revenue	8,835,987	4,065,094	4,056,729	(8,365)	(0.21)
Capital Revenue					
Capital Grants, Subsidies and Contributions	1,320,000	-	-	-	-
Total Revenue	10,155,987	4,065,094	4,056,729	(8,365)	(0.21)
Capital Income	-	-	-	-	-
Total Income	10,155,987	4,065,094	4,056,729	(8,365)	(0.21)
Expenses					
Recurrent Expenses					
Employee Costs	5,247,083	1,542,494	1,441,724	(100,770)	(6.99)
Goods and Services	8,129,068	1,444,620	1,702,671	258,051	15.16
Finance costs	243,243	63,148	62,408	(740)	(1.19)
Depreciation	587,260	146,815	146,815	-	-
Total Recurrent Expenses	14,206,654	3,197,077	3,353,617	156,540	4.67
Capital Expenses	-	-	-	-	-
Loss on Sale	250,000	-	-	-	-
Total Expenses	14,456,654	3,197,077	3,353,617	156,540	4.67
Net Recurrent Result/Operating Surplus/(Deficit)	(5,370,667)	868,017	703,112	(164,905)	(23.45)
NET RESULT AFTER CAPITAL ITEMS	(4,300,667)	868,017	703,112	(164,905)	(23.45)

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

	Current Annual Budget	Actuals YTD	Budget YTD	Variance Amount YTD	Variance % YTD
Income					
Revenue					
Recurrent Revenue					
Rates and Utility Charges (Gross)	311,058	154,111	155,529	1,418	0.91
Charges and Fees	3,691,950	1,628,406	1,106,821	(521,585)	(47.12)
Interest	1,000	163	250	87	35.00
Operating Grants and Subsidies	904,760	285,013	238,703	(46,310)	(19.40)
Operating Contributions and Donations	850,000	13,064	20,000	6,936	34.68
Revenue - Contract/Recoverable Works	-	1,700	-	(1,700)	-
Other Revenue	50,450	28,207	12,613	(15,595)	(123.64)
Total Recurrent Revenue	5,809,218	2,110,663	1,533,916	(576,747)	(37.60)
Capital Revenue					
Capital Grants, Subsidies and Contributions	-	-	-	-	-
Total Revenue	5,809,218	2,110,663	1,533,916	(576,747)	(37.60)
Capital Income	-	-	-	-	-
Total Income	5,809,218	2,110,663	1,533,916	(576,747)	(37.60)
Expenses					
Recurrent Expenses					
Employee Costs	7,016,596	1,942,712	1,875,949	(66,763)	(3.56)
Goods and Services	3,208,168	562,455	658,868	96,414	14.63
Finance costs	6,000	(1,096)	1,547	2,643	170.86
Depreciation	39,540	9,885	9,885	-	-
Total Recurrent Expenses	10,270,304	2,513,956	2,546,249	32,293	1.27
Capital Expenses	-	-	-	-	-
Loss on Sale	250,000	-	-	-	-
Total Expenses	10,520,304	2,513,956	2,546,249	32,293	1.27
Net Recurrent Result/Operating Surplus/(Deficit)	(4,461,086)	(403,293)	(1,012,333)	(609,040)	60.16
NET RESULT AFTER CAPITAL ITEMS	(4,711,086)	(403,293)	(1,012,333)	(609,040)	60.16

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

	Current Annual Budget	Actuals YTD	Budget YTD	Variance Amount YTD	Variance % YTD
Income					
Revenue					
Recurrent Revenue					
Rates and Utility Charges (Gross)	864,140	432,070	432,070	-	-
Charges and Fees	366,000	68,307	91,500	23,193	25.35
Operating Grants and Subsidies	2,327,079	633,619	633,600	(19)	(0.00)
Revenue - Contract/Recoverable Works	738,000	4,413	-	(4,413)	-
Other Revenue	235,000	155,246	75,000	(80,246)	(107.00)
Total Recurrent Revenue	4,530,219	1,293,655	1,232,170	(61,485)	(4.99)
Capital Revenue					
Capital Grants, Subsidies and Contributions	9,277,988	1,956,072	1,188,000	(768,072)	(64.65)
Total Revenue	13,808,207	3,249,727	2,420,170	(829,557)	(34.28)
Capital Income	-	-	-	-	-
Total Income	13,808,207	3,249,727	2,420,170	(829,557)	(34.28)
Expenses					
Recurrent Expenses					
Employee Costs	9,185,924	2,420,457	2,579,455	158,998	6.16
Goods and Services	3,652,644	1,117,818	1,079,280	(38,538)	(3.57)
Finance costs	579,898	149,634	149,256	(378)	(0.25)
Depreciation	1,168,900	292,225	292,225	-	-
Total Recurrent Expenses	14,587,366	3,980,134	4,100,216	120,082	2.93
Capital Expenses	-	-	-	-	-
Loss on Sale	250,000	-	-	-	-
Total Expenses	14,837,366	3,980,134	4,100,216	120,082	2.93
Net Recurrent Result/Operating Surplus/(Deficit)	(10,057,147)	(2,686,479)	(2,868,046)	(181,567)	6.33
NET RESULT AFTER CAPITAL ITEMS	(1,029,159)	(730,407)	(1,680,046)	(949,639)	56.52

LOCKYER VALLEY REGIONAL COUNCIL
Statement of Cash Flows
For the Period Ending 30 September, 2021

	2021-2022 Annual Budget	2021-2022 YTD Actuals
<u>Cash flows from operating activities:</u>		
<u>Receipts</u>		
Receipts from customers	57,400,000	28,577,495
Dividend received	-	-
Interest received	910,000	174,468
<u>Payments</u>		
Payments to suppliers and employees	(45,490,000)	(16,723,703)
Interest expense	(1,010,000)	(260,376)
Net cash inflow (outflow) from operating activities	11,810,000	11,767,885
<u>Cash flows from investing activities:</u>		
Capital grants, subsidies and contributions	10,740,000	3,193,804
Payments for property, plant and equipment	(22,280,000)	(3,140,456)
Payments for investment property	-	-
Net transfer (to) from cash investments	1,350,000	-
Proceeds from sale of property plant and equipment	480,000	394,731
Net cash inflow (outflow) from investing activities	(9,700,000)	448,079
<u>Cash flows from financing activities:</u>		
Repayment of borrowings	(1,580,000)	(388,229)
Proceeds from borrowings	-	-
Net cash inflow (outflow) from financing activities	(1,580,000)	(388,229)
Net increase (decrease) in cash and cash equivalents held	530,000	11,827,734
Cash and cash equivalents at beginning of the financial year	26,310,000	34,350,830
Cash and cash equivalents at end of the financial year	26,830,000	46,178,564

LOCKYER VALLEY REGIONAL COUNCIL
STATEMENT OF FINANCIAL POSITION
As at 30 September, 2021

	2021-2022 Annual Budget	2021-2022 YTD Actual
<u>Current Assets</u>		
Cash assets and cash equivalents	26,830,000	38,178,564
Cash investments	-	8,000,000
Trade and other receivables	3,760,000	5,205,124
Inventories	300,000	386,365
Contract Receivable	-	1,280,355
Non-current assets classified as held for sale	-	359,625
Total Current Assets	30,890,000	53,410,032
<u>Non Current Assets</u>		
Trade and other receivables	14,740,000	14,734,969
Equity investments	34,100,000	32,939,634
Investment properties	2,110,000	1,605,000
Property, plant and equipment	568,330,000	530,471,226
Intangible assets	6,780,000	2,613,567
Total Non Current Assets	626,060,000	582,364,395
TOTAL ASSETS	656,960,000	635,774,427
<u>Current Liabilities</u>		
Trade and other payables	3,740,000	2,281,785
Provisions	8,670,000	8,305,572
Borrowings	1,660,000	1,191,992
Contract Liability Grants	-	4,012,548
Total Current Liabilities	14,070,000	15,791,897
<u>Non Current Liabilities</u>		
Provisions	30,220,000	28,719,598
Borrowings	18,320,000	19,986,960
Total Non Current Liabilities	48,540,000	48,706,558
TOTAL LIABILITIES	62,610,000	64,498,455
NET COMMUNITY ASSETS	594,350,000	571,275,972
<u>Community Equity</u>		
Retained surplus (deficiency)	415,281,000	401,510,598
Asset revaluation surplus	176,990,000	155,923,222
Reserves	-	3,088,444
Current Surplus/(Deficit)	2,069,000	10,753,709
TOTAL COMMUNITY EQUITY	594,350,000	571,275,972

LOCKYER VALLEY REGIONAL COUNCIL
For Period Ended September, 2021

CAPITAL WORKS PROGRAM SUMMARY

	Budget	Actual	Committed	Total (includes committed costs)	Remaining Budget
INFRASTRUCTURE					
Capital Program Delivery	12,512,691	2,006,343	1,410,094	3,416,437	9,096,255
Cemetery	72,600	40,496	-	40,496	32,104
Facilities	2,617,600	304,915	186,192	491,107	2,126,493
Fleet	2,550,000	171,589	1,261,067	1,432,656	1,117,344
Parks & Open Spaces	127,000	521,544	106,523	628,067	(501,066)
Total for Group	\$ 17,879,891	\$ 3,044,887	\$ 2,963,875	\$ 6,008,762	\$ 11,871,129

PEOPLE AND BUSINESS PERFORMANCE

Disaster Management	144,800	-	2,745	2,745	142,055
Information Communication Technology	1,144,000	1,436	65,406	66,842	1,077,158
Public Order & Safety	223,000	4,472	-	4,472	218,528
Transfer Stations	1,435,000	38,042	71,782	109,823	1,325,177
Waste Collection	30,000	5,855	-	5,855	24,145
Total for Group	\$ 2,976,800	\$ 49,804	\$ 139,933	\$ 189,737	\$ 2,787,063

COMMUNITY AND REGIONAL PROSPERITY

Community Wellbeing	8,300	-	-	-	8,300
Gatton Child Care Centre	75,000	1,395	-	1,395	73,605
Growth & Policy	90,000	33,410	117,581	150,991	(60,991)
Regional Development	1,250,000	10,500	-	10,500	1,239,500
Total for Group	\$ 1,423,300	\$ 45,305	\$ 117,581	\$ 162,887	\$ 1,260,413
Total for Council	\$ 22,279,991	\$ 3,139,996	\$ 3,221,390	\$ 6,361,386	\$ 15,918,606

LOCKYER VALLEY REGIONAL COUNCIL
For Period Ended September, 2021

CAPITAL WORKS PROGRAM

INFRASTRUCTURE										
Cost Centre: Parks & Open Spaces										
Program: Parks and Open Spaces Projects										
	Total									
	Budget	Actual	Committed	(includes committed costs)	Remaining Budget	Total Amount of Funding	Council Contribution	Design Completion %	Construction Completion %	Comments
Program: Parks and Open Spaces Projects										
Forest Hill Place Renewals	46,000	-	-	-	46,000	-	46,000	0	0	
Hatton Vale/Fairways Park Stage1A (BBRF)	-	224,576	7,882	232,458	(232,458)	-	-	100	100	Carry forward from 20/21
Hatton Vale/Fairways Park Stage1C (URCS)	-	54,227	5,288	59,515	(59,515)	-	-	100	100	Carry forward from 20/21
Hvale/Fairways Park Stage 1B & 1D (URCS)	-	239,320	86,973	326,293	(326,293)	-	-	100	100	Carry forward from 20/21
Jean Biggs Park Playground Improvements	55,000	1,652	-	1,652	53,348	-	55,000	20	0	
LRR Shelter and Table setting Renewal	26,000	1,768	6,380	8,148	17,852	-	26,000	100	0	
Parks and Open Spaces Projects Total	127,000	521,544	106,523	628,067	(501,066)	-	127,000			
Cost Centre: Capital Program Delivery										
Program: Asphalt Resheet Programme										
20/21 Asphalt Resheet Program (LRCI1)	-	2,414	-	2,414	(2,414)	-	-	100	100	Carry forward from 20/21
21/22 Asphalt Renewal Gatton CBD (LRCI1)	180,000	-	-	-	180,000	-	-	0	0	
21/22 Asphalt Renewal Gatton CBD (LRCI2)	505,029	5,820	2,795	8,615	496,414	-	-	0	0	
Asphalt Resheet Programme Projects Total	685,029	8,233	2,795	11,028	674,001	-	-			
Program: Bridge Renewal Programme										
Comroles Bridge Rehabilitation (LRCI2)	300,000	1,185	7,581	8,766	291,234	-	-	0	0	
Bridge Renewal Programme Projects Total	300,000	1,185	7,581	8,766	291,234	-	-			
Program: Culvert Renewal Programme										
21/22 Culvert Renewal Program (non-fund)	-	172,522	69	172,591	(172,591)	-	-	100	20	Carry forward from 20/21
21/22 Culvert Renewal Program (SEQCSP)	380,000	8,014	4,940	12,954	367,046	-	-	20	0	
Culvert Renewal Programme Projects Total	380,000	180,536	5,009	185,545	194,455	-	-			
Program: Footpath Renewal Programme										
21/22 Footpath Missing Links (SEQCSP)	129,903	-	-	-	129,903	-	118,000	5	0	
21/22 Footpath Renewal Program (SEQCSP)	210,000	-	-	-	210,000	-	210,000	5	0	
Murphys Creek Road, Footpath (LRCI 2)	60,000	4,270	-	4,270	55,730	-	60,000	100	0	
Footpath Renewal Programme Projects Total	399,903	4,270	-	4,270	395,633	-	388,000			

	Budget	Actual	Committed	Total (includes committed costs)	Remaining Budget	Total amount of Funding	Council Contribution	Design Completion %	Construction Completion %	Comments
Program: Floodway Renewal Programme										
20/21 Floodway Renewal Program - Design	-	7,733	93	7,826	(7,826)	-	-	5	0	Carry forward from 20/21
21/22 Floodway Renewal Program (SECOSP)	383,000	4,127	3,062	7,189	375,811	383,000	-	5	0	
Floodway Renewal Programme Projects Total	383,000	11,860	3,155	15,015	367,985	383,000	-			
Program: Gravel Resheet Programme										
20/20/2021 Gravel Resheet Program (RTR)	-	161	-	161	(161)	-	-	100	100	Carry forward from 20/21
21/22 Gravel Resheet Program	900,000	163,679	60,812	224,491	675,509	-	900,000	Not Applicable	30	
Gravel Resheet Programme Projects Total	900,000	163,840	60,812	224,652	675,348	-	900,000			
Program: Kerb & Channel Renewal Programme										
21/22 Kerb and Channel Renewal (SECOSP)	300,000	-	-	-	300,000	300,000	-	0	0	
Kerb & Channel Renewal Programme Projects Total	300,000	-	-	-	300,000	300,000	-			
Program: Other Infrastructure Projects										
21/22 Safe Schools Program (TTDS)	60,000	-	-	-	60,000	30,000	30,000	25	0	
22/23 Future Design	250,000	-	-	-	250,000	-	250,000	5	0	Carry forward from 20/21
Bus Shelter Western Dr & Turner St (BSSP)	-	2,912	-	2,912	(2,912)	-	-	100	100	
Cycle Network Gaton (PCNP)	450,000	-	-	-	450,000	225,000	225,000	20	0	
Digital Signage (LER)	450,000	-	-	-	450,000	425,000	25,000	5	0	
Flagstone Cr/Lockyer Cr Rd (HVSPP)	750,000	3,897	-	3,897	746,103	375,000	375,000	70	0	
Flagstone Creek Rd/Carpendale Rd (HVSPP)	750,000	324,506	346,384	670,890	79,110	375,000	375,000	100	90	
Gaton Central Drainage Upgrade - Design	-	1,138	-	1,138	(1,138)	-	-	0	0	Carry forward from 20/21
Gatton Industrial Estate (HVSPP)	565,898	10,939	51,516	62,455	503,443	282,343	283,555	90	0	
Gehike Road/Lorikeet Road (BS)	448,677	6,100	4,677	10,777	437,900	448,677	0	5	0	
Grantham Scrub/Grantham Winwill (HVSPP)	334,440	758	2,612	3,370	331,070	167,220	167,220	50	0	
Laidley LED Street Lighting (LGSP)	-	167,514	60,004	227,518	(227,518)	-	-	100	70	Carry forward from 20/21
Laidley LED Street Lighting (URCS)	-	29,614	26,390	56,004	(56,004)	-	-	100	100	Carry forward from 20/21
Murphys Creek Road - Footpath (TRC)	-	1,163	1,834	2,997	(2,997)	-	-	100	0	Carry forward from 20/21
North Street / East Street, Gaton (BS)	362,565	10,030	4,623	14,653	347,912	362,500	65	20	0	
Safeschools Project Kentwilleschool TTDS	-	1,884	-	1,884	(1,884)	-	-	100	100	Carry forward from 20/21
Spencer Street/East Street, Gaton (BS)	90,080	1,950	-	1,950	88,130	90,080	-	5	0	
Woodlands Rd & Rangeview Drive (BS)	-	60,425	-	60,425	(60,425)	-	-	100	100	Carry forward from 20/21
Other Infrastructure Projects Projects Total	4,511,660	622,831	498,038	1,120,870	3,390,790	2,780,820	1,730,840			

	Budget	Actual	Committed	Total (includes committed costs)	Remaining Budget	Total Amount of Funding	Council Contribution	Design Completion %	Construction Completion %	Comments
Program: Pavement Renewal Programme										
Brightview Road Rehabilitation	-	3,966	-	3,966	(3,966)	-	-	50	0	Carry forward from 20/21
Flagstone Creek Rd Rehabilitation	-	20,520	-	20,520	(20,520)	-	-	70	0	Carry forward from 20/21
Gehrke Road, Plainland - TIDS 21/22	600,000	3,102	-	3,102	596,898	300,000	300,000	50	0	
Postmans Ridge Rd, Pavement Renewal (TIDS)	-	16,443	80,262	96,705	(96,705)	-	-	100	90	Carry forward from 20/21
Sunderholm Road Rehabilitation	245,099	182,746	55,717	238,463	6,636	-	245,099	100	80	
William Street, Gatton - Pavement Rehab	100,000	-	-	-	100,000	-	100,000	0	0	
Pavement Renewal Programme Projects Total	945,099	226,777	135,979	362,756	582,343	300,000	645,099			
Program: Pavement Widening Programme										
Grantham Scrub Road - TIDS 21/22	750,000	7,990	1,029	9,019	740,981	375,446	374,554	50	0	
Lake Clarendon Way Widening (RTR)	-	116,422	7,865	124,287	(124,287)	-	-	100	95	Carry forward from 20/21
Stockyard Creek Road Widening - Design	50,000	-	-	-	50,000	-	50,000	0	0	
Woodlands Rd Pavement Rehab (RC12)	350,000	194,330	36,554	230,884	119,116	350,000	-	100	75	
Pavement Widening Programme Projects Total	1,150,000	318,741	45,448	364,189	785,811	725,446	424,554			
Program: Seal Renewal Programme										
2020/2021 Reseal Program (RTR)	-	50,567	3,070	53,637	(53,637)	-	-	100	100	Carry forward from 20/21
21/22 Bitumen Reseal Program (RTR)	1,700,000	111,052	175,555	286,607	1,413,393	927,079	772,921	Not Applicable	15	
Seal Renewal Programme Projects Total	1,700,000	161,619	178,625	340,244	1,359,756	927,079	772,921			
Program: Seal Road Upgrade Programme										
Twidales Rd Heildon Spa Upgrade (SECQSP)	230,000	3,949	-	3,949	226,051	230,000	-	95	0	
Seal Road Upgrade Programme Projects Total	230,000	3,949	-	3,949	226,051	230,000	-			
Program: Stormwater Renewal Programme										
21/22 Swater - Railway St Heildon SECQSP	68,000	499	-	499	67,501	68,000	-	10	0	
Stormwater Pipe Relining (SECQSP)	500,000	302,002	472,651	774,653	(274,653)	500,000	-	0	0	
Whittle Street, Gatton Drainage (URCS)	628,000	302,501	472,651	775,152	(147,152)	628,000	-	100	90	Carry forward from 20/21
Stormwater Renewal Programme Projects Total	628,000	302,501	472,651	775,152	(147,152)	628,000	-			

	Budget	Actual	Committed	Total (includes committed costs)	Remaining Budget	Total Amount of Funding	Council Contribution	Design Completion %	Construction Completion %	Comments
Cost Centre: Fleet										
<i>Program: Fleet Projects</i>										
21/22 Earthmoving Equipment Replacement	1,170,000	-	-	-	1,170,000	-	1,170,000	Not Applicable	Not Applicable	Carry forward from 20/21
21/22 Light Commercial Replacement	45,000	-	-	-	45,000	-	45,000	Not Applicable	Not Applicable	Carry forward from 20/21
21/22 Mowers Replacement	175,000	-	-	-	175,000	-	175,000	Not Applicable	Not Applicable	Carry forward from 20/21
21/22 Passenger Vehicles	85,000	-	54,550	54,550	30,450	-	85,000	Not Applicable	Not Applicable	Carry forward from 20/21
21/22 Tractors Replacement	80,000	-	-	-	80,000	-	80,000	Not Applicable	Not Applicable	Carry forward from 20/21
21/22 Trailers Replacement	275,000	-	-	-	275,000	-	275,000	Not Applicable	Not Applicable	Carry forward from 20/21
21/22 Trucks Replacement	690,000	-	237,027	237,027	690,000	-	690,000	Not Applicable	Not Applicable	Carry forward from 20/21
Earthmoving Equipment	-	-	267,511	439,100	(237,027)	-	-	Not Applicable	Not Applicable	Carry forward from 20/21
Light Commercial Vehicles	-	171,589	-	-	(171,589)	-	-	Not Applicable	Not Applicable	Carry forward from 20/21
Mower Fairways Park Kensington Grove	30,000	-	-	-	30,000	-	30,000	Not Applicable	Not Applicable	Carry forward from 20/21
Passenger Vehicles	-	-	25,075	25,075	(25,075)	-	-	Not Applicable	Not Applicable	Carry forward from 20/21
SES Vehicles & Plant (SES Support Grant)	-	-	39,989	39,989	(39,989)	-	-	Not Applicable	Not Applicable	Carry forward from 20/21
Trailers	-	-	85,972	85,972	(85,972)	-	-	Not Applicable	Not Applicable	Carry forward from 20/21
Trucks	-	-	550,942	550,942	(550,942)	-	-	Not Applicable	Not Applicable	Carry forward from 20/21
Fleet Projects Total	2,550,000	171,589	1,261,067	1,432,556	1,117,344	-	2,550,000			
Cost Centre: Cemetery										
<i>Program: Cemetery Projects</i>										
Gatton Cemetery Seam Strip Instal (SECQSP)	33,000	13,123	-	13,123	19,877	33,000	-	100	40	
Gatton Cemetery Bolland Renewal (SECQSP)	6,600	2,713	-	2,713	3,887	6,600	-	0	0	
Laidley Cemetery Seam Strip(SECQSP)	33,000	24,660	-	24,660	8,340	33,000	-	100	80	
Cemetery Projects Total	72,600	40,496	-	40,496	32,104	72,600	-			
Cost Centre: Facilities										
<i>Program: Facilities Projects</i>										
Bore Infrastructure Improvements(SECQSP)	112,600	3,054	-	3,054	109,546	112,600	-	10	10	
Cahill Park Machinery Shed (SECQSP)	117,000	4,324	66,612	70,935	46,065	117,000	-	80	0	
Community Facilities Work Packages	57,000	-	8,800	8,800	48,200	-	57,000	100	40	
Corrective Electrical Upgrades	-	21,113	-	21,113	(21,113)	-	-	100	100	Carry forward from 20/21
Electrical Infrastructure Program	178,000	1,127	-	1,127	176,873	-	178,000	0	0	
Gatton Depot Action Plan	36,000	-	-	-	36,000	-	36,000	0	0	
Gatton S/Hall Compliance Upgrade (BBRF)	-	2,052	-	2,052	(2,052)	-	-	100	100	Carry forward from 20/21
Gatton S/Grounds Masterplan Work (WACLD)	-	55,041	48,768	103,808	(103,808)	-	-	100	100	Carry forward from 20/21
Gatton Shire Hall Improvements (BoR)	-	17,773	-	17,773	(17,773)	-	-	100	100	Carry forward from 20/21
Gatton Showgrounds Equestrian Centre	-	10,560	-	10,560	(10,560)	-	-	100	85	
Gatton Showgrounds Program	125,000	3,687	7,264	10,950	114,050	-	125,000	60	0	
GSLAC Replacement Chlorine Tanks	30,000	-	-	-	30,000	-	30,000	5	0	

	Total					Total Amount of Funding	Council Contribution	Design Completion %	Construction Completion %	Comments
	Budget	Actual	Committed	(includes committed costs)	Remaining Budget					
Hydraulic Renewal Program	105,000	964	-	964	104,036	-	105,000	5	0	
Laidley Rec Grounds Program	116,000	2,062	4,900	6,962	109,038	-	116,000	20	0	
Laidley Rec Reserve Entry Upgrade (LRCL)	-	28,342	23,956	52,298	(52,298)	-	-	100	100	Carry forward from 20/21
Laidley Saleyards Program (SEQCSP)	114,000	3,430	7,020	10,450	103,550	-	-	20	5	
Lake Apex Amphitheatre (SEQCSP)	400,000	17,924	12,763	30,688	369,312	-	-	85	0	
Lake Apex Youth Node Upgrade (LRCL2)	470,000	32,038	-	32,038	437,962	-	-	20	5	
LVSAC Revitalisation (SEQCSP)	506,000	99,147	-	99,147	406,853	-	100,000	30	15	
Murphy Creek Hall & Toilet Demolition	41,000	1,533	-	1,533	39,467	-	41,000	20	0	
Nielsen's Place Shade Structure	-	-	6,110	6,110	(6,110)	-	-	100	100	Carry forward from 20/21
Pool Heating Program Garton pool	185,000	-	-	-	185,000	-	185,000	0	0	
Solar to Garton Depot Workshop	25,000	-	-	-	25,000	-	25,000	0	0	
Springbrook Park Entry Upgrade	-	744	-	744	(744)	-	-	0	0	
<i>Facilities Projects Projects Total</i>	2,617,600	304,915	186,192	491,107	2,126,493	1,639,600	978,000	30	0	
Total for Group	\$ 17,879,891	\$ 3,044,887	\$ 2,963,875	\$ 6,008,762	\$ 11,871,129	\$ 9,739,574	\$ 8,140,317			

PEOPLE AND BUSINESS PERFORMANCE

	Budget	Actual	Committed	Total (includes committed costs)	Remaining Budget	Total Amount of Funding	Council Contribution	Design Completion %	Construction Completion %	Comments
Cost Centre: Disaster Management										
<i>Program: Disaster Management Projects</i>										
Upgrade Flood Cameras Equipment (SECOSP)	144,800	-	2,745	2,745	142,055	144,800	-	#N/A	5	
Disaster Management Projects Total	144,800	-	2,745	2,745	142,055	144,800	-			
Cost Centre: Information Communication Technology										
<i>Program: Information Communication Technology Projects</i>										
Cyber Security	170,000	-	19,273	19,273	150,727	-	170,000	60	30	Carry forward from 20/21
Flood Inform Advice Portal (OLD I & I)	-	979	40,000	40,979	(40,979)	-	-	100	85	
Intranet Renewal	15,000	96	-	96	14,904	-	15,000	100	95	
Network Perimeter Security (Firewalls)	100,000	-	-	-	100,000	-	100,000	50	0	
TechnologyOne	470,000	-	6,133	6,133	463,867	-	470,000	15	15	
Unified Communications	-	360	-	360	(360)	-	-	100	90	
Upgrade MS Office	50,000	-	-	-	50,000	-	50,000	100	80	
UPS Renewal	16,000	-	-	-	16,000	-	16,000	0	0	
Information Communication Technology Projects Total	821,000	1,436	65,406	66,842	754,158	-	821,000			
<i>Program: Public Order and Safety Projects</i>										
Building Security Systems	128,000	-	-	-	128,000	-	128,000	50	0	
ePlanning	175,000	-	-	-	175,000	-	175,000	10	0	
GIS GDA2020	20,000	-	-	-	20,000	-	20,000	20	0	
Public Order and Safety Projects Total	323,000	-	-	-	323,000	-	323,000			
Cost Centre: Waste Collection										
<i>Program: Waste Collection Projects</i>										
Garbage Truck Turnaround	30,000	5,855	-	5,855	24,145	-	30,000	Not Applicable		10
Waste Collection Projects Total	30,000	5,855	-	5,855	24,145	-	30,000			

	Budget	Actual	Committed	Total (includes committed costs)	Remaining Budget	Total amount of Funding	Council Contribution	Design Completion %	Construction Completion %	Comments
Cost Centre: Transfer Stations										
<i>Program: Transfer Station Projects</i>										
Eastern Waste Site Feasibility Study	33,000	-	-	-	33,000	-	33,000	Not Applicable	90	
Gatton Landfill Cell 5 (SECCSP)	1,320,000	38,042	71,782	109,823	1,210,177	1,320,000	-	10	0	
Laidley Landfill Capping Design	30,000	-	-	-	30,000	-	30,000	5	0	
Old Gatton Landfill Capping	30,000	-	-	-	30,000	-	30,000	5	0	
Waste Management Signage Review	22,000	-	-	-	22,000	-	22,000	10	0	
Transfer Station Projects Total	1,435,000	38,042	71,782	109,823	1,325,177	1,320,000	115,000			
Cost Centre: Public Order & Safety										
<i>Program: Public Order and Safety Projects</i>										
CCTV Cyber Security Improvements	75,000	4,472	-	4,472	70,528	-	75,000	80	20	
LVRC CCTV	148,000	-	-	-	148,000	-	148,000	0	0	
Public Order and Safety Projects Total	223,000	4,472	-	4,472	218,528	-	223,000			
Total for Group	\$ 2,976,800	\$ 49,804	\$ 139,933	\$ 189,737	\$ 2,787,063	\$ 1,464,800	\$ 1,512,000			

	Budget	Actual	Committed	Total (includes committed costs)	Remaining Budget	Total amount of Funding	Council Contribution	Design Completion %	Construction Completion %	Comments
COMMUNITY AND REGIONAL PROSPERITY										
Cost Centre: Regional Development										
<i>Program: Regional Developments Projects</i>										
Lake Apex Desilting Early Design Works	-	10,500	-	10,500	(10,500)	-	-	10	0	Carry forward 20/21
Strategic Land Acquisition	1,250,000	-	-	-	1,250,000	-	1,250,000	0	0	
Regional Developments Projects Total	1,250,000	10,500	-	10,500	1,239,500	-	1,250,000			
Cost Centre: Growth & Policy										
<i>Program: Growth and Policy Projects</i>										
Infrastructure Planning Stormwater Mgmt	45,000	-	-	-	45,000	-	45,000	0	0	
Infrastructure Planning Transport	45,000	-	-	-	45,000	-	45,000	0	0	
Growth and Policy Projects Total	90,000	-	-	-	90,000	-	90,000			
<i>Program: MRDP Projects</i>										
Evacuation Planning (NDRP)	-	29,160	62,124	91,284	(91,284)	-	-	0	20	Carry forward 20/21
Local Flood Plain Mgmt Plan 2/2 (NDRP)	-	4,250	55,457	59,707	(59,707)	-	-	0	40	Carry forward 20/21
MRDP Projects Total	-	33,410	117,581	150,991	(150,991)	-	-			
Cost Centre: Community Wellbeing										
<i>Program: Community Wellbeing Projects</i>										
Sound Level Meter	8,300	-	-	-	8,300	-	8,300	0	0	
Community Wellbeing Projects Total	8,300	-	-	-	8,300	-	8,300			
Cost Centre: Gatton Child Care Centre										
<i>Program: Gatton Child Care Projects</i>										
Gatton Childcare Centre Refurbishment	75,000	1,395	-	1,395	73,605	-	75,000	5	0	
Gatton Child Care Projects Total	75,000	1,395	-	1,395	73,605	-	75,000			
Total for Group	\$ 1,423,300	\$ 45,305	\$ 117,581	\$ 162,887	\$ 1,260,413	\$ -	\$ 1,423,300			
Total for Council	\$ 22,279,991	\$ 3,139,996	\$ 3,221,390	\$ 6,361,386	\$ 15,918,606	\$ 11,204,374	\$ 11,075,617			

10.2 Consultation - Annual Valuation Effective 30 June 2022

Date: 14 September 2021
Author: Jodi Marchant, Chief Financial Officer
Responsible Officer: Ian Church, Chief Executive Officer

Purpose:

The Valuer-General has written to Council seeking a response as to whether a valuation of land within the region should be undertaken to be effective on 30 June 2022. The purpose of this report is to seek retrospective approval for the actions of the Chief Financial Officer in responding to the Valuer-General regarding the valuation of land in the Lockyer Valley to be effective on 30 June 2022 which inform the 2022/2023 rates.

Officer's Recommendation:

THAT Council endorse the actions of the Chief Financial Officer in responding to the Valuer-General requesting that a valuation is conducted to take effect on 30 June 2022 for the reasons outlined in the report.

Executive Summary

The Valuer-General wrote to the Chief Executive Officer seeking a response by 11 October 2021 as to whether a valuation of land within the region should be undertaken to be effective on 30 June 2022. The last valuation conducted was effective on 30 June 2019 despite Council requesting an annual valuation for the 2019-2020 financial year.

A response has been provided to the Valuer-General requesting a valuation to be undertaken effective for the 2022-2023 year in order to ensure that changes in the economy, changes in the market and the impact of land sales are reflected in property values. This will avoid shock increases and decreases and provide certainty to ratepayers that valuations are current and consistent. When valuations are conducted several years apart large movements in valuation can occur, as has been experienced with the last valuation which saw individual valuations vary from a reduction of 52.17 per cent through to an increase of 428.14 per cent.

Finance and Resource Implications

The cost of valuations is approximately \$130,000 per year and an allocation is included in Council's annual budget. Council must pay the amount whether a valuation is conducted or not.

If the valuation is undertaken, the new values will be included within the rates modelling for the 2022/2023 budget.

Corporate Plan

Corporate Plan Goal
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.

Consultation

Internal Consultation

Consultation undertaken internal officers as required. No further communication or engagement on the matter is required.

Proposal

Overview

The Department of Resources is responsible for the valuation of rateable land and provides the values to Council as the basis for the general rates levied each year. As values change over time, the Valuer-General is required to review the valuations on an annual basis and as part of this process; Council's opinion is sought as to whether a revaluation should be undertaken.

The last valuation conducted was effective on 30 June 2019 despite Council requesting an annual valuation for the 2020/2021 and 2021/2022 financial years. It has been evidenced that significant time delays between valuations can impact the variation of valuations for property owners in the Lockyer Valley and regular valuations lessen the impact of these variations.

Over the last five (5) years, the Lockyer Valley has had two land valuations. In 2016 the overall percentage of statutory land values increased 4.2% and in 2019 the overall percentage of statutory land values increased 15.1% since the previous valuation. The most recent valuation saw individual property valuations vary from a reduction of 52.17 per cent through to an increase of 428.14 per cent.

As valuations must be issued prior to 31 March in the year in which they take effect, Council's opinion has been sought as to whether a revaluation should take place to be effective from 30 June 2022.

A response has been provided to the Valuer-General advising that in Council's opinion a valuation should be undertaken as:

- expected increases in land value to the majority of Council's land use categories;
- there has been an increase in development within the region which is likely to impact on property values;
- the last valuation for land within the Region was effective from 30 June 2019 which caused large variances in valuations from the previous valuation effective from 30 June 2016. These variations caused significant difficulties in developing a consistent rate model;
- Property sales within the Region have increased significantly over the past 12 months which may affect property values. The total number of rate search applications processed in 2019-2020 was 882 which nearly doubled to 1,668 in the 2020-2021 financial year. A similar trend is occurring for the current financial year;
- a regular valuation will reduce the significance of changes to property values when they occur; and
- consideration of the impact of COVID-19 on the economy, market valuations and the valuation uncertainty which exists. It is noted that there may be limited market evidence showing change with key challenges including the speed of COVID-19's impact on the economy, lack of comparative data and the impact from newly introduced legislation.

Following the consideration of Council's response and the other factors outlined above, the Valuer-General will notify Council if a revaluation will be conducted or not.

Legal Implications

Section 72 of the *Local Government Regulation 2012* requires Council to use the value of the land under the *Land Valuation Act 2010* when calculating its rates for a financial year.

The *Land Valuation Act 2010* requires the Valuer-General to undertake an annual statutory valuation of all rateable land in Queensland except in unusual circumstances or after consideration of:

- a market survey report of the Local Government Area which review sales of land since the last valuation and the probable impact of the sales on the value of land since the last valuation; and
- the results of consultation with the local government for the area, and appropriate local and industry groups.

Policy Implications

Nil.

Risk Considerations

Key Corporate Risk Category: FE2

Reference and Risk Description: Finance and Economic
Decision making governance, due diligence, accountability and sustainability.

Previous Council Resolutions

Previous resolutions for valuations effective 30 June 2020 from Ordinary Council Meeting held 19 August 2020 resolution number 20-24/0105:

THAT Council write to the Valuer-General and request that a valuation is conducted to take effect on 30 June 2020 for the following reasons:

- a. development within the region may impact on property values;
- b. the last valuation for land within the Region was effective on 30 June 2019 which caused large variances in valuations from the previous valuation effective on 30 June 2016. These variations caused significant difficulties in developing a consistent and equitable rate model; and
- c. a regular valuation will reduce the significance of changes to property values when they occur.

Related Documentation

Nil

Critical Dates

The Valuer-General requested a response by Monday 11 October 2021.

If the valuation is undertaken, the new values will be included within the rates modelling for the 2022-2023 budget.

Implementation

A letter has been sent to the Valuer-General with Council's response.

Attachments

There are no attachments for this report.

10.3 Budget Review, Capital Works Carried Forward and Updated Long Term Financial Forecast

Author: Kacey Bachmann, Management Accountant; Jodi Marchant, Chief Financial Officer

Responsible Officer: Ian Church, Chief Executive Officer

Purpose:

The purpose of this report is to seek Council's adoption of the September first quarter amended 2021-22 Budget and Long-Term Financial Forecast as set out in the attachments.

Officer's Recommendation:

THAT Council adopt the amended 2021-22 Budget and Long-Term Financial Forecast as set out in the attachment titled 2021-22 Budget and Long-Term Financial Forecast.

Executive Summary

In adopting its budget, several assumptions are used by Council which need to be updated periodically based on changes in actual results. The September quarter budget review has included a review of those major variations which have occurred since the budget was adopted including the carry forward capital works. Where Council amends its budget, its Long-Term Financial Forecast must also be updated.

The changes include adjustments to operating income and expenditure, and capital income and expenditure. The forecast for the remainder of the year remains somewhat uncertain, with the unknown impacts due to COVID-19 and the long-term financial sustainability impacted. Forecasts are regularly reviewed and have been updated to reflect the changes in the current economy.

The updated Long-Term Financial Forecast incorporates the recommended budget changes.

Proposal

During September 2021, a review of actual financial performance against the budget was conducted. As it was still early in the year, this review focused on those major variations whose impacts are currently known including additional grants and fees and charges income received and the identification of capital carry forward projects. Further budget reviews will be conducted during the year to review ongoing budget variations in detail.

Table 1 shows the operational income and expense items which require amending at this point in time:

Item	Revenue / Expenditure	Description	Amount Increase / (Decrease)	Comments
1	Revenue	Fees and Charges	\$141,000	<ul style="list-style-type: none"> \$100,000 in Infrastructure Charges, Development Assessments and Certificate fees \$41,000 in Building & Plumbing fees
2	Revenue	Operational Grants & subsidies	\$357,272	<ul style="list-style-type: none"> \$238,632 Financial Assistance Grant funding adjustment

				<ul style="list-style-type: none"> • \$30,250 Flying Fox Roost Management Grant • \$30,000 Flood Classification Project Grant • \$91,350 carry forward Lantana and Cultural Burn Grants • \$50,370 carry forward Illegal Dumping Partnership and Hot Spot Grant • \$35,500 carry forward NRM Drought Resilience Program • \$5,600 New Strategic Priorities Grant • \$1,000 Seniors Week Grant • (\$30,230) reduction in State Library Grant Funding and RADF • (\$105,700) Local Halls Grant Funding transferred to Capital
3	Revenue	Interest Income	(\$30,769)	Adjustments in forecast interest rates from Urban Utilities investment
4	Revenue	Other Revenue	\$20,000	Increase in sundry sales
TOTAL Revenue			\$487,503	Net increase in revenue
5	Expenditure	Employee Costs	\$245,943	<ul style="list-style-type: none"> • Allocation of wages to Capital Works program reduced (non-cash) • Other minor movements to reflect current operations and adjustments to business delivery.
6	Expenditure	Materials and Services	\$1,545,042	<ul style="list-style-type: none"> • \$64,000 Insurance increase • \$91,350 carry forward Lantana and Cultural Burn expenses (Grant Funded) • \$50,370 carry forward Illegal Dumping Partnership and Hot Spot expenses (Grant Funded) • \$35,500 carry forward NRM Drought Resilience Program expenses (Grant Funded) • \$30,000 Flying Fox Roost Management expenses (Grant Funded) • \$390,970 adjustments from Capital due to SaaS • \$566,000 adjustments from Capital for LGIP and Flood Modelling as per QAO • \$88,000 adjustment from Capital for Waste projects as per QAO • \$100,000 additional for ICT Review • \$75,000 Service Level Review Advice • \$55,000 Saleyards clean up expenses • \$12,000 Flood Intelligence System Customisation increase • (\$105,700) Local Halls expenses transferred to Capital (Grant Funded)

				<ul style="list-style-type: none"> • (\$40,000) transferred to Capital for purchase of new Ute for Fairways Park • Other minor movements to reflect current operations and adjustments to business delivery.
7	Expenditure	Depreciation	(\$980,000)	Adjustments to depreciation expense as a result of the determination in relation to Intangible Assets from QAO including SaaS, Planning Schemes etc.
TOTAL Expenditure			\$810,985	Net increase in expenditure
NET TOTAL			(\$323,482)	Overall net decrease in the 2021-22 operating result.

The changes to the operational and capital budget will have a negative impact on the projected operating surplus, reducing by \$0.324M to a forecast position at 30 June 2022 of \$1.745M, as well as an overall increase to the capital works program budget. The largest adjustments are directly associated with the adjustment of Software as a Service (SaaS) products being expensed as discussed through the annual financial statement process, and in relation to the capitalisation of the Planning Scheme, LGIP and Flood Modelling work. The late direction from QAO of adjustments relating to the Planning Scheme, LGIP and Flood Modelling work means there are also adjustments still being made to the 2020-21 Annual Financial Statements. As a result of these late changes, it is expected there will be further changes after this review to the adjusted opening balances provided for in these documents.

The Management Team is continuing to monitor their budgets to risk manage variances within their respective branch budgets with reporting to the Executive Leadership Team on variances also occurring.

Table 2 shows the changes to capital income and expense items which require amendment in this budget review (excluding carry forward capital works):

TABLE 2 – CAPITAL BUDGET AMENDMENTS

Item	Revenue / Expenditure	Description	Amount Increase / (Decrease)	Comments
1	Revenue	Capital Revenue	\$105,700	<ul style="list-style-type: none"> • \$105,700 Local Halls Grant Funding transferred from Operational
TOTAL Revenue			\$105,700	Net increase in revenue
2	Expenditure	Capital Works	\$28,150	<p>All movements are detailed in the September Budget Review - Capital Works Attachment 2.</p> <p>Project Increases:</p> <ul style="list-style-type: none"> • \$61,000 Woodlands Rd and Rangeview Drive • \$90,000 Lake Clarendon Widening • \$50,000 Whittle Street Drainage <p>New Projects:</p> <ul style="list-style-type: none"> • \$250,000 Gatton Diesel Tank

				<ul style="list-style-type: none"> • \$254,950 Realignment, subdivision of land • \$105,700 Local Halls expenses transferred from Operational (Grant Funded) • \$40,000 new ute for Fairways Park (Funding transferred from Operational) • \$9,500 CCTV Depot
				(\$833,000) adjustments for Intangible Assets
TOTAL Expenditure			\$28,150	Net increase in expenditure

In addition to the above, Management has identified capital works as at 30 June 2021 that will be completed in the 2021-22 financial year. These carry forward works will require an increase to the capital budget of \$3,609,289. Sufficient cash is available to cover these works from unspent budget as a result of works not finalised during the 2020-21 financial year.

A detailed listing of the carry forward projects is included in Attachment 2, with a summary included in Table 3 per organisational unit.

TABLE 3 – CAPITAL CARRY FORWARD SUMMARY

Organisational Unit	Amount	Funded
Infrastructure	\$3,514,289	\$373,413
People and Business Performance	\$59,000	
Community and Regional Prosperity	\$36,000	
TOTAL	\$3,609,289	\$373,413

The total capital works budget for 2021-22 is proposed at \$25.92M. A further detailed review of project delivery and phasing will be undertaken to identify any projects which may not be completed in the 2021-22 year. The outcomes of any timing adjustments will be presented as part of the December quarter budget review to ensure accurate budget and cash flow forecasts.

Options

Option 1

THAT Council adopt the amended 2021-22 Budget and Long-Term Financial Forecast as set out in the attachment titled 2021-22 Budget and Long-Term Financial Forecast.

Or

Option 2

THAT Council do not adopt the amended 2021-22 Budget and Long-Term Financial Forecast as set out in the attachment titled 2021-22 Budget and Long-Term Financial Forecast.

Or

Option 3

THAT Council proposed adjustments to the presented amended 2021-22 Budget and Long-Term Financial Forecast as set out in the attachment titled 2021-22 Budget and Long-Term Financial Forecast.

Previous Council Resolutions

Nil

Critical Dates

Nil

Strategic Implications

Corporate Plan

Corporate Plan Goal

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

To maintain sound financial management practices, a periodic review of financial performance is required. Council's Management Team has carried out a review of major changes to income and expenditure for the year to the end of September 2021. As a result of this review, it is recommended that Council amend its 2021-22 Budget and associated Long-Term Financial Forecast to better reflect the current forecasted position at 30 June 2022.

Legislation and Policy

Section 170 (3) of the Local Government Regulation 2012 'The local government may, by resolution, amend the budget for a financial year at any time before the end of the financial 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

Following previous meetings and summary of actual financial performance Vs budget reports presented to Council, Council is aware that a September budget review is to be presented to update both the operational and capital budget.

Internal Consultation

Internal Consultation

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

Attachments

- | | | |
|-------------------|---|---------|
| 1 | 2021-22 Budget and Long-Term Financial Forecast | 5 Pages |
| 2 | Capital Works Program Report | 9 Pages |

Lockyer Valley Regional Council
2021/2022 Budget and Long Term Financial Forecast 2022 to 2031
Statement of Income and Expenditure

	2022	2022		2023	2024	2025	2026	2027	2028	2029	2030	2031
	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$
	Original	Proposed		Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
	Budget	Budget	Movement									
Revenue												
Recurrent Revenue												
Rates & Utility Charges	43.00M	43.00M	-	43.99M	44.86M	46.21M	47.61M	49.05M	50.53M	52.06M	53.63M	55.25M
Less Discounts	(1.84M)	(1.84M)	-	(1.90M)	(1.95M)	(2.01M)	(2.07M)	(2.14M)	(2.20M)	(2.27M)	(2.34M)	(2.41M)
Net rates and utility charges	41.16M	41.16M	-	42.10M	42.90M	44.20M	45.54M	46.91M	48.33M	49.79M	51.30M	52.86M
Fees and charges	4.82M	4.86M	0.14M	5.28M	5.41M	5.52M	5.63M	5.74M	5.85M	5.97M	6.09M	6.21M
Sales, contract and recoverable works	0.74M	0.74M	-	0.75M	0.77M	0.78M	0.80M	0.81M	0.83M	0.85M	0.86M	0.88M
Operational Grants & subsidies	8.70M	9.06M	0.36M	8.13M	8.29M	8.46M	8.64M	8.83M	9.02M	9.22M	9.43M	9.66M
Interest received	0.91M	0.88M	(0.03M)	0.98M	1.11M	1.14M	1.17M	1.18M	1.22M	1.41M	1.42M	1.46M
Other recurrent income	3.95M	3.97M	0.02M	3.83M	3.79M	3.67M	3.72M	3.78M	3.84M	3.91M	3.97M	4.03M
Total Recurrent Revenue	60.29M	60.77M	0.49M	61.06M	62.28M	63.77M	65.50M	67.26M	69.10M	71.15M	73.08M	75.09M
Capital revenue:												
Capital Grants	10.74M	11.22M	0.48M	2.16M	2.20M	2.25M	2.29M	2.34M	2.38M	2.43M	2.48M	2.53M
Developer Contributions	-	-	-	0.50M	0.50M	0.50M	0.50M	0.50M	0.50M	0.50M	0.50M	0.50M
Gain/(loss) on sale of property, plant & equipment	(0.25M)	(0.25M)	-	0.14M	0.19M	0.47M	0.24M	0.22M	0.20M	0.22M	0.09M	0.20M
Total capital revenue	10.49M	10.97M	0.48M	2.80M	2.90M	3.22M	3.03M	3.05M	3.09M	3.15M	3.07M	3.23M
Total Revenue	70.78M	71.74M	0.97M	63.86M	65.17M	66.99M	68.53M	70.31M	72.19M	74.29M	76.15M	78.31M
Expenses												
Recurrent Expenses												
Employee costs	25.83M	26.08M	0.25M	26.58M	27.47M	28.23M	29.01M	29.81M	30.64M	31.50M	32.37M	33.28M
Materials and services	18.87M	20.42M	1.55M	19.13M	19.94M	19.85M	20.10M	20.66M	20.99M	21.49M	22.06M	22.44M
Depreciation and amortisation	12.39M	11.41M	(0.98M)	12.32M	13.23M	13.71M	14.08M	15.07M	15.38M	15.63M	15.52M	15.63M
Finance costs	1.12M	1.12M	-	1.05M	0.97M	0.88M	0.80M	0.70M	0.61M	0.50M	0.40M	0.28M
Total Recurrent Expenses	58.22M	59.03M	0.81M	59.08M	61.61M	62.66M	63.98M	66.45M	67.62M	69.12M	70.35M	71.63M
Net Result adjusted for Capital Items	12.56M	12.72M	0.15M	4.78M	3.57M	4.32M	4.55M	3.86M	4.57M	5.17M	5.80M	6.68M
Net Recurrent Result/Operating Surplus/(Deficit)	2.069M	1.745M	(0.324M)	1.981M	0.670M	1.107M	1.517M	0.809M	1.480M	2.023M	2.732M	3.460M

Lockyer Valley Regional Council
2021/2022 Budget and Long Term Financial Forecast 2022 to 2031
Statement of Financial Position

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
	Proposed	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Budget										
Current Assets										
Cash assets and cash equivalents	29.15M	25.20M	24.47M	18.91M	17.47M	19.09M	21.59M	24.42M	22.67M	26.68M
Other inventory	0.74M	0.74M	0.74M	0.74M	0.74M	0.74M	0.74M	0.74M	0.74M	0.74M
Receivables	3.19M	3.19M	3.25M	3.35M	3.44M	3.54M	3.62M	3.74M	3.84M	3.95M
Prepayments	2.87M	2.87M	2.87M	2.87M	2.87M	2.87M	2.87M	2.87M	2.87M	2.87M
Total Current Assets	35.94M	32.00M	31.33M	25.87M	24.52M	26.24M	28.83M	31.76M	30.12M	34.24M
Non Current Assets										
Land held for development or sale	1.61M	1.61M	1.61M	1.61M	1.61M	1.61M	1.61M	1.61M	1.61M	1.61M
Joint Ventures & Associates	33.57M	34.20M	34.84M	35.48M	36.13M	36.79M	37.45M	38.12M	38.80M	39.49M
Property, plant and equipment	534.33M	564.21M	566.42M	571.07M	607.54M	607.50M	606.57M	652.45M	657.51M	656.88M
Intangible assets	2.47M	2.41M	2.82M	2.70M	3.79M	3.56M	3.92M	4.43M	4.06M	4.48M
Capital works in progress	9.47M	9.47M	9.47M	9.47M	9.47M	9.47M	9.47M	-	-	-
Other non-current assets	14.74M	14.74M	14.74M	14.74M	14.74M	14.74M	14.74M	14.74M	14.74M	14.74M
Total Non Current Assets	596.19M	627.12M	629.88M	635.06M	673.27M	673.66M	673.75M	711.34M	716.71M	717.18M
TOTAL ASSETS	632.13M	659.13M	661.21M	660.93M	697.79M	699.90M	702.58M	743.11M	746.83M	751.42M
Current Liabilities										
Trade and other payables	1.79M	1.76M	1.81M	1.84M	1.88M	1.94M	1.97M	2.03M	2.09M	2.13M
Borrowings	1.66M	1.74M	1.83M	1.92M	2.02M	2.12M	2.22M	2.33M	2.41M	2.49M
Employee payables/provisions	8.11M	8.16M	8.35M	8.55M	8.74M	8.93M	9.13M	9.32M	9.51M	9.71M
Other provisions	0.56M	0.53M	0.53M	0.47M	0.45M	0.45M	0.45M	0.45M	0.45M	0.45M
Other current liabilities	2.80M	2.80M	2.80M	2.80M	2.80M	2.80M	2.80M	2.80M	2.80M	2.80M
Total Current Liabilities	14.92M	14.98M	15.32M	15.58M	15.89M	16.24M	16.57M	16.93M	17.06M	16.78M
Non Current Liabilities										
Borrowings	18.32M	16.58M	14.75M	12.82M	10.81M	8.69M	6.47M	4.13M	1.92M	0.23M
Employee payables/provisions	0.21M	0.22M	0.22M	0.23M	0.23M	0.24M	0.25M	0.25M	0.26M	0.27M
Other provisions	28.14M	26.18M	26.18M	23.23M	22.25M	22.25M	22.25M	22.25M	22.25M	22.25M
Total Non Current Liabilities	46.67M	42.97M	41.15M	36.29M	33.29M	31.18M	28.97M	26.64M	24.43M	22.75M
TOTAL LIABILITIES	61.59M	57.95M	56.46M	51.86M	49.18M	47.42M	45.54M	43.57M	41.50M	39.53M
Net community assets	570.53M	601.18M	604.74M	609.07M	648.61M	652.47M	657.04M	699.53M	705.34M	711.88M
Community Equity										
Asset revaluation reserve	155.92M	181.79M	181.79M	181.79M	216.78M	216.78M	216.78M	254.11M	254.11M	254.11M
Retained surplus (deficiency)	415.40M	420.17M	423.74M	428.06M	432.61M	436.48M	441.04M	446.21M	452.02M	458.70M
TOTAL COMMUNITY EQUITY	571.32M	601.96M	605.53M	609.85M	649.40M	653.26M	657.83M	700.32M	706.12M	712.80M

Lockyer Valley Regional Council
2021/2022 Budget and Long Term Financial Forecast 2022 to 2031
Statement of Cash Flows

	2022 Proposed Budget	2023 Forecast	2024 Forecast	2025 Forecast	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast	2030 Forecast	2031 Forecast
Cash flows from operating activities:										
Receipts from customers	62.08M	58.27M	59.39M	60.98M	62.68M	64.42M	66.22M	68.05M	69.97M	71.94M
Payment to suppliers and employees	(52.97M)	(45.81M)	(47.27M)	(47.96M)	(48.99M)	(50.54M)	(51.53M)	(52.86M)	(54.31M)	(55.60M)
Interest received	0.88M	0.98M	1.11M	1.14M	1.17M	1.18M	1.22M	1.41M	1.42M	1.46M
Finance costs	(1.01M)	(0.93M)	(0.85M)	(0.76M)	(0.67M)	(0.58M)	(0.48M)	(0.37M)	(0.26M)	(0.15M)
Other	-	(2.00M)	-	(3.00M)	(1.00M)	-	-	-	-	-
Net cash inflow (outflow) from operating activities	8.99M	10.51M	12.38M	10.40M	13.19M	14.48M	15.44M	16.23M	16.82M	17.64M
Cash flows from investing activities:										
Payments for property, plant and equipment	(25.92M)	(16.47M)	(15.19M)	(17.89M)	(16.28M)	(14.44M)	(14.45M)	(14.87M)	(19.85M)	(15.20M)
Subsidies, donations and contributions for new capital expenditure	11.22M	2.16M	2.20M	2.25M	2.29M	2.34M	2.38M	2.43M	2.48M	2.53M
Proceeds from sale of property, plant and equipment	0.48M	0.34M	0.54M	0.61M	0.38M	0.36M	0.34M	0.36M	0.23M	0.34M
Net transfer (to) from cash investments	1.35M	1.17M	1.08M	0.90M	0.90M	0.90M	0.90M	0.90M	0.90M	0.90M
Net cash inflow (outflow) from investing activities	(12.86M)	(12.79M)	(11.37M)	(14.12M)	(12.71M)	(10.84M)	(10.82M)	(11.18M)	(16.23M)	(11.43M)
Cash flows from financing activities:										
Proceeds from borrowings	-	-	-	-	-	-	-	-	-	-
Repayment of borrowings	(1.58M)	(1.66M)	(1.74M)	(1.83M)	(1.92M)	(2.02M)	(2.12M)	(2.22M)	(2.33M)	(2.21M)
Net cash inflow (outflow) from financing activities	(1.58M)	(1.66M)	(1.74M)	(1.83M)	(1.92M)	(2.02M)	(2.12M)	(2.22M)	(2.33M)	(2.21M)
Net increase (decrease) in cash and cash equivalents held	(5.46M)	(3.95M)	(0.73M)	(5.56M)	(1.44M)	1.63M	2.50M	2.82M	(1.75M)	4.00M
Cash at beginning of reporting period	34.60M	29.15M	25.20M	24.47M	18.91M	17.47M	19.09M	21.59M	24.42M	22.67M
Cash and cash equivalents at end of the financial year	29.15M	25.20M	24.47M	18.91M	17.47M	19.09M	21.59M	24.42M	22.67M	26.68M

Lockyer Valley Regional Council
2021/2022 Budget and Long Term Financial Forecast 2022 to 2031
Statement of Changes in Equity

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Proposed Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Asset revaluation surplus										
Opening balance	155.92M	155.92M	181.79M	181.79M	181.79M	181.79M	216.78M	216.78M	216.78M	254.11M
Increase in asset revaluation surplus	-	25.87M	-	-	34.99M	-	-	37.32M	-	-
Closing balance	155.92M	181.79M	181.79M	181.79M	216.78M	216.78M	216.78M	254.11M	254.11M	254.11M
Retained surplus										
Opening balance	402.68M	415.40M	420.17M	423.74M	423.74M	428.06M	432.61M	436.48M	441.04M	446.21M
Net result	12.72M	4.78M	3.57M	4.32M	4.55M	3.86M	4.57M	5.17M	5.80M	6.68M
Closing balance	415.40M	420.17M	423.74M	428.06M	432.61M	436.48M	441.04M	446.21M	452.02M	458.70M
Total										
Opening balance	558.60M	571.32M	601.96M	605.53M	609.85M	649.40M	653.26M	657.83M	700.32M	706.12M
Net result	12.72M	4.78M	3.57M	4.32M	4.55M	3.86M	4.57M	5.17M	5.80M	6.68M
Increase in asset revaluation surplus	-	25.87M	-	-	34.99M	-	-	37.32M	-	-
Closing balance	571.32M	601.96M	605.53M	609.85M	649.40M	653.26M	657.83M	700.32M	706.12M	712.80M

Lockyer Valley Regional Council
2021/2022 Budget and Long Term Financial Forecast 2022 to 2031
Relevant Measures of Financial Sustainability

	Target	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Average
Operating Surplus Ratio	Between 0% and 10%	2.9%	3.2%	1.1%	1.7%	2.3%	1.2%	2.1%	2.8%	3.7%	4.6%	2.6%
(Net Operating Surplus / Total Operating Revenue) (%)												
Net Financial Asset / Liability Ratio	<= 60%	42.2%	42.5%	40.4%	40.8%	37.7%	31.5%	24.2%	16.6%	15.6%	6.9%	29.8%
((Total Liabilities - Current Assets) / Total Operating Revenue)												
Asset Sustainability Ratio	>90%	138.8%	128.5%	98.4%	127.4%	103.6%	93.0%	87.5%	89.6%	95.9%	89.9%	105.3%
(Capital Expenditure on the Replacement of Assets (renewals) / Depreciation Expense)												
Cash Expense Cover Ratio	Target >3	7.5	6.6	6.2	4.7	4.3	4.5	5.0	5.5	5.0	5.7	5.5
Number of months of operations supported by cash balance												

LOCKYER VALLEY REGIONAL COUNCIL
as at 16th September, 2021

CAPITAL WORKS PROGRAM

	Budget	Actual	Committed	Carry Forward from 20-21 to 21-22	Amendment to Original Budget excluding Carry Forwards	Final Amended 20-21 Capital Works Budget	Funding
INFRASTRUCTURE							
Cost Centre: Parks & Open Spaces							
<i>Program: Parks and Open Spaces Projects</i>							
Forest Hill Place Renewals	46,000	-	-	-	-	46,000	
Hatton Vale/Fairways Park Stage1A (BRRF)	-	224,576	7,882	272,988		272,988	136,494
Hatton Vale/Fairways Park Stage1C (URCS)	-	54,227	5,288	57,445		57,445	57,445
HVale/Fairways Park Stage 1B & 1D (URCS)	-	239,320	86,973	356,884		356,884	356,884
Jean Biggs Park Playground Improvements	55,000	813	-	-		55,000	
LRR Shelter and Table setting Renewal	26,000	404	-	-		26,000	
Parks and Open Spaces Projects Total	127,000	519,341	100,143	687,317	-	814,317	550,823
Cost Centre: Capital Program Delivery							
<i>Program: Asphalt Resheet Programme</i>							
20/21 Asphalt Resheet Program (LRC1)	-	2,414	341	3,000		3,000	3,000
21/22 Asphalt Renewal Garton CBD (LRC1)	180,000	-	-	(92,880)		87,120	87,120
21/22 Asphalt Renewal Garton CBD (LRC2)	505,029	1,637	3,510	-		505,029	505,029
Asphalt Resheet Programme Projects Total	685,029	4,050	3,851	(89,880)	-	595,149	595,149
<i>Program: Bridge Renewal Programme</i>							
Connollys Bridge Rehabilitation (LRC2)	300,000	1,185	10,513	-		300,000	300,000
Bridge Renewal Programme Projects Total	300,000	1,185	10,513	-	-	300,000	300,000
<i>Program: Culvert Renewal Programme</i>							
21/22 Culvert Renewal Program (non-fund)	-	172,256	69	204,000		204,000	
21/22 Culvert Renewal Program (SEOCSP)	380,000	3,833	-	-		380,000	380,000
Culvert Renewal Programme Projects Total	380,000	176,089	69	204,000	-	584,000	380,000

	Budget	Actual	Committed	Carry Forward from 20- 21 to 21-22	Amendment to Original Budget excluding Carry Forwards	Final Amended 20-21 Capital Works Budget	Funding
<i>Program: Footpath Renewal Programme</i>							
21/22 Footpath Missing Links (SEOCSP)	129,903	-	-	-	-	129,903	118,000
21/22 Footpath Renewal Program (SEOCSP)	210,000	-	-	-	-	210,000	210,000
Murphys Creek Road, Footpath (LRCI 2)	60,000	2,117	-	-	-	60,000	60,000
<i>Footpath Renewal Programme Projects Total</i>	399,903	2,117	-	-	-	399,903	388,000
<i>Program: Floodway Renewal Programme</i>							
20/21 Floodway Renewal Program - Design	-	7,733	93	5,428	-	5,428	-
21/22 Floodway Renewal Program (SEOCSP)	383,000	3,085	1,682	-	-	383,000	383,000
<i>Floodway Renewal Programme Projects Total</i>	383,000	10,818	1,775	5,428	-	388,428	383,000
<i>Program: Gravel Resheet Programme</i>							
2020/2021 Gravel Resheet Program (RTI)	-	161	-	18,412	-	18,412	-
21/22 Gravel Resheet Program	900,000	66,933	60,284	-	-	900,000	-
<i>Gravel Resheet Programme Projects Total</i>	900,000	67,094	60,284	18,412	-	918,412	-
<i>Program: Kerb & Channel Renewal Programme</i>							
21/22 Kerb and Channel Renewal (SEOCSP)	300,000	-	-	-	-	300,000	300,000
<i>Kerb & Channel Renewal Programme Projects Total</i>	300,000	-	-	-	-	300,000	300,000

	Budget	Actual	Committed	Carry Forward from 20-21 to 21-22	Amendment to Original Budget excluding Carry Forwards	Final Amended 20-21 Capital Works Budget	Funding
Program: Other Infrastructure Projects							
21/22 Safe Schools Program (TIDS)	60,000	-	-	-	-	60,000	30,000
22/23 Future Design	250,000	-	-	-	(2,000)	248,000	
Bus Shelter Western Dr & Turner St (BSSP)	-	2,912	-	16,006	-	16,006	225,000
Cycle Network Gattion (PCNP)	450,000	-	-	-	-	450,000	425,000
Digital Signage (LER)	450,000	-	-	-	-	450,000	375,000
Flagstone Cr/Lockyer Cr Rd (HVSP)	750,000	2,365	-	-	-	750,000	
Flagstone Creek Rd/Carpendale Rd (HVSP)	750,000	229,194	353,010	39,500	-	789,500	375,000
Gattion Central Drainage Upgrade - Design	-	1,138	-	-	2,000	2,000	
Gattion Industrial Estate (HVSP)	565,898	10,904	51,516	-	-	565,898	282,343
Gehrke Road/Lonkeet Road (BS)	448,677	5,862	3,987	-	-	448,677	449,000
Grantham Scrub/Grantham Winwill (HVSP)	334,440	758	2,612	-	-	334,440	167,220
Laidley LED Street Lighting (UGSP)	-	167,202	46,572	205,538	-	205,538	123,322
Laidley LED Street Lighting (URCS)	-	29,614	14,282	60,711	-	60,711	60,711
Murphys Creek Road - Footpath (LRCI)	-	1,163	1,834	64,497	-	64,497	64,497
North Street / East Street, Gattion (BS)	362,565	5,004	7,249	-	-	362,565	362,500
Safeschools Project Kentvilleschool TIDS	-	1,884	-	2,000	-	2,000	
Spencer Street/East Street, Gattion (BS)	90,080	1,950	-	-	-	90,080	90,500
Woodlands Rd & Rangview Drive (BS)	-	60,425	-	-	61,000	61,000	
Other Infrastructure Projects Total	4,511,660	520,375	481,061	388,252	61,000	4,960,912	3,030,093
Program: Pavement Renewal Programme							
Brightview Road Rehabilitation	-	3,966	-	11,334	-	11,334	
Flagstone Creek Rd Rehabilitation	-	20,520	-	13,589	-	13,589	
Gehrke Road, Plainland - TIDS 21/22	600,000	3,102	-	-	-	600,000	300,000
Postmans RidgeRd, Pavement Renewal (TIDS)	-	16,443	80,262	109,768	-	109,768	
Summerholm Road Rehabilitation	245,099	93,136	82,605	-	-	245,099	
William Street, Gattion - Pavement Rehab	100,000	-	-	-	-	100,000	
Pavement Renewal Programme Projects Total	945,099	137,167	162,867	134,691	-	1,079,790	300,000

	Budget	Actual	Committed	Carry Forward from 20- 21 to 21-22	Amendment to Original Budget excluding Carry Forwards	Final Amended 20-21 Capital Works Budget	Funding
Program: Pavement Widening Programme							
Grantham Scrub Road - TIDS 21/22	750,000	7,990	1,029	-	-	750,000	375,446
Lake Clarendon Way Widening							
Stockyard Creek Road Widening - Design	-	116,422	7,865	29,372	90,000	119,372	
Woodlands Rd Pavement Rehab (LRIC2)	50,000	-	-	-	-	50,000	
Pavement Widening Programme Projects Total	350,000	194,166	36,554	-	-	350,000	350,000
	1,150,000	318,577	45,448	29,372	90,000	1,269,372	725,446
Program: Seal Renewal Programme							
2020/2021 Reseal Program (RTR)	-	48,741	3,070	70,721	-	70,721	
21/22 Bitumen Reseal Program (RTR)	1,700,000	23,712	151,383	-	-	1,700,000	927,079
Seal Renewal Programme Projects Total	1,700,000	72,453	154,453	70,721	-	1,770,721	927,079
Program: Seal Road Upgrade Programme							
Twidales Rd Helidon Spa Upgrade (SEOCSP)	230,000	3,166	-	-	-	230,000	230,000
Seal Road Upgrade Programme Projects Total	230,000	3,166	-	-	-	230,000	230,000
Program: Stormwater Renewal Programme							
21/22 Swater - Railway St Helidon SEOCSP	68,000	499	-	-	-	68,000	68,000
Stormwater Pipe Relining (SEOCSP)	60,000	-	-	-	-	60,000	60,000
Whittle Street, Gatton Drainage (UKCS)	500,000	300,002	472,651	275,939	50,000	825,939	575,933
Stormwater Renewal Programme Projects Total	628,000	300,501	472,651	275,939	50,000	953,939	703,933

Carry Forward from 20- 21 to 21-22									Amendment to Original Budget excluding Carry Forwards		Final Amended 20-21 Capital Works Budget		Funding	
Cost Centre: Fleet														
Program: Fleet Projects														
Budget	Actual	Committed												
21/22 Earthmoving Equipment Replacement	1,170,000	-	-	-	-	-	-	-	-	-	-	1,170,000	-	-
21/22 Light Commercial Replacement	45,000	-	-	-	-	-	-	-	-	40,000	-	85,000	-	-
21/22 Mowers Replacement	175,000	-	-	-	-	-	-	-	-	-	-	175,000	-	-
21/22 passenger Vehicles	85,000	-	54,550	-	-	-	-	-	-	-	-	85,000	-	-
21/22 Tractors Replacement	80,000	-	-	-	-	-	-	-	-	-	-	80,000	-	-
21/22 Trailers Replacement	275,000	-	-	-	-	-	-	-	-	-	-	275,000	-	-
21/22 Trucks Replacement	690,000	-	-	-	-	-	-	-	-	-	-	690,000	-	-
Earthmoving Equipment	-	-	237,027	-	237,027	-	237,027	-	237,027	-	-	237,027	-	-
Light Commercial Vehicles	-	-	33,524	-	405,442	-	438,935	-	438,935	-	-	438,935	-	-
Mower Fairways Park Kensington Grove	30,000	-	-	-	-	-	30,000	-	30,000	-	-	60,000	-	-
Passenger Vehicles	-	-	25,075	-	25,075	-	25,075	-	25,075	-	-	25,075	-	-
SES Vehicles & Plant (SES support Grant)	-	-	39,989	-	39,989	-	39,989	-	39,989	-	-	39,989	-	-
Trailers	-	-	85,972	-	135,972	-	135,972	-	135,972	-	-	135,972	-	-
Trucks	-	-	550,942	-	600,942	-	600,942	-	600,942	-	-	600,942	-	-
Fleet Projects Total	2,550,000	33,524	1,398,998	-	1,507,941	-	40,000	-	4,097,941	-	-	-	-	-
Cost Centre: Cemetery														
Program: Cemetery Projects														
Gatton Cement Seam Strip Instal (SEQCSP)	33,000	13,123	-	-	-	-	-	-	33,000	-	-	33,000	-	-
Gatton Cemetery Bollard Renewal (SEQCSP)	6,600	2,713	-	-	-	-	-	-	6,600	-	-	6,600	-	-
Laidley Cemetery Seam Strip(SEQCSP)	33,000	17,988	-	-	-	-	-	-	33,000	-	-	33,000	-	-
Cemetery Projects Total	72,600	33,824	-	-	-	-	-	-	72,600	-	-	72,600	-	-

	Budget	Actual	Committed	Carry Forward from 20-21 to 21-22		Amendment to Original Budget excluding Carry Forwards	Final Amended 20-21 Capital Works Budget	Funding
Cost Centre: Facilities								
Program: Facilities Projects								
Bore Infrastructure Improvements(SEOCSP)	112,600	1,450	-	-	-		112,600	112,600
Cahill Park Machinery Shed (SEOCSP)	117,000	2,874	-	-	-		117,000	117,000
Community Facilities Work Packages	57,000	-	8,800	-	-		57,000	
Corrective Electrical Upgrades	-	21,113	-	19,394	-		19,394	
Electrical Infrastructure Program	178,000	789	-	-	-		178,000	
Gatton Depot Action Plan	36,000	-	-	-	-		36,000	
Gatton S Grounds Masterplan Work (W4QLD)	-	53,024	48,768	98,028	-		98,028	20,000
Gatton Shire Hall Improvements (BOR)	-	17,773	-	50,184	-		50,184	
Gatton Showgrounds Equestrian Centre	-	10,560	-	19,679	-		19,679	
Gatton Showgrounds Program	125,000	2,154	-	-	-		125,000	
Grantham Butter Factory Upgrade (LER)	-	-	-	-	-	58,000	58,000	58,000
GSS&C Replacement Chlorine Tanks	30,000	-	-	-	-		30,000	
Heildon Hall Upgrade (LER)	-	-	-	-	-	47,700	47,700	47,700
Hydraulic Renewal Program	105,000	532	-	-	-		105,000	
Laidley Rec Grounds Program	116,000	936	-	-	-		116,000	
Laidley Rec Reserve Entry Upgrade (LRCI)	-	27,909	23,956	52,756	-		52,756	52,756
Laidley Saleyards Program (SEOCSP)	114,000	2,736	5,220	-	-		114,000	114,000
Lake Apex Amphitheatre (SEOCSP)	400,000	17,086	12,763	-	-		400,000	400,000
Lake Apex Youth Node Upgrade (LRCI2)	470,000	26,132	-	21,395	-		491,395	470,000
LVS&C Revitalisation (SEOCSP)	506,000	65,988	31,364	-	-		506,000	406,000
Murphy Creek Hall & Toilet Demolition	41,000	-	-	-	-		41,000	
Nielsen's Place Shade Structure	-	-	6,110	7,019	-		7,019	
Pool Heating Program Gatton pool	185,000	-	-	-	-		185,000	
Solar to Gatton Depot Workshop	25,000	-	-	-	-		25,000	
Springbrook Park Entry Upgrade	-	744	-	13,641	-		13,641	
Gatton Depot Diesel Tank	-	-	-	-	-	250,000	250,000	
Facilities Projects Total	2,617,600	251,799	136,980	282,096	-	355,700	3,255,396	1,798,056
Total for Group	\$ 17,879,891	\$ 2,452,079	\$ 3,029,093	\$ 3,514,289	\$ 596,700		\$ 21,990,880	\$ 10,684,179

PEOPLE AND BUSINESS PERFORMANCE

	Budget	Actual	Committed	Carry Forward from 20-21 to 21-22	Amendment to Original Budget excluding Carry Forwards	Final Amended 20-21 Capital Works Budget	Funding
Cost Centre: Disaster Management							
<i>Program: Disaster Management Projects</i>							
Flood Warning System Upgrade	-	-	-	23,500	-	23,500	-
Upgrade Flood Cameras Equipment (SECQSP)	144,800	-	2,745	-	-	144,800	144,800
<i>Disaster Management Projects Total</i>	144,800	-	2,745	23,500	-	168,300	144,800
Cost Centre: Information Communication Technology							
<i>Program: Information Communication Technology Projects</i>							
Cyber Security	170,000	-	19,273	-	-	170,000	-
Flood Inform Advice Portal (QLD I & I)	-	770	40,000	-	-	-	-
Intranet Renewal	15,000	96	-	-	(15,000)	0	-
Switches Renewal	-	-	-	10,500	-	10,500	-
Network Perimeter Security (Firewalls)	100,000	-	-	-	-	100,000	-
TechnologyOne	470,000	-	6,133	-	(470,000)	0	-
Upgrade MS Office	50,000	-	-	-	(50,000)	0	-
ePlanning	175,000	-	-	-	(175,000)	0	-
GIS GDA2020	20,000	-	-	-	-	20,000	-
Building Security Systems	128,000	-	-	-	-	128,000	-
CCTV - Depot	-	-	-	-	9,500	9,500	-
UPS Renewal	16,000	-	-	-	-	16,000	-
<i>Information Communication Technology Projects Total</i>	1,144,000	866	65,406	10,500	(700,500)	454,000	-
Cost Centre: Legal Services							
<i>Program: Legal Services</i>							
Realignment and subdivision Grantham (Tryhorn St)	-	-	-	-	254,950	254,950	-
<i>Legal Services Projects Total</i>	-	-	-	-	254,950	254,950	-

	Budget	Actual	Committed	Carry Forward from 20-21 to 21-22	Amendment to Original Budget excluding Carry Forwards	Final Amended 20-21 Capital Works Budget	Funding
Cost Centre: Waste Collection							
<i>Program: Waste Collection Projects</i>							
Oil Buildings Upgrade and Maintenance	-	-	-	25,000	-	25,000	-
Garbage Truck Turnaround	30,000	4,350	-	-	-	30,000	-
Waste Collection Projects Total	30,000	4,350	-	25,000	-	55,000	-
Cost Centre: Transfer Stations							
<i>Program: Transfer Station Projects</i>							
Eastern Waste Site Feasibility Study	33,000	-	-	-	(33,000)	0	1,320,000
Gatton Landfill Cell 5 (SECSP)	1,320,000	17,700	92,123	-	-	1,320,000	-
Laidley Landfill Capping Design	30,000	-	-	-	-	30,000	-
Old Gatton Landfill Capping	30,000	-	-	-	-	30,000	-
Waste Management Signage Review	22,000	-	-	-	-	22,000	-
Transfer Station Projects Total	1,435,000	17,700	92,123	-	(33,000)	1,402,000	1,320,000
Cost Centre: Public Order & Safety							
<i>Program: Public Order and Safety Projects</i>							
CCTV Cyber Security Improvements	75,000	4,472	-	-	-	75,000	-
LVRC CCTV	148,000	-	-	-	-	148,000	-
Public Order and Safety Projects Total	223,000	4,472	-	-	-	223,000	-
Total for Group	\$ 2,976,800	\$ 27,388	\$ 160,275	\$ 59,000	\$ 478,550	\$ 2,557,250	\$ 1,464,800

COMMUNITY AND REGIONAL PROSPERITY

	Budget	Actual	Committed	Carry Forward from 20-21 to 21-22	Amendment to Original Budget excluding Carry Forwards	Final Amended 20-21 Capital Works Budget	Funding
Cost Centre: Regional Development							
<i>Program: Regional Developments Projects</i>							
Lake Apex Desilting Early Design Works	-	-	10,500	36,000	-	36,000	
Strategic Land Acquisition	1,250,000	-	-	-	-	1,250,000	
<i>Regional Developments Projects Projects Total</i>	1,250,000	-	10,500	36,000	-	1,286,000	-
Cost Centre: Growth & Policy							
<i>Program: Growth and Policy Projects</i>							
Infrastructure Planning Stormwater Mgmt	45,000	-	-	-	(45,000)	0	
Infrastructure Planning Transport	45,000	-	-	-	(45,000)	0	
<i>Growth and Policy Projects Projects Total</i>	90,000	-	-	-	(90,000)	0	-
Cost Centre: Community Wellbeing							
<i>Program: Community Wellbeing Projects</i>							
Sound Level Meter	8,300	-	-	-	-	8,300	
<i>Community Wellbeing Projects Projects Total</i>	8,300	-	-	-	-	8,300	-
Cost Centre: Gattion Child Care Centre							
<i>Program: Gattion Child Care Projects</i>							
Gattion Childcare Centre Refurbishment	75,000	532	-	-	-	75,000	
<i>Gattion Child Care Projects Projects Total</i>	75,000	532	-	-	-	75,000	-
Total for Group	\$ 1,423,300	\$ 532	\$ 10,500	\$ 36,000	\$ 90,000	\$ 1,369,300	\$ -
Total for Council	\$ 22,279,991	\$ 2,479,999	\$ 3,109,868	\$ 3,609,289	\$ 28,150	\$ 25,917,430	\$ 12,148,979

10.4**2021 Christmas Closure and Public Holiday Closure**

Author: Vickie Wieland, Executive Assistant Chief Executive Officer
Responsible Officer: Ian Church, Chief Executive Officer

Purpose:

The purpose of this report is to seek Council's approval to cease normal business operations from 1:00pm on Friday, 24 December 2021 and to re-open on Tuesday, 4 January 2022 for the annual Christmas closure, apart from skeleton crews and emergency on-call staff.

Officer's Recommendation:

THAT Council approve the closure of Council offices and operations from 1:00pm on Friday 24 December 2021 until Monday 3 January 2022, with normal business hours resuming Tuesday 4 January 2022.

Executive Summary

Historically, Council has endorsed the closure of Council offices and operations during the Christmas to New Year period, apart from skeleton crews and emergency on-call staff. Many businesses close during Christmas and New Year and normal business activity is reduced, therefore the impact of the closure on the community is minimal.

The closure also assists with reducing staff leave accruals during a quieter time of the year.

Proposal

It is proposed that Council cease operations at 1.00pm, Friday, 24 December 2021 through until 31 December 2021, with normal business hours resuming Tuesday, 4 January 2022. Staff will be required to utilise their leave provisions for the period in accordance with the table below:

Date		Leave Type
Friday	24 December 2021, (half day)	
Monday	27 December 2021	Public Holiday
Tuesday	28 December 2021	Public Holiday
Wednesday	29 December 2021	TOIL/RDO/AL/LWOP
Thursday	30 December 2021	TOIL/RDO/AL/LWOP
Friday	31 December 2021	TOIL/RDO/AL/LWOP
Monday	3 January 2022	Public Holiday

TOIL (Time Off in Lieu) RDO (Rostered Day Off) AL (Annual Leave) LWOP (Leave without Pay)

The annual closure is provided for in the Lockyer Valley Regional Council Certified Agreement (Officers) 2018, and the Lockyer Valley Regional Council Certified Agreement (Field) 2018. Both Agreements make provision for employees to accumulate sufficient leave to cover absences for the period between Christmas and New Year.

For the past two years, Council's Visitor Information Centre (VIC) and Queensland Transport Museum (QTM) have also closed over the Christmas/New Year period. It is proposed that this occurs again this year.

Every year the Childcare Centre closes for two weeks. It is proposed that this occurs again this year from 20 December 2021 to 3 January 2022. Staff will return on Tuesday 4 January however this will be a day for professional development and the children will not attend.

Managers will be briefed on the staffing requirements of Council over the Christmas/New Year period in the event of an emergency and will ensure that a selection of suitably trained staff will remain on call.

Previous Council Resolutions

A report is compiled and submitted each year for Council's consideration to determine the applicable closedown.

Critical Dates

Communication to staff as soon as possible is required to enable appropriate time to accrue the required leave if necessary and in consultation with Supervisors/Managers.

Advertising of the approved closedown period on Council's website and local newspapers. Communication to all staff.

Strategic Implications

Corporate Plan

Lockyer Leadership and Council 5.2 Excellence in customer service to our community.

Finance and Resource

Staff resources will be managed through the utilisation of skeleton crews and emergency on-call staff. Financial implications will be managed through existing budget.

Legislation and Policy

There are no legal implications arising from the contents of this report. As noted, the recommendation is provided for in both Council's current Certified Agreements.

There are no policy implications arising from the contents of this report.

Risk Management

Key Corporate Risk Code and Category: S1 - Staff

Key Corporate Risk Descriptor: Strategic workforce planning and management

Consultation

Internal Consultation

Due to the administrative nature of this report, no internal consultation was required.

External Consultation

Due to the administrative nature of this report, no external consultation was required.

Community Engagement

Due to the administrative nature of this report, no community consultation was required.

Attachments

There are no attachments for this report.

10.5 Operational Plan 2021-2022 First Quarter Performance Report, September 2021

Author: Madonna Brennan, Risk, Audit and Corporate Planning Advisor
Responsible Officer: Ian Church, Chief Executive Officer

Purpose:

The purpose of this report is to provide a summary of Council's performance against the Operational Plan 2021-2022 for the period 1 July 2021 to 30 September 2021 (first quarter).

Officer's Recommendation:

THAT Council receive and note the first quarter performance update on the Operational Plan 2021-2022 for period 1 July 2021 to 30 September 2021.

Executive Summary

Council adopted its Operational Plan 2021-2022 with its Annual Budget on 21 July 2021. The Chief Executive Officer is required to present a written assessment of Council's progress towards implementing the annual Operational Plan at least quarterly. The Operational Plan captures Council's key deliverables in 2021-2022 against the outcomes and commitments of the Corporate Plan 2017-2022.

Proposal

This report presents the first quarter performance report on the Operational Plan 2021-2022. Included with this report is the detailed first quarter performance update, which reports on the achievements for 1 July 2021 to 30 September 2021 on each of the deliverables identified in the Operational Plan. Performance reporting is monitored on the progress of the deliverable against the identified milestone along with tracking of budget expenditure.

As a result of the changes to Council's organisation structure adjustments were required to be made to the responsibility for the following Operational Plan 2021-2022 deliverables:

Operational Plan Theme	Operational Plan Deliverable Number	Previous Group Responsibility	New Group Responsibility
Lockyer Community	1.5.1	Community and Regional Prosperity	Chief Executive Officer
Lockyer Community	1.6.1	People and Business Performance	Chief Executive Officer
Lockyer Community	1.6.2	People and Business Performance	Chief Executive Officer
Lockyer Business, Farming and Livelihood	2.2.1	Chief Executive Officer	Community and Regional Prosperity
Lockyer Nature	3.5.1	Infrastructure	People and Business Performance
Lockyer Nature	3.5.2	Infrastructure	People and Business Performance
Lockyer Nature	3.5.3	Infrastructure	People and Business Performance

Lockyer Nature	3.5.4	Infrastructure	People and Business Performance
Lockyer Leadership and Council	5.1.1	People and Business Performance	Chief Executive Officer
Lockyer Leadership and Council	5.1.3	People and Business Performance	Chief Executive Officer
Lockyer Leadership and Council	5.3.1	People and Business Performance	Chief Executive Officer

These adjustments have been reflected in the detailed performance update (attached).

The Operational Plan 2021-2022 is the final annual plan developed to achieve the outcomes and commitments of the 2017-2022 Corporate Plan. As such reporting is only presented on the Corporate Plan Outcomes where a deliverable has been identified to be achieved in the 2021-2022 financial year.

Previous Council Resolutions

Special Meeting 21 July 2021 (20-24/0356)

That Council adopt the Operational Plan 2021-2022, as attached to these minutes.

Strategic Implications

Corporate Plan

Lockyer Leadership and Council 5.7- Compliant with legislation.

Finance and Resource

The financial allocations in the 2021-2022 Budget reflect the deliverables in the Operational Plan.

Legislation and Policy

Section 174(3) of the *Local Government Regulation 2012* requires a progress report on the Operational Plan to be presented at Council meetings.

Risk Management

Key Corporate Risk Code and Category: LCL1

Key Corporate Risk Descriptor: Legal Compliance and Liability

Compliance management – regulatory or contract compliance, litigation, liability and prosecution.

Consultation

Internal Consultation

Progress reporting on the annual operational plan is completed by council officers responsible for delivering the action items. Completed progress reporting is referred to the Executive Leadership Team to review prior to finalising the detailed performance report.

Attachments

[1](#) First Quarter Performance Report 11 Pages

Lockyer Community: Our healthy community welcomes the spirited diversity found within our region. Times of hardship highlight our resilience. Our high standards support our quality of life and vibrancy while providing a dynamic and safe place full of opportunity. We strive to build on who we are and all that our region has to offer by connecting business, the community and government.

1.1 A Community with fair and reasonable access to services									
Reference	Operational Plan Deliverable	Performance Measurement	Milestone Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		First Quarter Progress Comments	
						Milestone Target Status	Budget Status		
1.1.1	Understate a review of identified services provided by Council to determine the appropriate level of service provided to the community, including the financial sustainability of providing the service.	Review of identified services completed and recommendations provided to Council.	50% of the project completed.	30-Jun-23	Chief Executive Officer	Milestone Target on Track	Budget Within Allocation/On Track	A Terms of Reference has been developed for an Efficiency Review Committee (ELI7) to oversee a Workforce Efficiency and Business Improvement Groups. The latter will be responsible for reviewing service levels and it is recommended that the latter Group begins by reviewing the following services: Childcare, Libraries, VAC, Land for Wildlife, Parks and Open Spaces, Events, Tourism and Camping. In addition, the Committee and Groups will identify and implement efficiency gains, implement internal audit suggestions and identify and implement operational and strategic workforce efficiency opportunities.	
1.2 Council optimises the use of its open spaces and facilities by improving access to and the quality of the facilities for individuals and groups for cultural, recreational and community activities.									
Reference	Operational Plan Deliverable	Performance Measurement	Milestone Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		First Quarter Progress Comments	
						Milestone Target Status	Budget Status		
1.2.1	Deliver the Community Facilities capital works program.	Community Facilities capital works program completed.	90% of the program completed.	30-Jun-22	Infrastructure	Milestone Target on Track	Budget Within Allocation/On Track	Council's Facilities Officer has completed projects such as Faraway Park (Stage 1) and the Garton Showgrounds grandstand works which were carry overs from last financial year. Works that have been completed this financial year include solar heating upgrade to the Ladyby Pool, sand filter replacement works Garton Aquatic Centre and the replacement of the Garton Sports Centre with removal of existing lean to top. Garton Cemetery installation of new steam steps has also commenced. Currently there are procurement processes ongoing for Gail Park Machinery Shed, Garton Aquatic Centre and the Garton Sports Centre. The latter works will be completed by the end of the financial year. The latter works will be completed by the end of the financial year. 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1.6 The community's preparedness for disasters is improved through community education, training and strong partnerships between Council and other agencies								
Reference	Operational Plan Deliverable	Performance Measurement	Milestone Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		First Quarter Progress Comments
						Milestone Target Status	Budget Status	
1.6.1	Plan and conduct an annual Local Disaster Management Group exercise involving all relevant stakeholders to improve the regions response to disasters	Annual Local Disaster Management Group exercise conducted	100% of the deliverable completed	30-Jun-22	Chief Executive Officer	Milestone Target on Track	Budget Within Allocation/On Track	Local Disaster Management Group Exercise programmed for 30/10/2021
1.6.2	Undertake an annual assessment of the Local Disaster Management Plan and report findings to Inspector General Emergency Management	Annual assessment completed and findings reported	100% of the project completed	30-Jun-22	Chief Executive Officer	Milestone Target on Track	Budget Within Allocation/On Track	Annual Assessment completed 28 September 2021 and reported to Inspector General Emergency Management

Lockyer Business:
Our business community is a thriving and inclusive network where it is easy to do business. We create opportunities and encourage innovation that inspires business confidence and collaborative partnerships.

Lockyer Farming:
As custodians we manage our water and land assets to ensure our farming future. We pride ourselves on our innovation and clean, green reputation. We work together to support our farmers of current and future generations.

Lockyer Livelihood:
We are a community where lifelong learning opportunities exist. Our quality education facilities are highly regarded and provide diverse career pathways. We look to develop skills and generate job opportunities for all.

2.1 Encourage opportunities for the Lockyer Valley to drive economic and community outcomes.

Reference	Operational Plan Deliverable	Performance Measurement	Milestone Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		First Quarter Progress Comments
						Milestone Target Status	Budget Status	
2.1.1	Advocate for business opportunities and economic enablers for the region from the Inland Rail Project and limit the adverse impacts of inland rail by: - making a submission to the Coordinator General on the Goine to Heddon Environment Impact Statement (EIS) - providing responses to the three proponent red design - completing the required legal documentation for the region - making a re-submission on any recommendations made by the Coordinator General on the Heddon to Calvert Environmental Impact Statement (EIS)	Environmental Impact Statement (EIS) responses are provided to the Co-ordinator General. Employment opportunities and community benefits for the region are maintained from the inland rail project, including improved connectivity infrastructure in the region.	100% of the project completed.	30 Jun-22	Chief Executive Officer	Milestone Target in Doubt	Budget Within Allocation/On Track	Heddon to Calvert (H2C) Environmental Impact Statement (EIS) is being reviewed by the Coordinator General. Goine to Heddon (G2H) Environment Impact Statement is currently being reviewed by the Coordinator General. The Independent Expert Flood Panel for inland rail on the flood modelling for G2H. The 3 Tender designs were reviewed in August. Strong concerns remain over the impacts of the project. The final Young work under the Australian Government's Interlink Improvement Program is currently being reviewed by the Department of Transport and Main Roads (DTMR) and has met on 4 occasions. The Group is assisting with the development of the strategic business case. DTMR presented to a Council workshop in September to update on progress.
2.1.2	Advocate for opportunities to build a strong, resilient and sustainable economy to improve wellbeing in the region, including advocating for regional health services and passenger rail.	Advocacy opportunities to improve the region's wellbeing are maintained.	100% of opportunities maintained.	30 Jun-22	Chief Executive Officer	Milestone Target on Track	Budget Within Allocation/On Track	The Townsville to Brisbane (T2B) Passenger Rail is currently being reviewed by the Department of Transport and Main Roads (DTMR) and has met on 4 occasions. The Group is assisting with the development of the strategic business case. DTMR presented to a Council workshop in September to update on progress.

2.2 Maximise opportunities through engagement and partnership with stakeholders to achieve a strong resilient economy.

Reference	Operational Plan Deliverable	Performance Measurement	Milestone Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		First Quarter Progress Comments
						Milestone Target Status	Budget Status	
2.2.1	Advocate for improved water security and supply for the region through the Lockyer Valley and Somerset Water Collaborative by: - formally establishing the Local Management Entity (LME) - delivering the adopted advocacy plan, including providing the recommendation of the Water Corridor Recycled Water Scheme - making a submission to the National Water Authority to fund the Waterlockey project.	Local Management Entity is established, advocacy plan delivered and all necessary steps are completed to enable funding to be obtained from the National Water Authority.	100% of the project completed.	30 Jun-22	Community and Regional Prosperity	Milestone Target on Track	Budget Within Allocation/On Track	The establishment of a Local Management Entity (LME) known as Lockyer Somerset Water Company Ltd is progressing with the Board of Directors appointed by resolution of Council on 21 July 2021. Founding membership of the group has been established to include the water lockyer valley and Somerset water lockyer valley. The Lockyer Somerset Water Company Commercial advisor Andrew Brown was appointed by resolution of Council on 18 August 2021 and has commenced the process of negotiations with SEQWATER for a Water Supply Agreement.

2.3 Promote and market the Lockyer Valley as a destination for commerce, tourism and lifestyle.								
Reference	Operational Plan Deliverable	Performance Measurement	Milestone Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		First Quarter Progress Comments
	Develop a yearly action plan outlining projects and initiatives that deliver on the strategic priorities of the Tourism Strategy.					Milestone Target Status	Budget Status	Development of the Action Plan to support the Priorities of the Tourism Strategy has been completed.
2.3.1		Yearly action plan identifying projects and initiatives to be completed within the financial year	100% of the project completed	30-Sep-21	Community and Regional Prosperity	Milestone Target on Track	Budget Within Allocation/On Track	A Workshop with the Executive Leadership Team was held on 20 September 2021 to identify key projects that will be delivered to ensure that the goals of the Strategy are met. A workshop was held with Councilors on 28 September 2021 to discuss the deliverables against each of the Strategic Priorities identified in the Tourism Strategy. Progress against the Action Plan deliverables will be reported to Council as part of the Operations Plan quarterly reporting.
2.5 Foster a flexible, supportive and inclusive business environment.								
Reference	Operational Plan Deliverable	Performance Measurement	Milestone Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		First Quarter Progress Comments
						Milestone Target Status	Budget Status	The Action Plan supporting delivery of the Economic Development Strategy priorities has been completed.
2.5.1	Develop a yearly action plan outlining projects and initiatives that deliver on the strategic priorities of the Economic Development Strategy.	Yearly action plan identifying projects and initiatives to be completed within the financial year	100% of the project completed.	30-Sep-21	Community and Regional Prosperity	Milestone Target on Track	Budget Within Allocation/On Track	A Workshop with the Executive Leadership Team was held on 20 September 2021 to identify key projects that will be delivered to ensure that the goals of the Strategy are met. A workshop was held with Councilors on 28 September 2021 to discuss the deliverables against each of the Strategic Priorities identified in the Economic Development Strategy. Progress against the Action Plan deliverables will be reported to Council as part of the Operations Plan quarterly reporting.

Lockyer Nature
Our natural assets are valued and protected to sustain our unique rural lifestyle.

3.1 Lockyer Valley's natural assets are managed, maintained and protected.

Reference	Operational Plan Deliverable	Performance Measurement	Milestones Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		First Quarter Progress Comments
						Milestone Target Status	Budget Status	
3.1.1	Develop a weekly action plan outlining projects and initiatives that deliver on the strategic priorities of the Environment Strategy.	Weekly action plan identifying projects and initiatives to be completed within the financial year.	100% of the project completed.	30-Sep-21	Community and Regional Prosperity	Milestone Target on Track	Budget Within Allocation/On Track	Development of the Action Plan to support the Strategic Priorities of the Environment Strategy has been completed. A workshop with Executive Leadership Team was held on 20 September 2021 to identify key projects that will be delivered to ensure that the goals of the Strategic Priorities of the Strategy are delivered. A workshop was held with Councilors on 28 September 2021 to discuss the deliverables against each of the Strategic Priorities identified in the Environment Strategy. Progress with the Environment Strategy Action Plan will be reported as part of the Quarterly Operational Plan reporting.
3.1.2	Develop a weekly action plan outlining projects and initiatives that deliver on the strategic priorities of the Biosecurity Plan.	Weekly action plan identifying projects and initiatives to be completed within the financial year.	100% of the project completed.	30-Sep-21	Community and Regional Prosperity	Milestone Target on Track	Budget Within Allocation/On Track	Development of the Action Plan to support the Priorities of the Biosecurity Plan has been completed. A workshop with Executive Leadership Team was held on 20 September 2021 to identify key projects that will ensure the Strategic Priorities are delivered. A workshop was held with Councilors on 28 September 2021 to discuss the deliverables against each of the Strategic Priorities identified in the Biosecurity Plan. Progress with the Biosecurity Action Plan will be reported as part of the Quarterly Operational Plan reporting.

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

Reference	Operational Plan Deliverable	Performance Measurement	Milestones Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		First Quarter Progress Comments
						Milestone Target Status	Budget Status	
3.5.1	Implement 'Food Organics Green Organics' (FOGO) trial to reduce waste going to landfill by: - undertaking community engagement activities to promote trial - conducting a trial to determine suitable locations for a new household to Garston and wider areas participating in the trial - commencing the collection schedule for participating households - conducting surveys on identified milestone points of the collection schedule - finalising trial and undertake evaluation - completion of a trial report and present to Council.	Food Organics Green Organics (FOGO) trial completed, and key findings reported to Council.	75% of the program completed.	31-Dec-22	People and Business Performance	Milestone Target on Track	Budget Within Allocation/On Track	Food Organics Green Organics (FOGO) trial commenced. Project on track as predicted and weekly emails are provided to Councilors by way of update. The project is on budget.
3.5.2	Undertake arrangements to determine a contract for the delivery of waste for the waste and recycle collection services and bulk handling of waste for the waste and recycle collection facility by increasing the capacity of the Garston Waste Management facility by undertaking an expansion of the landfill.	Contract determined and adopted by Council.	50% of the project completed.	30-Jun-23	People and Business Performance	Milestone Target on Track	Budget Within Allocation/On Track	Expected to commence market sounding in October.
3.5.3	Undertake a site study to determine suitable locations for a new Resource Recovery Centre (RRC) to service the eastern area of the region identified within the Waste Reduction and Recycling Plan (WRP).	Study completed with suitable sites identified for an eastern resource recovery centre for waste.	75% of the project completed.	31-Dec-22	People and Business Performance	Milestone Target on Track	Budget Within Allocation/On Track	Expected to commence market sounding in October.
3.5.4			100% of the project completed.	30-Jun-22	People and Business Performance	Milestone Target on Track	Budget Within Allocation/On Track	Shared investigation potential options only at this stage.

3.6 Council and the community actively reduce consumption of non-renewable resources.								
Reference	Operational Plan Deliverable	Performance Measurement	Milestone Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		First Quarter Progress Comments
						Milestone Target Status	Budget Status	
3.6.1	Develop a project scope and business case to submit for funding opportunities to undertake an Energy Management Plan on Council's principal building and facilities, which will identify reductions in energy consumption and cost.	Project scope and business case completed for submission	100% of the project completed.	30 Jun-22	Infrastructure	Milestone Target on Track	Budget Within Allocation/On Track	Energy Management Plans were developed in 2017 for the Lockyer Valley, Shire Centre, Gatton Administration Building, Shire Sport Complex. A review of these documents is underway to determine the currency of recommendations.

4.1 Growth and development in the region is sustainably managed through the adoption and implementation of the Lockyer Valley Planning Scheme

Reference	Operational Plan Deliverable	Performance Measurement	Milestone Target for 2021-2022	Final completion Date	Responsibility	Progress Indicators		First Quarter Progress Comments
						Milestone Target Status	Budget Status	
4.1.1	Finalise the Lockyer Valley Planning Scheme for adoption by the Minister	Planning Scheme is approved by the Minister for adoption by Council	100% of the project completed.	30-Jun-22	Community and Regional Prosperity	Milestone Target on Track	Budget Within Allocation/On Track	The supporting risk assessment (Boulder Hazard) has been completed. A consultation workshop to review the strategic plan for the Lockyer Valley is planned for 10 August 2021. A workshop is due to be held on 28 October to discuss and present to Council the flood mapping and associated development control and also the biodiversity overlay. It is intended that a report will be presented for Councils consideration at the December meeting to adopt the strategic plan for the Lockyer Valley for the period of the Minister undertaking a State interest review.

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

Reference	Operational Plan Deliverable	Performance Measurement	Milestone Target for 2021-2022	Final completion Date	Responsibility	Progress Indicators		First Quarter Progress Comments
						Milestone Target Status	Budget Status	
4.2.1	Develop and implement a capital works design process which will determine a forward schedule of works across the infrastructure Group.	future capital works design process and a forward schedule of works developed and implemented.	20% of the project completed (8 months schedule of works identified)	30-Jun-24	Infrastructure	Milestone Target on Track	Budget Within Allocation/On Track	As reported from 4 months of designed work, 20% is to be issued for construction. Work identified and is design suitable for next 18 months. One of the measures of success of the recently implemented structure will be that a minimum of 12 months of detailed design are available and communication between the Design and Delivery teams is effective.
4.2.2	Deliver the Roads and Drainage capital works program.	Roads and Drainage capital works program completed	90% of the program completed.	30-Jun-22	Infrastructure	Milestone Target on Track	Budget Within Allocation/On Track	The Roads and Drainage capital works program is on track with 17% of the actual budget spent and 33% of the budget committed during this quarter. Projects are all on scheduled at this stage with the Woodwards Road Bus, Sport project and rehabilitation works on summertime hold completed. The intersection upgrades at Capendee and Flagstone Creek is approximately 80% complete.
4.2.3	Understate a review of Council's asset management framework to provide a coordinated approach to managing Council's assets.	Asset management framework reviewed and updated.	100% of the project completed.	30-Jun-22	Infrastructure	Milestone Target on Track	Budget Within Allocation/On Track	Review of documents complete. Similar documentation from other organisations reviewed to establish strengths and areas of improvement for revision of documents. Asseting Policy, Strategy and Planning documents to be updated in the next quarter.
4.2.4	Understate a review of the conditional assessment data captured on building and assets to verify accuracy of data.	Review of conditional assessment data completed and data adjustments made where identified.	100% of the project completed.	30-Jun-22	Infrastructure	Milestone Target on Track	Budget Within Allocation/On Track	The request for quotation for the condition assessments has closed with three offers submitted. Council officers are assessing the offer currently for acceptance as the best value/offer for Council. Condition assessments will be undertaken in the next quarter. The request for quotation for the condition assessment information once provided.
4.2.5	Develop a Growth Management Strategy to guide the strategic growth management of the region.	Growth and Development Strategy is completed and apply action plan identifying projects and initiatives to be completed within the financial year are completed.	100% of the project completed.	30-Jun-22	Community and Regional Prosperity	Milestone Target on Track	Budget Within Allocation/On Track	Work has commenced on drafting a growth management strategy. Plan on a Page. Work is progressing on the strategy.

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5.2.4	Provide an innovative booking program for use of Council facilities.	Implement the Booking system including training for regular users and community.	100% of the project completed.	30-Dec-21	People and Business Performance	Milestone Target on Track	Budget Within Allocation/On Track	Booking went live in July to customers to access and book online during this quarter with training taking place. Further system refinements and enhancements to occur in the next quarter.
5.3 Actively engage with the community to inform council decision making processes.								
Reference	Operational Plan Deliverable	Performance Measurement	Milestones Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		
						Milestone Target Status	Budget Status	First Quarter Progress Comments
5.3.1	Develop a corporate communication strategy to clearly define the role and Council's approach to internal and external communication and a communication plan to put the strategy into action.	Strategy developed and action plan for the delivery of external and internal communications developed and implemented.	50% of the project completed.	30-Jun-23	Chief Executive Officer	Milestone Target on Track	Budget Within Allocation/On Track	A draft corporate communications strategy has been developed and will be presented to Council prior to the end of 2021.
5.4 Commit to open and accountable governance to ensure community confidence and trust in council and our democratic values.								
Reference	Operational Plan Deliverable	Performance Measurement	Milestones Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		
						Milestone Target Status	Budget Status	First Quarter Progress Comments
5.4.1	Prioritise and review Council's local laws to achieve a modern list of legislative documents which are easy to understand, practical and relevant to the region.	Council's local laws prioritised and review commenced.	100% of the project completed.	30-Jun-22	People and Business Performance	Milestone Target in Danger	Budget Within Allocation/On Track	Initial consultation undertaken with key stakeholders in the local laws area. Their preference is for a full review of Council's local laws rather than the prioritised approach previously proposed. Consultation is set to occur in 7 months. A review of the local laws is currently underway. A similar review. The intent is to gather information to inform our review process and timeframe which is expected to extend beyond 30 June 2022. A recommendation for the review process and the establishment of an internal working group will be presented to the Executive Leadership Team during the 2nd Quarter.
5.5 Promote a values based culture that appreciates and empowers its workforce.								
Reference	Operational Plan Deliverable	Performance Measurement	Milestones Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		
						Milestone Target Status	Budget Status	First Quarter Progress Comments
5.5.1	Develop and negotiate new Enterprise Bargaining Agreement for field and office based employees.	Agreements certified by the Queensland Industrial Relations Commission.	100% of the deliverable completed.	28-Feb-22	People and Business Performance	Milestone Target on Track	Budget Within Allocation/On Track	Agreement has been reached with Unions for both the Field and Office staff Enterprise Agreements. Each Agreement is for a period of 3 years period with a 2% and 2.5% increase to be applied each year, or \$25, whichever is greater. Existing Agreement terms and conditions are to be rolled over. In accordance with legislative requirements the draft Enterprise Agreements were presented to the relevant staff of circulation and then be voted on. To be adopted each Agreement requires a 50% plus 1 majority.
5.5.2	Implement the recommendations of the organisational effectiveness review.	The recommendations of the organisational effectiveness review implemented on a priority basis.	50% of the project completed.	30-Jun-23	People and Business Performance	Milestone Target on Track	Budget Within Allocation/On Track	Planning with the Executive Leadership Team to commence in Quarter 2.
5.5.3	Develop a Workforce Strategy to identify the strategic resource priorities and requirements of Council.	Workforce strategy developed.	100% of the project completed.	30-Jun-22	People and Business Performance	Milestone Target on Track	Budget Within Allocation/On Track	Planning with the Executive Leadership Team to commence in Quarter 2.
5.6 Provide leadership and contemporary management systems that drive a coordinated and connected organisation.								
Reference	Operational Plan Deliverable	Performance Measurement	Milestones Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		
						Milestone Target Status	Budget Status	First Quarter Progress Comments
5.6.1	Undertake a restructure of the Infrastructure Group to a structure which enables a streamlined process between design, delivery and construction.	Restructure of the Infrastructure Group completed and implemented.	100% of the project completed.	30-Jun-22	Infrastructure	Milestone Target on Track	Budget Within Allocation/On Track	Restructure has been completed and operational. Resources of success will be implemented and reported on in future Operational Plan quarterly performance reports.

5.7 Compliant with relevant legislation.								
Reference	Operational Plan Deliverable	Performance Measurement	Milestone Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		First Quarter Progress Comments
						Milestone Target Status	Budget Status	
5.7.1	Ensure Council's Safeguard meets the five obligations identified by the NSW Mutual Self-Defence Scheme and the international standard by completing a surveillance audit. - completing an annual report on the audit action plan.	Surveillance audit and annual report completed	100% of the project completed	30 Jun-22	People and Business Performance	Milestone Target on Track	Budget Within Allocation/On Track	We have developed a Work Health Safety Management System Plan and submitted the first of three surveillance monitoring 17 audit actions will continue and is on track for the milestone target to be achieved.
5.8 Deliver reliable internal support services.								
Reference	Operational Plan Deliverable	Performance Measurement	Milestone Target for 2021-2022	Final Completion Date	Responsibility	Progress Indicators		First Quarter Progress Comments
						Milestone Target Status	Budget Status	
5.8.1	Implementation of web based customer request management system, enabling mobilisation and self-service.	The implementation of TechnologyOne CX Customer Request Management module completed.	100% of the project completed	30 Jun-22	People and Business Performance	Milestone Target in Doubt	Budget Within Allocation/On Track	The implementation of TechnologyOne CX Customer Request Management module is expected to commence late this year. After the approach to another project by the Business Systems Team has been determined. The project will take longer than planned due to the reduction in resources placing the milestone target in doubt.
5.8.2	Deliver the 2021 specific goals of the Information Communication and Technology (ICT) Strategy, including: - implement Information Security Management System (ISMS)	Information, Communication and Technology Strategy goals completed.	100% of the project completed.	31 Dec-21	People and Business Performance	Milestone Target on Track	Budget Within Allocation/On Track	Seven projects are included in the 2021 specific goals of the ICT Strategy. Four of the projects have been completed, including, Website CMS replacement, SharePoint Online Implementation, Microsoft Teams implementation, and Internet Replacement. Three projects still in progress are: - SharePoint Online Migration - Microsoft Teams Migration - Internet Replacement The project is on hold awaiting direction as to how to proceed. ISMS Development - This project is in progress and expected to be completed early 2022. eLearning Implementation - This project has just commenced and is expected to be completed early 2022.

10.6 Council Submission on the Draft Environmental Impact Statement for the Gowrie to Helidon 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 Gowrie to Helidon 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 25 October 2021

Officer's Recommendation:

THAT Council endorse the approach taken in the Draft Council Submission on the Environmental Impact Statement (EIS) for the Gowrie to Helidon 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 25 October 2021.

Executive Summary

The Gowrie to Helidon Inland Rail Project Environmental Impact Statement (EIS) has been released for public notification with a response required to the Coordinator-General (CoG) by 25 October 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 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 Gowrie to Helidon (G2H) section of the Inland Rail project. The proponent, Australian Rail Track Corporation (ARTC) proposes to develop a freight railway from Melbourne to Brisbane. The G2H 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 G2H project is a new railway approximately 28 km in length with both greenfield and brownfield corridors. It will extend from Gowrie near Toowoomba heading eastwards through a 6.24 km tunnel to emerge in the Lockyer Valley between Withcott and Ballard. The alignment then proceeds east through Lockyer to Upper Lockyer and Postmans Ridge to Helidon. Given the geography in this area, the project is almost entirely on structures or in cuttings all the way to Helidon. (At this point G2H connects to the Helidon to Calvert Project). The impacts of the project will be significant for the communities of the Lockyer Valley. 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 25 October 2021.

The Environmental Impact Statement is approximately 9,000 pages of highly technical and specialised content. It comprises an Introduction, 26 Chapters, 25 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 especially during the construction phase
- Infrastructure Impacts
- Flood issues
- Amenity (Noise, Air quality, Visual)
- Consultation

These issues are detailed in the attached covering letter (Attachment A) and Draft Submission (Attachment B). 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.

These issues are not new. Council has consistently raised them in many forums. In 2018 Council adopted a Position Paper (Attachment C) 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.

Council also raised these issues in a Submission to the Senate Standing Committee looking into Management of Inland Rail by ARTC (Attachment D).

It can be concluded that with respect to the Lockyer Valley, 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.

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. 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 utilises the Gowrie to Grandchester corridor with rollingstock planned to transport double stacked containers, commodities and coal rather than passengers. A significant concern is that this project will frustrate future passenger rail and 'crowd out' the corridor making passenger rail more costly and difficult to deliver.

Traffic and Transport

The Traffic Impact Assessment in the EIS has a number of data sets and assumptions which are challenged by Lockyer Valley Regional Council (LVRC). These issues understate the impact of the project on the local road network. Therefore, the Submission asks that the COG require the proponent to submit an amended Traffic Impact Assessment incorporating:

- actual traffic counts on all impacted road links
- justification of forecast construction movements
- agreed growth rates.

Officers are very concerned about the impacts to the road network. The COG is asked to underpin any agreement reached between the proponent and/or their appointed Contractor and Council. This agreement is to fully compensate the Council for increased maintenance costs on roads and other impacted infrastructure assets as a result of project construction traffic. Council shall also be seeking the entitlement to further compensation for accelerated degradation of road pavement and sealed assets, whether or not short-term maintenance is required.

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 provided a Draft report on the flood modelling for the G2H section of Inland Rail. This report has reviewed the work undertaken by ARTC on the G2H 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.

The Flood Panel reviewed 3 Models that ARTC have utilised for the G2H project within the Lockyer Valley – the Oaky Creek Model, the Six Mile Creek Model and the Lockyer Creek Model. The Panel has identified significant issues with each of the models and they categorise these issues from Low through to Very High Importance. (Refer Extract Attachment E). 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;
- Confirmation is required of peak flows and flood durations;
- Further documentation is required to provide confidence in the calibration of the modelling;
- Additional justification is required in relation to flood level increases for extreme events;
- Flood frequency analysis was only performed at one stream gauge for Lockyer Creek;
- Inconsistent approaches were adopted to apply inflows in the hydraulic model.

These are of fundamental concern to Council and the Submission that Council made to the Flood Panel expressed these concerns and sought conditions to address all issues raised by the Panel and further specific conditions that have been identified.

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 then CEO of ARTC Inland Rail.

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 16 June 2021 Meeting Council resolved to make a submission on the H2C EIS.

Critical Dates

The CoG requires feedback by 25 October 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 \$65 000 (incl GST) was provided for this Submission. 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 G2H 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 7 September 2021 where preliminary findings and a proposed approach were outlined.

Internal Consultation

Officers attended the workshop on 7 September and the views of a range of officers have been sought in the development of the submission.

External Consultation

The LVRC Website, social media and radio (Hit 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	G2H Draft EIS Submission Attachment A Covering Letter	4 Pages
2	G2H Draft EIS Submission Attachment B Consolidated Table Council Report	114 Pages
3	G2H Draft EIS Submission Attachment C Position Paper	3 Pages
4	G2H Draft EIS Submission Attachment D Senate Submission	9 Pages
5	G2H Draft EIS Submission Attachment E Flood Extract	12 Pages



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DRAFT

Enquiries:
Contact:

Stephen Hart
5462 0613

25 October 2021

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

Dear Ms Power

**SUBMISSION TO DRAFT ENVIRONMENTAL IMPACT STATEMENT
INLAND RAIL- GOWRIE TO HELIDON SECTION**

Thank you for your invitation to Lockyer Valley Regional Council dated 30 July 2021 seeking feedback on the Draft Environmental Impact Statement (EIS) for the Inland Rail Gowrie to Helidon (G2H) Project. I trust the submission contained in this response (and including the detailed attachments) will inform your evaluation of the project and the adequacy of the Draft EIS.

As you will be aware from Council's submission on the Helidon to Calvert (H2C) project, 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 G2H are long held - but the EIS provides for the first time a significant technical submission for Council to consider and assess. Council officers and technical advisors have reviewed the available materials and provide a comprehensive submission (Attachment A). We have also provided below some overarching issues of concern for Council.

It is worth reiterating that with respect to the Lockyer Valley, nowhere else on the entire alignment between Melbourne and Brisbane is a region and its communities so directly impacted by new railway construction and operation, with so little benefit and with such a high frequency of trains.

It is important to note the cumulative effects of a variety of impacts on communities within the Lockyer Valley. Often separate issues (such as noise or flooding or risk) are examined in isolation. When brought together for consideration in a specific location the cumulative impacts are overwhelming.



Context

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

As you will recall from previous correspondence, 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, you will recall 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 Attachment C. The Chief Executive and other officers expanded on these concerns at a Senate Hearing in January 2020 (which is available in Hansard). The Report from that Inquiry identifies a range of concerns held by the Committee including concerns about the Project's business case, flood modelling, community impacts and community engagement.

Council has always held serious concerns about the impacts of the 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. Of particular concern is that Council's consultants and officers believe the impacts are significantly understated in the EIS. This is reflected in our detailed submission.

Passenger Rail

As pointed out in Council's 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 in ARTC's view is categorically a freight only railway.

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. Council's review of the EIS raises the concern that not only does inland rail utilise the designated corridor with a project not conducive to passenger rail, but that it may act to 'crowd out' passenger trains through making passenger options more complex or costly.

Flooding

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 G2H section of Inland Rail. This report has reviewed the work undertaken by ARTC on the G2H 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.

For the G2H section three flood models were reviewed by the Panel – Oaky Creek, Six Mile Creek and Lockyer Creek. Significantly, all three models were found to have concerns with issues categorised 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 include that:

- Interaction between local and regional catchments are not effectively represented;
- Further documentation is required to provide confidence in the calibration of the modelling;
- Additional justification is required in relation to peak flow, flood levels and duration;
- Questionable Flood Impact Objectives;
- Inconsistent approaches were adopted to apply inflows in the hydraulic model.

These are of fundamental concern to Council. There are a range of technical issues that need to be addressed and not left to detailed design. Council requests 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 also 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 Panel's 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

As with previous Inland rail projects, 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.

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 of this railway.

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 – Gowrie to Helidon (G2H)

Attachment

EIS section and topic	Comment <i>What is the issue or what is suitable within the EIS</i>	Recommendation <i>What changes to the EIS or additional information is required?</i>
Draft EIS General Comments		
Draft EIS	<p>Failure to Meet OCG's Terms of Reference: as with the Helidon to Calvert (H2C) draft Environmental Impact Statement, the draft EIS for the Gowrie to Helidon (G2H) section of Inland Rail consistently fails to meet the requirements of the Office of the Coordinator General's (OCG's), Terms of Reference (TOR) for the project. In addition to this, there is a failure to commit to the appropriate consideration and management of both community concerns, and the significant and permanent impacts which the community will experience because of the proposed project in its current form.</p> <p>Technical studies used to inform the draft EIS have been restricted by the use of insufficient or inappropriate study criteria, under-estimated background levels and/or the use of outdated or inappropriate guidelines or procedures. This has contributed to the failure of the draft EIS to meet the requirements of the OCG's TOR as it has effectively allowed higher and potentially (and likely) unacceptable levels of adverse impacts to be proposed.</p>	<p>The draft EIS requires update to meet the OCG's TOR for the proposed project, including, but is not necessarily limited to:</p> <ul style="list-style-type: none"> - An accurate identification of the adverse and permanent impacts resulting from the proposed project. - The development of mitigation measures which ensures there is <i>no significant residual impact</i> because of the proposed project. <p>The development of detailed and measurable proponent commitments which may be converted to regulatory conditions (and to meet the requirements of TOR 7.4).</p>
Draft EIS	<p>Deferring Works to the Detailed Design Phase – the draft EIS consistently states that the identification and management of many issues, impacts, procedures and mitigation will be identified during the detailed design process. TOR 5.1 clearly states “... <i>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</i>”. There are no provisions at TOR5.1 to delay works that are needed to accurately assess the proposal to a later stage of the project.</p>	<p>The draft EIS requires update to meet the requirements of the TOR by appropriately considering and assessing all project issues and adverse impacts currently missing from the document and to propose measurable and detailed procedures, mitigation strategies and proponent commitments which will ensure that there is <i>no significant residual impact</i> from proposed project activities.</p>

	<p>The draft EIS needs to give the community and OCG the required level of detail to understand what the impacts of the project are likely to be and how they will be managed. For example, Section 14.7.3.1 of Chapter 15 states that ongoing groundwater studies are anticipated to determine if risks to groundwater drawdown and Groundwater Dependent Ecosystems (GDE) are acceptable as an increase in drawdown extents could affect water supply bores and GDE. This example suggests that the proponent has not assessed and understood the potential impacts to groundwater from the tunnel. Furthermore, it can only be assumed that these anticipated studies that are needed might be undertaken by PPP contractor. Hence, the community and OCG cannot reasonably be expected to understand how the project may impact groundwater and if these impacts can be managed.</p> <p>This approach by the proponent has resulted in an overall failure to meet the OCG TOR because the draft does not:</p> <ul style="list-style-type: none">- Illustrate transparency regarding the adverse and permanent impacts which the community and surrounding environment will experience because of the proposed project.- Ensure technical soundness through the accurate and appropriate identification of these adverse impacts.- Provide appropriate and measurable mitigation measures in response to the identified impacts.- Develop detailed proponent commitments which can be converted into regulatory conditions (as required by TOR 7.4) (and which would then give the community some certainty that the proponent has appropriately considered all adverse impacts and committed to ensuring that there will be <i>no significant residual impact</i> because of the proposed project). <p>It is unrealistic for the proponent to defer so many aspects of the proposed project into detailed design as doing so essentially means that the draft EIS cannot be appropriately assessed or conditioned by the regulator. The approach taken by the proponent raises many questions:</p> <ul style="list-style-type: none">• How is the OCG to understand if proposed mitigation measures are likely to work when no attempt has been made by the proponent to provide details or specifics about those measures?	
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	<ul style="list-style-type: none">• How can the proponent reasonably expect the OCG to approve the draft EIS when there is limited detail supplied in the EIS to give the OCG the confidence that the project can delivered in a manner that minimises impacts to environmental values?• How reasonable is it for the proponent to presumably assume that the OCG can appropriately condition an approval based on the information supplied in the draft EIS?• How realistic is it to assume that the successful PPP contractor will have the time, financial and technical resources and understanding of the complex issues associated with the potential environmental impacts of the project to undertake the necessary investigations to determine the required mitigation measures?• If the draft EIS is approved how will the mitigation measures determined during the detailed design phase be assessed and approved?• What happens if the draft EIS claims an impact can be mitigated but the PPP contractor later determines that is not reasonably possible?• What happens if the proposed mitigation measures determined during the detailed design phase present unforeseen issues or additional impacts, how will this be resolved? <p>The approach of deferring works to the detailed design phase will place unrealistic pressure and expectations on the construction phase of the project. Given the limited nature of some studies in the draft EIS, it's possible that longitudinal or seasonal studies could be required for a complete assessment of impacts and determination of mitigation measures by the PPP contractor. The completion of these requirements is not considered to be realistically achievable in the proposed five-year construction time period, or prior to the stated start date for construction. This also seems to make the PPP contractor responsible for meeting the proponent's original obligations under the TOR for the EIS.</p> <p>Pushing further assessment of matters to detailed design and placing the burden of restrictive timeframes on a contractor negates the proponent's responsibility, will put pressure on the contractor and raises the risk of corners being cut, regulatory requirements being dismissed and can result in adverse impacts, community concerns and due process not receiving appropriate management.</p>	
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	As a result, the document fails to meet the requirements of TOR 7.2 which states that 'the assessment and supporting information should be sufficient for the OCG and administering authorities to decide whether an approval sought through the EIS process should be granted.'	
Draft EIS	<p>Lack of Robust Review Process: the errors and inconsistencies in the draft EIS add to the reader's inability to follow the document and have confidence in the quality of the assessment of the project. It is not apparent that a thorough, scientific and robust review was completed of the document which should have identified the errors and inconsistencies that are throughout the document. For example, (note this list is by no means exhaustive):</p> <ul style="list-style-type: none">- Executive Summary (Air Quality) states 'by implementing the proposed mitigation measures, the impacts to air quality from both dust deposits <i>and human health</i> will be reduced to acceptable levels.' This sentence does not make sense.- Section 3.4.10.2 (Relevance to the Project) states: 'The following ERAs prescribed under Schedule 2 of the EP regulation <i>are may be</i> required as part of the project's construction phase...'. Do these ERAs apply or not?- Section 3.4.12.1 Overview (<i>Fire and Emergency Services Act 1990</i>) states: 'The also establishes a framework...'. This sentence does not make sense.- Section 17.5.3.1 overstates the number of non-employing agricultural businesses in the Lockyer Valley (as 6 647). This is incorrect, the number should be 647.- Section 7.3.4.2 of Appendix Q discusses accommodation options for adversely affected residents however temporary relocation is not mentioned in Chapter 16. <p>The large numbers of simple errors throughout document draws into question the rigour and validity of the technical assessments which were used to determine the impacts and mitigation measures for the project. Our detailed specialist reviews of the draft EIS identified numerous issues with the technical assessments.</p>	The draft EIS requires rigorous review and update to ensure all errors and inconsistencies are removed from the document to ensure it meets the requirements of the OCG's TOR.

	The current state of the draft EIS cannot be easily followed and relied upon with confidence due to the errors and inconsistencies throughout the document which should have been identified and addressed through the QA/QC process.	
Draft EIS	<p>Failure to Consider Future Passenger Rail – when discussing the provision of passenger rail services, the draft EIS consistently makes conflicting and often vague statements. While TOR 10.9 only requires the proponent to ‘describe the ability and capacity of the proposed rail corridor to support future passenger rail services between Brisbane and Toowoomba’ there are many more TOR which can be considered to directly relate to passenger rail including, but not necessarily limited to:</p> <ul style="list-style-type: none">- Infrastructure Objective (a)- Land Objective (c)- Transport Objective (c)- Social Objectives (a) and (b). <p>However, the lack of detail provided in the draft EIS surrounding passenger rail can be considered to be a missed opportunity for the proponent to commit to providing local communities with a very real benefit (which the project currently lacks). Instead, the document gives the reader the distinct impression that not only is passenger rail not considered, but that it is dismissed completely by the proponent and that further, and alarmingly, that the location of the proposed project in the Gowrie to Grandchester future state transport corridor will result in the future co-location of a separate, dedicated passenger rail line in the corridor to be next to impossible. For example:</p> <ul style="list-style-type: none">- Section 6.2 states that the project ‘connects into the Queensland Rail (QR) Network at Gowrie and Helidon allowing for interoperability between the two networks,’ that the alignment is an ‘open access rail service...’ and that ‘while the project is specifically designed for freight trains, it does not preclude the use of the track at a future date for passenger services. The current design, and EIS assessment, accommodates the existing QR narrow-gauge rail line, which runs passenger trains...’- The text goes on to further state that ‘the project design does not consider the construction of a high-speed, dedicated passenger rail line, which was the original intent of the Gowrie to Grandchester future state transport corridor, to be delivered by the Queensland Department of Transport and Main Roads	<p>The dismissal of passenger rail services is not acceptable to LVRC and does not meet the original intent of the Gowrie to Grandchester future state transport corridor. The proposed project design and alignment should be revised to include allowances for the provision of viable and reliable passenger rail services from Toowoomba to Brisbane, with commuter stations in the Lockyer Valley.</p> <p>This should include, but not be limited to, reconsideration of the current proposed alignment to ensure that the proposed freight alignment does not result in the preclusion of future passenger rail services and an appropriate consideration of impacts to communities and intergenerational equity, including, but not limited to, the consideration of possible alternate freight alignments outside the Gowrie to Grandchester future state transport corridor and away from local communities.</p> <p>LVRC request that the OCG impose the following condition: ‘The proponent is required to revise the project design and alignment to allow for the provision of viable and reliable passenger rail services from Toowoomba to Brisbane and to include the ability to provide commuter stations in the Lockyer Valley.’</p>

		<p>(DTMR). Given that the project accommodates single dual-gauge track and includes significant infrastructure such as the tunnel and large viaducts, <i>the provision of passenger tracks being co-located along the entire project length at a future date is unlikely.</i> The exclusion of a dedicated passenger rail service through the proposed tunnel (and essentially limited to the existing QR alignment) should be re-considered by the proponent.</p> <ul style="list-style-type: none">- Section 6.2.3 refers to the Gowrie to Grandchester future state transport corridor, stating the corridor 'developed by (the then) Qld Transport and QR and finalised in 2003, was designed with the aim of providing for future higher speed passenger services as well as freight...' The document goes on to state that 'initially, the Gowrie 'and' Grandchester future state transport corridor alignment was not considered to be the optimal solution for the inland railway as outlined in the Melbourne-Brisbane Inland Rail Alignment Study.'- Section 6.2.8 reiterates that the 'project also is open access so passenger services can use the rail corridor, while the design does not preclude a fast rail passenger service within the Gowrie to Grandchester future state transport corridor at a future date (e.g., the design avoids proposed passenger stations).' However, Section 6.2.3.4 states that the proposed alignment 'maintains proximity to the proposed location for a commuter station'. These statements conflict with each other. <p>This essentially means that the current location of the proposed alignment will negate the possibility of future passenger rail in the Gowrie to Grandchester future state transport corridor and, when combined with the adverse and permanent impacts many of the towns in the Lockyer Valley will experience as a direct result of the location of a dedicated freight line in a corridor originally set aside to facilitate passenger rail services to local communities, this is not considered acceptable by LVRC.</p> <p>The document fluctuates between stating that passenger rail will be able to be provided by the proposed alignment (as the proponent is providing the infrastructure only and services will be provided by others), and stating that the proposed alignment 'does not consider the construction of a high-speed, dedicated passenger rail line, which was the original intent of the Gowrie to Grandchester future state transport corridor', that 'the provision of passenger tracks being co-</p>	
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	<p><i>located along the entire project length at a future date is unlikely', and that 'the design avoids proposed passenger stations' and will be primarily for 'freight services only.'</i></p> <p>Further, the content of the draft EIS appears to infer that not only will passenger rail not be provided on the proposed alignment, but that the proposed alignment itself will result in the <i>inability to provide the community with passenger rail to Brisbane in the Gowrie to Grandchester future state transport corridor which, as stated in the draft EIS, was originally intended for use for passenger rail</i> (hence its location in either very close proximity, or through local communities).</p> <p>It is not acceptable to LVRC that freight trains be given priority over passenger rail through local communities and in a corridor originally set aside to provide passenger services to the community. The draft EIS does not meet TOR 10.9 as it provides conflicting statements and does not clearly or accurately describe the ability and capacity (or lack thereof) of the proposed project to support future passenger rail services between Toowoomba and Brisbane (also servicing the Lockyer Valley).</p>	
Draft EIS	<p>Outdated and Inappropriate Alignment Selection – the Senate Inquiry findings into Inland Rail (the Rural and Regional Affairs and Transport References Committee's <i>Inland Rail: Derailed from the Start</i> (August 2021)) found that the proposed alignment for the project was based on an 'out of date business case' and that there were 'significant shortcomings in (the proponent's) efforts to meaningfully engage with communities and landholders along the proposed alignment of Inland Rail.' As pointed out in Council's Submission to the Senate Inquiry, LVRC have been advocating for improved public transport for the region for many years. This has included seeking the introduction of passenger rail to Brisbane and Toowoomba. Such services would be of substantial benefit to the broader region and the transport network in south-east Queensland.</p> <p>The draft EIS states that there were 'two major studies' ... 'commissioned in relation to the development of an inland rail route':</p> <ul style="list-style-type: none">- The <i>North-South Rail Corridor Study</i> (Ernst & Young, 2006) which 'examined the adequacy of the existing Melbourne to Sydney to Brisbane rail corridor to meet future freight demand...' and '... also examined	<p>The draft EIS should be revised to meet the requirements of the OCG's TOR, to appropriately consider adverse impacts to the community and the environment through the robust consideration of all possible alignments, and specifically, locations outside the Gowrie to Grandchester future state transport corridor. This should include, but not be limited to, undertaking studies which will enable the proponent to better identify an alignment which ensures the best possible solution for both the community and the environment.</p>

		<p>different options for an enhanced, existing coastal route or alternative inland routes'; and</p> <ul style="list-style-type: none"> - The <i>Melbourne-Brisbane Inland Rail Alignment Study</i> (ARTC, 2010a), the purpose of which was to 'analyse the likely economic and commercial benefits of an inland rail route between Melbourne and Brisbane...' and '...the outcome was a determination of a preferred alignment, based on consideration of the economic benefits and key commercial considerations.' <p>The draft EIS also states that in 2015, 'ARTC developed a Concept Business Case (ARTC 2015a) ...' which 'outlined key scope and scheduling assumptions, identified key risks and environmental and planning considerations, and preliminary updates to demand, economic and financial analysis.' The document fails to make mention of community considerations, an appropriate assessment of alternate alignments, or whether the proposed use of the Gowrie to Grandchester future state transport corridor is appropriate for a dedicated freight line.</p> <p>Section 4.1 of the draft EIS refers to the use of outdated studies to 'identify a preferred route for the Inland Rail Program' and goes on to state that 'as a result of these studies it was determined that the Gowrie to Grandchester future passenger rail corridor' ... 'protected under the <i>Transport and Planning Coordination Act 1994</i> (Qld) in 2005, subject to minor amendments' was a 'suitable alignment for the G2H section of Inland Rail.' Studies which informed the location of the Gowrie to Grandchester future state transport corridor were completed in 2003.</p> <p>The draft EIS for the proposed project has been developed based on the use of a rail corridor set aside for passenger rail and outdated studies, and as a result, has not considered the significant changes to both the community and environment which have occurred in the interim. Nor has the document considered whether locating a dedicated freight line in a corridor set aside for community use is an appropriate development. The selected alignment has also not considered community expectations regarding the provision of passenger rail between Toowoomba and Brisbane.</p> <p>As a result, the draft EIS has not met the requirements of TOR 6.7, which calls for the document to 'consider <i>feasible alternatives</i> of the project's configuration.'</p>	
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Draft EIS	<p>Inappropriate Technical Assessments – the potential impacts of the proposed project are discussed in very general terms, and at times, have not been adequately identified or assessed. To meet the requirements of TOR 5.1, the potential adverse impacts the surrounding environment will experience as a result of the proposed project need to be appropriately addressed as TOR 5.1 requires the assessment and mitigation of <i>‘all relevant environmental, social and economic impacts...’</i></p> <p>Appropriate and robust technical assessments and the development of measurable mitigation measures and proponent commitments should have been included in the draft EIS. In general, most technical chapters fail to accurately identify the adverse impacts which the community and environment will experience because of the proposed project, or to commit to specific and appropriate mitigation measures to reduce the adverse impacts of the proposed project. Most of the mitigation measures and proponent commitments provided are in very general terms such as ‘make good’ or state that the issue will be addressed during the ‘detailed design phase’ (as discussed earlier). This is not considered sufficient to meet the requirements of TOR 5.1 or TOR 7.4 (which requires the proponent’s commitments to be ‘able to be carried over into the approval conditions as relevant’).</p>	<p>The draft EIS requires update to appropriately identify all potential impacts (including cumulative impacts) to environmental, social and economic aspects and to propose and commit to adopting appropriate and real mitigation measures and measurable proponent commitments.</p> <p>The update of the draft EIS should include, but not be limited to, committing to the development of appropriate monitoring locations and baselines for all measurable and proposed adverse environmental, social and economic impacts resulting from proposed project activities and the development of associated and appropriate monitoring programs for the operational phase.</p>
Draft EIS	<p>Failure to Consider Potential Impacts from Longer and More Frequent Trains – the draft EIS consistently states that the proposed rail corridor will be constructed to accommodate trains which will be up to 3 600 m (or 3.6 km), with the potential for a future substantial increase in train numbers and frequencies. However, the technical assessments, most of which require 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) train length and projected rail traffic numbers. For example, in relation to train length:</p> <ul style="list-style-type: none"> - Chapter 1, Table 1.1 states that ‘the rail corridor will be of sufficient width to allow future crossing loop extensions to accommodate trains of up to 3 600 m in length’. - Chapter 6, Table 6.1 states ‘the rail corridor width will be initially constructed for 1 800 m long double-stacked trains and designed so that the future 	<p>That the draft EIS requires update to appropriately identify the significant and adverse impacts which will be experienced by local communities through 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 trains when the project will be designed and constructed to allow for the doubling of train length to 3.6 km.</p> <p>Failure to appropriately assess proposed future train length results in:</p> <ul style="list-style-type: none"> - The intensity of adverse and substantial impacts (such as noise levels) to be even further underestimated, dismissed, or ignored more than already done so by draft EIS. - An inability to identify and commit to appropriate mitigation measures.

		<p>extension of some crossing loops to accommodate 3 600 m trains is not precluded.'</p> <ul style="list-style-type: none"> - Chapter 12, Section 12.6.3.2 (Emissions inventory) is silent on train length, which is only stated in Appendix K (thereby failing to meet the requirements of TOR 12.2). - Chapter 15, Section 15.5.8 states that 'railway noise and vibration levels were assessed for the train movements (trains up to 1,800 m long) on the mainline and crossing loops.' <p>Appropriate assessment ensures the development of a draft EIS which meets the requirements of the OCG's TOR. The use of only the initial train length for these assessments, and the dismissal of the potential and <i>significant</i> increase to train lengths (and numbers), results in the draft EIS failing to meet the requirements of the OCG's TOR. At the minimum, the draft EIS fails to meet the following TOR for the project:</p> <ul style="list-style-type: none"> - TOR 5.1 – 'ensure that all relevant environmental, social and economic impacts of the project are identified and assessed...' - TOR 5.3 – 'the detail at which the EIS deals with matters relevant to the project should be proportional to the scale of the impacts on environmental values...' - TOR 6.2 – 'cover both the short term and long term and state whether any relevant impacts are likely to be irreversible...' - TOR 6.6 – 'each matter assessed in the EIS should include a concise summary and suitable assessment of the nature, magnitude and duration of the potential direct and indirect and cumulative impacts of the project...' <p>The potential future use of 3.6 km long trains is noted repeatedly by the proponent throughout the draft EIS as well as the inclusion of numerous references to future proofing the design by accommodating these significantly longer train lengths into the project design. Therefore, it is reasonable to assume that trains up to 3.6 km long are a viable prospect and will potentially be used on the G2H section of the Inland Rail project. Trains that are 3.6 km in length will have significantly greater impacts to the community and environment and therefore require assessment.</p> <p>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, specifically 'all relevant', 'long term' and</p>	<ul style="list-style-type: none"> - A lack of suitable commitments from the proponent. - Regulatory conditioning which does not consider the proposed future use of the project. - Permanent adverse impacts to the surrounding environment and communities. <p>As such, LVRC strongly recommend that the OCG require the proponent re-assess all impact assessments based on a 3.6 km train length and to update the draft EIS to include the findings of assessing the correct length of trains.</p>
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	<p>'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 well result in the project receiving regulatory conditions which is not appropriate for the effective management of the adverse impacts of longer (and more frequent) trains.</p> <p>The draft EIS clearly states that construction is proposed to <i>include the ability to expand</i> 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? 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, the draft EIS does not meet the TOR as it does not adequately assess the impacts of the project future train lengths of 3.6 km have not been considered (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.</p>	
Draft EIS	<p>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 effectively provide no specific detail. In addition, the document also provides commitments which are, for the main, are mostly unmeasurable and lacking in any real provision to mitigate. The document consistently states that these matters will be decided during 'detailed design'. Stating that these matters will be decided during 'detailed design' is not acceptable as this is effectively an avoidance of the OCG's EIS assessment process and subsequent conditioning.</p> <p>Further, without any commitment by the proponent to effectively mitigate adverse impacts, and by making this process a part of detailed design, means that the potential impacts of the project have not been adequately assessed or understood. If mitigation measures have not been appropriately identified there is no way for the OCG or the community to understand what impacts are proposed or how effective any mitigation measures will be. Also, without any detailed mitigation</p>	<p>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 assessment process is to ensure the proponent has appropriately identified and committed to minimising impacts to ensure there will be <i>no significant residual impact</i> on the community or the environment. As such, the document should not state at any time that these decisions will be made during detailed design (i.e., <i>post approval</i>).</p> <p>As a result, the draft EIS is deficient and does not accurately assess the impacts or mitigation measures required for the project. By providing mitigation measures and commitments which are not measurable or quantifiable, the draft EIS fails to meet the requirements of the OCG's TOR.</p>

	measures provided in the draft EIS, subsequent impacts cannot be appropriately managed. For example, how will the acoustic, flooding, social and visual impacts of noise barriers be assessed if the height, style, materials, length, location etc will not be known until detailed design? Who will assess the adequacy of mitigation measures if these commitments are allowed to be delayed until detailed design? For example, on many occasions, the draft EIS provides wording such as ' <i>limited where possible</i> ' ... and... ' <i>avoided where possible</i> '. However, these are not definitive commitments and specific detail provided regarding exactly how mitigation will be achieved is missing from the document. 'Where possible' is not a commitment to mitigate.	The draft EIS requires update to ensure that any commitment to provide mitigation includes definitive wording and is addressed and detailed and not simply deferred until detailed design. All mitigation measures and proponent commitments should be measurable and quantifiable. This should include the provision of specific details to allow the mitigation measure or commitment to be appropriately implemented, managed and regulated. The draft EIS also needs to consider how effective proposed mitigation measures will be and what impacts the mitigation measures themselves may have.
Draft EIS	In short, the draft EIS fails to meet the OCG's TOR as it does not demonstrate a clear understanding of the potential impacts of the project or of the required mitigation measures. As a result, there is no way for the OCG or community to know if the impacts of the G2H project will be acceptable. This is because fundamental elements of the environmental impact assessment process, such as impact identification and management are absent from the draft EIS. This is alarming given the scale and nature of the project.	
	Use of Undrained Tunnel Terminology: the term 'undrained tunnel' has been used consistently throughout the draft EIS. There has been no definition of what this term refers to. Providing a definition of what an 'undrained tunnel' is could affect how the draft EIS is interpreted. Investigation into the use of the term 'undrained tunnel' indicates that the intention is that there will be no groundwater seepage (ingress) into a tunnel which is 'undrained'. However, the draft EIS mentions repeatedly that not only will construction of the tunnel drain an approximate 1,700 ML from the aquifer, but that once constructed, the tunnel will continue to experience ingress from aquifers in the LVRC LGA (10+ ML/year). This water is proposed to be released to the Rocky Creek Catchment. Use of the term 'undrained' in reference to the tunnel could be construed as misleading as the draft EIS provides no explanation or context of what this term means.	The draft EIS should be updated to include a clear description of the term 'undrained tunnel' and how the tunnel will interact with groundwater in a way which can be easily understood by the general public and to meet the requirements of the OCG's TOR.
Executive Summary		
Executive Summary (Justification)	Perceived community benefits – the draft EIS makes broad, and often unsubstantiated claims regarding community benefits and yet manages to remain	That the draft EIS should be updated to acknowledge that there are no benefits for the local communities in the LVRC region. The draft EIS should remove all misleading references which

<p>(Assessment Approach) (Land Use and Tenure) (Economics) Chapter 2 (Project Rationale)</p>	<p>silent on benefits specific to the LVRC region and its community. For example, in the Executive Summary:</p> <p>- The 'Assessment Approach' section states that 'opportunities to maximise the economic and social benefits of the project have been identified and include local employment, local industry participation, and opportunities for complementary investment with continued community benefits.'</p> <p>In the case of the G2H draft EIS and its impact on the LVRC region, all of these statements are exceptionally misleading given that the proposed project is a <i>rail line which traverses the region and provides no tangible commitment or ability to provide any regional benefits</i> as the project will not provide facilities to stop and load/unload in the LVRC region. Local Growers have advised existing road links are preferred and rail transport will be slower, require triple handling, and place the quality of produce at risk.</p>	<p>allude to benefits that simply will not occur. All claims to local benefits in the LVRC region made in the draft EIS should be removed where they cannot be justified as they are factually incorrect and misleading.</p>
<p>Executive Summary Chapter 5 (Stakeholder Engagement) Table 5.12 Chapter 8 (Land Use and Tenure) Section 8.5 (Methodology) TOR 7.7 TOR 7.8 TOR 7.9</p>	<p>Lack of Consideration of Community Consultation – TOR 7.8 requires the draft EIS to 'describe the consultation that has taken place and how the responses from the community and agencies have been incorporated into the design and outcomes of the project.' Further, TOR 7.9 requires the draft EIS to 'include, as an appendix, a public consultation report detailing how the public consultation plan was implemented, and the results of the implementation.'</p> <p>While the draft EIS makes broad, repetitive, and mostly unsubstantiated claims regarding community and stakeholder engagement, actual information provided by the document indicates that engagement was very high level and has not been converted into changes to the project which consider community concerns. The document fails to provide any specific detail regarding how consultation was 'incorporated into the design and outcomes of the project' or the 'results of the implementation'. Given this, the document has not met the requirements of TOR 7.8 or 7.9.</p>	<p>LVRC consider the lack of consideration of any community inputs by the proponent, and how these inputs may affect mitigation, to be a significant issue which should be discussed in the draft EIS. Until the release of the draft EIS there has been no opportunity for an informed community to understand the potential impacts of the project. LVRC's review of the draft EIS found that many impacts have either not been identified, dismissed or grossly underestimated and there is no detail regarding mitigation measures. Therefore, even with the draft EIS it is not possible for the community to understand the true impacts of the proposed alignment. That the OCG require further reviews to consider and incorporate community concerns and feedback and this should be clearly demonstrated.</p>
<p>Consequences of not Proceeding with Inland Rail</p>	<p>Trucks on Roads – the 'consequences of not proceeding with Inland Rail' section of the Executive Summary presents the argument that, should the project not go ahead, that there will be an increase in the number of trucks on roads. In fact,</p>	<p>The draft EIS requires update to provide details relating to the consequences of not proceeding for local communities from the proposed G2H section of Inland Rail.</p>

Consequences of not Proceeding with the Project	<p>every point in the 'Consequences of not Proceeding with Inland Rail' section may be directly related to the perceived adverse impact of trucks on roads.</p> <p>The 'consequences of not proceeding with the project' section of argues a required 'upgrade of the existing QR rail network and/or alternative mechanisms (i.e., road transport) to move freight between Toowoomba and Brisbane. The text goes on to discuss the upgrades QR has completed on the Toowoomba Range section of the West Moreton System and then states why the upgrades are incompatible with Inland Rail.</p> <p>Both options present consequences that potentially impact Inland Rail however there is no discussion on either section that relates directly to consequences for the LVRC (or Toowoomba Regional Council (TRC)) community should the proposed project not proceed. Further, as discussed below, an increase in trucks on roads cannot be considered a consequence to not proceeding with the project given that Inland Rail proposes to terminate at Acacia Ridge in Brisbane, which will then require a substantial increase in truck numbers to distribute freight, including to the Port of Brisbane.</p>	
Section 1.3.2 Location	<p>Inappropriate Investigation Corridor – Section 1.3.2 states that 'investigations for the purposes of the EIS and ongoing engineering design, including field surveys, were generally undertaken within the EIS investigation corridor. The EIS investigation corridor comprises the project disturbance footprint, including the temporary construction disturbance footprint and the permanent operational disturbance footprint, with a buffer zone of approximately 1 km either side of the project disturbance footprint. Where the EIS investigation corridor extends further than 1 km either side of the alignment, this is generally to allow for any design optioning and refinement of the alignment and construction access. In some areas, the maximum width of the EIS investigation corridor from the project alignment is 3.4 km.'</p> <p>The text infers that assessments generally did not go outside 1 km either side of the alignment and when they did, it was to include design refinement and access (and only up to 3.4 km either side of the alignment, and only when project infrastructure was proposed outside the 1 km buffer). Many studies completed only within the pre-determined investigation corridor have resulted in the determination of inaccurate results, which in turn lead to the</p>	<p>The draft EIS requires update to include field investigations which include an appropriate study area for the environmental aspect being assessed (including, but not limited to, noise and groundwater assessments) and in order to meet the requirements of the OCG's TOR.</p>

	development of inappropriate mitigation measures and proponent commitments which lack detail and therefore cannot be converted into regulatory conditions. As such, the requirements of TOR 5.1 and 7.4 have not been met.	
<p>Section 1.3 (The Project)</p> <p>Section 1.5 (EIS Objectives)</p> <p>Chapter 6 (Project Description)</p> <p>Section 6.3 (Project Objectives)</p>	<p>TOR Objectives not Met – 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. The EIS should demonstrate that the project is based on sound environmental principles and practices.’</p> <p>The draft EIS provides numerous ‘objectives’ including Section 1.3, which states that the objectives of the project are to:</p> <ul style="list-style-type: none"> - ‘Provide rail infrastructure between Gowrie and Helidon that meets the Inland Rail Program service offering. - Provide a more efficient route through the challenging terrain of the Toowoomba Range, along with interoperability between the Inland Rail and Queensland Rail (QR) networks, which will benefit all rail operators. - Minimise the potential for adverse environmental, social and economic impacts.’ <p>Section 1.3 also provides ‘Inland Rail Objectives’, none of which align with the requirements of the OCG’s TOR as they fail to mention any minimisation of adverse impacts.</p> <p>Section 1.5 provides further detail, citing further objectives of the draft EIS namely:</p> <ul style="list-style-type: none"> - ‘Provide information to stakeholders and the public on the need for the project. - Describe the temporal and spatial extent of the project, its key features and proposed construction methods. - Describe the expected benefits and opportunities associated with the project. - Describe the existing environment associated with the project. - Document the potential impacts to the natural, social and economic environment including, where applicable, cumulative impacts. 	<p>The draft EIS requires update to appropriately consider the requirements of TOR 5.1 and the proponent’s own stated ‘EIS objectives.’ This should include, but should certainly not be limited to:</p> <ul style="list-style-type: none"> - The re-assessment of the adverse impacts the project to appropriately consider 3.6 km long trains and the significant increase in numbers. - The integration of community concerns regarding the current proposed alignment. - The identification and commitment to an appropriate alternative alignment which is away from all LVR towns and strikes a fair balance between impacts to all matters of concern

	<ul style="list-style-type: none"> - Demonstrate how adverse impacts can be avoided, mitigated or managed, or where offsets for significant residual impacts are required. - Present a draft Outline Environmental Management Plan to demonstrate practical implementation of detailed design and construction environmental management measures. - Present sufficient information to enable the need for post-EIS approvals to be identified and the timing to obtain such approvals.' <p>The EIS objectives quoted above at Section 1.5 appear to be in line with the requirements of TOR 5.1, however, the document has failed to meet the requirements of the TOR as these objectives have not translated to real, appropriate and effective impact assessments, or the development of appropriate mitigation and/or commitments. As such, the draft EIS has not met the requirements of TOR 5.1 because it has not:</p> <ul style="list-style-type: none"> - Identified and assessed all relevant impacts; nor - Detailed mitigation measures to avoid or minimise impacts of the project; nor <p>Provided real, measurable and relevant proponent commitments.</p>	
<p>Section 2.3.4.1 (Maritime Shipping) Section 2.4 (Benefits of Proceeding with Inland Rail) Section 2.4.1 (Direct Benefits) Section 2.4.2.1 (Create a Step Change in the Australian Freight Network) Section 2.4.2.4</p>	<p>Inappropriate Arguments – Section 2.3.4.1 states that 'shipping can be used in conjunction with other modes, such as Inland Rail, to meet Australia's future transport needs', Section 2.4.2.1 states that Inland Rail will 'improve access to export ports' while Section 2.4 cites opportunities for 'the distribution of commodities at the national, regional and local level.' Given there will be no opportunity for LVRC communities to access Inland Rail, access at the local level is clearly not the case. Additionally, there is currently no plan for Inland Rail to go to the Port of Brisbane. Instead, the project intends to terminal at Acacia Ridge (a southern suburb of Brisbane) and freight using <i>trucks</i> (and approximately four semi-trailers every hour to keep up with the proposed initial number and size of trains). This defeats the argument that the proposed project will decrease congestion in Brisbane by taking trucks off roads.</p> <p>Further, it may be considered that the 'trucks off roads' argument, which is made consistently throughout Chapter 2, negates any argument of 'employment benefits' from the proposed project as trucks employ many Australians</p>	<p>Chapter 2 of the draft EIS requires update to include accurate and realistic arguments regarding the perceived benefits of the proposed project. This should not be limited to the perceived benefits for capital cities, but should incorporate a real, measurable and accurate discussion of the benefits for the local communities the proposed project (and specifically, the G2H component) will traverse.</p>

	(Provide Benefits for Metropolitan and Regional Areas)	consistently and in the long-term, whereas the proposed project has a limited employment opportunity, being primarily short-term employment during project construction (operations requiring limited number of personnel only). In addition to this, Section 2.4.2.4 claims the proposed project will 'support economic activity in the regions and create regional jobs...' yet there is no detail to support this argument, particularly in regions which will only experience the adverse impacts of a freight alignment to which no local access is provided.	
Section 2.4.1.3 (Agriculture Sector) Section 2.4.1.5 (Increased Capacity of the Transport Network)	No Agriculture Sector or Local Benefits – the Lockyer Valley Region is well known for its agricultural produce however the Region will not benefit from Inland Rail as there will be no opportunity to access the service in the Lockyer Valley. Section 2.4.1.3 states 'a number of constraints to the use of rail by the agriculture sector, including lack of transparency, ageing and outdated rail infrastructure, high cost of improving and maintaining infrastructure, and limited capacity...' but is silent on the lack of access to rail, which may be considered to be a very significant constraint to the agriculture sector. Section 2.4.1.5 is highly focussed on capital city benefits and claims access which local markets won't have, stating that 'by providing new linkages between existing rail networks, such as those operated by QR, Inland Rail would provide an option for alleviating future short- or long-term capacity constraints on these railways.' The document is silent on how this is possible in the Lockyer Valley, where the proposed project provides no infrastructure to facilitate access for the community. The draft EIS does not consider current issues being faced by the agriculture sector such as worker shortages due to COVID-19. How might the potential worker demand for the construction phase of the project affect the agriculture sector under prevailing restrictions due to COVID-19?	As discussed above, Chapter 2 of the draft EIS requires update to include accurate and realistic arguments regarding the perceived benefits of the proposed project. This should not be limited to the perceived benefits for capital cities, but should incorporate a real, measurable and accurate discussion of the benefits for the local communities the proposed project (and specifically, the G2H component) will traverse. It is not considered appropriate to only consider benefits to capital cities when the G2H section of Inland Rail is the topic of the draft EIS, and local regional communities will be permanently and adversely impacted from this section of Inland Rail. The draft EIS also needs to consider how current worker shortages in the agricultural sector due to COVID-19 may be impacted by the project if current restrictions prevail into the future.	
Section 2.4.1.7 (Improved Safety) Section 2.4.1.8 (Improved Sustainability and Amenity for the Community)	Lack of Appropriate Township References – Section 2.4.1.7 states the proposed project will 'relocate mainline freight traffic from existing railways out of some town centres such as Inglewood, Pittsworth and Southbrook, providing for a safer environment with enhanced liveability.' Further, Section 2.4.1.8 states 'improved sustainability and positive amenity impacts through the potential to provide rail lines away from housing or bypass towns, improving accessibility and amenity in regional towns.' None of these towns are near the G2H alignment, however, Gattton, Forest Hill, Helidon and Laidley are all proposed to be permanently	The draft EIS requires update to appropriately discuss the towns and communities which the G2H will affect. Further, any discussion which suggests that the proponent intends to ensure that the proposed project will 'provide for a safer environment with enhanced liveability' or improved sustainability and positive amenity impacts through the potential to provide rail lines away from housing or bypass towns, improving accessibility and amenity in regional towns' should either be	

		adversely impacted by the project (by either the G2H or H2C sections) as a direct result of the proposed location of the alignment in the Gowrie to Grandchester future state transport corridor. As such, the statements in Section 2.4.1.7 and Section 2.4.1.8 are not only erroneous but misleading.	removed from the document altogether, or the proposed alignment relocated in order to achieve the intent of these statements.
30	Section 2.4.3 (Local Community Benefits)	Inappropriate Consideration of Local Benefits – Section 2.4.3 states the G2H section of Inland Rail 'will provide many benefits to the local community' yet is silent on the minimal operational personnel required for the proposed project, the transient and short-term nature of construction employment and how this workforce will be managed. The document assumes workforce will be able to be sourced locally but this is highly unlikely given the region's low unemployment figures and the worker shortages faced by the agriculture sector due to COVID-19. Further, the local business opportunities proposed are construction focussed, with the text stating the 'project's local supply arrangements will provide an opportunity to develop and grow local businesses.' However, the document provides no commitment to targeted local sourcing, or a solution to what happens when construction is complete, and these benefits dry up and businesses have to readjust to a post-project construction market.	The draft EIS requires update to provide real, achievable and accurate benefits to the local community. Providing short-term construction employment (and knock-on increased customers to local businesses) cannot be considered to be tangible benefits for the Lockyer Valley community. The permanent adverse impacts these factors have imposed on other regional communities in the past (from similar temporary construction projects) is well documented (e.g., gas industry construction impacts on Chinchilla and Miles).
	Section 2.4.3 (Local Community Benefits)	Lack of Local Benefits – Section 2.4.3 is largely silent regarding local benefits, simply providing broad statements such as the proposed project 'will provide many benefits to the local community' and then generally speaking to 'employment', 'business opportunities', 'unsubstantiated 'crash reduction' claims, 'environmental externalities' and 'road decongestion benefits' while providing no factual evidence to back up these claims. Specifically, the document fails to address local benefits as they relate to: <ul style="list-style-type: none"> - The ability to provide passenger rail services (either on the proposed alignment or co-located in the corridor), an issue which is of high importance to both TRC and LVRC and one that both the state and federal government are currently investigating and working towards. The draft EIS has not appropriately acknowledged or addressed passenger rail and appears to exclude the provision of this service in the corridor originally set aside to provide this service. - The transient nature of construction employment and subsequent adverse impacts resulting from an imported and transient workforce. 	To be compliant with TOR 5.1, the draft EIS should be updated to acknowledge that there will be no real benefits for the local communities in the LVRC region from the proposed project. The draft EIS should remove all misleading references which allude to benefits that simply will not occur. All claims to local benefits in the LVRC region made in the draft EIS should be removed where they cannot be justified as they are factually incorrect and misleading. The proponent should consider that while the proposed project is a component of Inland Rail, the draft EIS and its assessment process relates directly to the G2H section of Inland Rail and should therefore focus on providing a discussion on any perceived benefits for the LGAs which the proposed alignment traverses. This should include, but not be limited to, a discussion regarding how passenger rail to Brisbane and Toowoomba is able to be facilitated by the proposed project, whether by the ability to provide the service on the proposed

	<ul style="list-style-type: none"> - The assumption that the construction workforce will be able to be sourced locally (considered highly unlikely) and the subsequent lack of consideration of the provision of accommodation for an imported workforce. - The perceived benefits for local businesses are broad and non-committal, with Section 2.4.3 stating that the 'project's local supply arrangements will provide an opportunity to develop and grow local businesses' but gives no firm commitment and fails to discuss what happens to local business benefits when construction ends, and the workforce (and local benefits) disappear. <p>As a result, the draft EIS fails to meet the requirements of TOR 5.1.</p>	<p>alignment, or the ability to co-locate a dedicated passenger rail alignment in the Gowrie to Grandchester future state transport corridor (which was originally set aside for this purpose), creating real opportunities for local residents and ensuring the project leaves a positive legacy for the local community.</p>
Chapter 3 Project Approvals		
<p>Section 3.4.20.2 (<i>Planning Act 2016</i>, Relevance to the Project) Section 3.5.2 (<i>Planning Schemes</i>) Table 3.4 Chapter 8 (Land Use and Tenure) Section 8.5.3 (Data Sources) Table 8.3 Section 8.4 (Legislation, Policies, Standards and Guidelines) Section 8.6.4 (Land Tenure) Section 8.9 (Impact Assessment)</p>	<p>Local Planning Schemes - the draft EIS argues that the proposed project is 'government supported transport infrastructure' and cannot be made assessable development under a local government planning scheme.</p> <p>The OCG's TOR specifically mention the requirement to consider local planning schemes and as such, it is incorrect for the draft EIS to dismiss these requirements. As a result, the draft EIS fails to meet the requirements of TOR 9.6, 9.7, 11.66, TOR 11.72(a), TOR 11.76 and TOR 11.77.</p> <ul style="list-style-type: none"> - TOR 9.6 and 9.7 require the draft EIS to discuss the proposed project in relation to application processes and later approvals under the Planning Act 2016, and to identify any statutory approvals that will be required for the proposed project. - TOR 11.72 requires the proponent to 'discuss the compatibility of the project with land that include the proposed alignment and surrounding land ... referring to ... the local government planning schemes.' - TOR 11.76 and TOR 11.77 state that the local planning schemes must be discussed and the 'potential for the construction and operation of the project to change the existing and potential land uses of the preferred alignment and adjacent areas' must be described. This cannot be sufficiently achieved without addressing the local planning scheme. <p>Appendix B refers the reader to Section 8.9 as the section of the draft EIS where TOR 11.76 is addressed, however this section simply dismisses any consideration of local planning instruments. The references made to the local planning schemes in Chapter 8 is limited to:</p>	<p>The draft EIS requires updating to meet the requirements of the OCG's TOR and to appropriately consider local government planning scheme requirements for all adverse impacts related to the proposed project.</p>

	<p>- Section 8.4, Table 8.2, where the discussion is limited to 'the zoning intent for the area' ... 'has been taken into consideration'.</p> <p>- Section 8.6.4.1, Table 8.20, where the discussion is limited to the relevant zone purpose/intent and where the proposed project traverses land within these zones. There is no discussion regarding how the project may change existing or potential land uses (i.e., the zone purpose/intent).</p> <p>Section 8.9, states that the 'provisions of the local planning schemes do not apply to the project'. This is inaccurate, as the TOR requires consideration to be given to the local planning schemes and therefore the draft EIS should be discussing the schemes, not dismissing them. Further to this, there has been no discussion around the strategic policy intent of the planning scheme or other code requirements.</p>	
<p>Section 3.4.22 (Public Health Act 2005) Section 3.4.22.1 (Overview) Section 3.4.22.3 (Project Compliance)</p>	<p>Failure to Meet Public Health Act Requirements – Section 3.4.22.1 states that 'the objective of the <i>Public Health Act 2005</i> ... is to protect and promote the health of the Queensland public by, relevantly: preventing, controlling and reducing risks to public health...'.</p> <p>Section 3.4.22.3 goes on to state that 'the requirements in Health Considerations – Environmental Impact Statement: Guidelines for Proponents (Dept of Health, 2016) have been considered and addressed by the project...' and then lists the following assessments: air quality (to EPP Air), noise (to EPP Noise), water quality (to EPP Water and Wetland Biodiversity), land management, community health and social aspects.</p> <p>However, detailed review of the draft EIS by appropriately experienced and qualified technical specialists have revealed that the assessments do not meet the objective of the Act as they are not considering adequately 'preventing, controlling and reducing risks to public health.' Two examples of this include the following which are expanded upon later in this response:</p> <ul style="list-style-type: none"> - the scale of sleep disturbance impacts by the proposed project have been grossly underestimated in the draft EIS. It is widely accepted and published in scientific literature that sleep disturbance can have serious effects on human health. - the draft EIS does consider the potential risk of human health impacts in relation to Q-fever. Livestock transport is a known source of Q-fever 	<p>The draft EIS requires update to meet the requirements of the OCG's TOR and to meet the objective of the <i>Public Health Act 2005</i>, which is 'preventing, controlling and reducing risks to public health.'</p> <p>The proponent must also commit to being responsible for all control and mitigation measures that are required to reduce the risks to public health to within acceptable limits.</p>

	transmission in communities and can affect receptors within many kilometres of a transport corridor. The draft EIS does not meet the requirements of TOR 5.1 and 5.3 as the result of inadequate assessment of risks to public health and lack of consideration of relevant control and mitigation measures to reduce those risk to within acceptable limits.	
TOR 9.5	TOR 9.5 requires the draft EIS to identify the approvals to enable the project to be constructed and operated. 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. Early engagement with Council for any further required development approvals is required. This is required whether or not the concrete batching plants and/or water treatment plant/s will only be operational for the life of the inland rail project.	The proponent should clearly outline if further approvals are required to construct and operate the concrete batching plants and/or water treatment plant/s. Any engagement should also address site remediation if the facilities are be removed once the rail line construction has been completed
Chapter 4 – Assessment Methodology		
Section 4.2 (Approach) Appendix F (Proponent Commitments)	<p>Lack of Robust Assessment and Commitments – Section 4.2 states that impact assessments were conducted to consider construction, commissioning, and operation phases, ‘short-term, long-term and cumulative impacts’ ... ‘mitigation measures and management measures’, and ‘offsets for residual impacts.’ The text further states that proponent commitments ‘expand on those mitigation and management measures that have been proposed as part of the impact assessment process.’ A review of Appendix F (Proponent Commitments) shows a lack of detail, potentially as a result of many aspects of the EIS assessment process having been deferred to ‘detail design’ (as previously discussed).</p> <p>Section 4.2 goes on to state that the draft EIS has undertaken a conservative and ‘worst case’ approach to identifying the potential impacts of the project... This is not an accurate statement given that the proposed alignment has not been appropriately considered as the identification of the location of the alignment relied on studies completed almost twenty (20) years ago and has not considered changes to the community or surrounding environment since. Further, study areas used to further inform the draft EIS have not been appropriate, and for certain assessments, the document has relied on outdated guidelines and standards which</p>	The draft EIS requires update to include robust assessments, clear and measurable mitigation measures and proponent commitments, and to meet the requirements of the OCG’s TOR.

Chapter 5 – Stakeholder Engagement		
Section 5.3.3 Consultation Approach Table 5.3 IAP2 Public Participation Spectrum	<p>Ignored Community Consultation – Section 5.3.3 states that ‘the consultation approach for the project is guided by the International Association of Public Participation Core Principles’.</p> <p>Table 5.3 provides the IAP2 ‘public participation goal’ of ‘empower’ to be ‘to place final decision making in the hands of the public’, and IAP2’s ‘promise to the public’ of ‘empower’ to be ‘we will implement what you decide.’</p> <p>However, none of these factors have been incorporated into the draft EIS process, particularly given the fact that the preferred alignment was identified almost twenty (20) years ago, the community has become fatigued by proponent consultation which provides no information, and that community concerns have not been evolved into real project changes on any level or at any time.</p> <p>The text goes on to further state that ‘ARTC has created an ongoing and open dialogue with communities and stakeholders.’ This statement remains unsubstantiated when it can be said that local Lockyer Valley communities are still unaware of the sheer impact of the project.</p> <p>Further, Section 5.3.3.2 states that ‘in several situations, such as alignment development’ ... ‘ARTC collaborated with stakeholders through workshops and meetings with landholders, councils and key stakeholders.’ While it can be said that consultation did occur, positive change as a result of such consultation cannot. If the proponent was to consider changing the project in response to</p>	<p>The draft EIS requires update to appropriately consider community concerns and the impact the proposed project will have on the community and the surrounding environment. If this necessitates the identification of an alternate alignment located outside the Gowrie to Grandchester future state transport corridor, this should be considered by the proponent.</p>

allow for an even greater (and unacceptable) impact on the community and environment. Also, the draft EIS only considers 1.8 km long trains, not 3.6 km long trains.

The document then states that ‘where environmental impacts have been identified through the assessment process, efforts have, in the first instance, been made, where practicable, to avoid or minimise impacts through development of the design.’ Given the issues raised above, the impacts of the project cannot be accurately known and accounted for during the development of mitigation measures as there has been a lack of robust assessment and as a result, the development of appropriate commitments to identify adverse impacts as part of the detail design phase. As a result, the draft EIS fails to meet the requirements of TOR 5.1 and 7.4.

	consultation, the proposed alignment would not be located in a corridor originally set aside for passenger rail and which essentially maximises adverse impacts on the community (from aspects such as noise, light and safety) given the corridor's location close to communities such as Helidon.	
Chapter 6 – Project Description		
Section 6.2.9 (Land Requirements) Figures 6.4 Section 6.3.5 (Crossing Loops) Appendix C (Design Drawings)	<p>Crossing Loops – Figure 6.4 shows two (2) proposed crossing loop locations on the rail alignment in the LVRC LGA, however nowhere else in the draft EIS is there any mention of the proposed location of crossing loops, which appear to be in the middle of environmentally sensitive areas. Section 6.3.5 provides high level detail of these locations, specifically:</p> <ul style="list-style-type: none"> - 'Eastern end of the Toowoomba Range tunnel' - 'Postmans Ridge – located in the vicinity of Murphys Creek Road.' <p>Further to this, scrutiny of Appendix C reveals that the crossing loops are not indicated on the design drawings and have not been provided in the drawing's keys either. As a result, the draft EIS fails to meet the requirements of TOR 5.1 (as all impacts have not been identified or assessed) and TOR 10.8 (which requires drawing to be detailed enough to enable the OCG and advisory agencies to adequately assess the impacts of the project). Crossing loops may be considered to be major components of the infrastructure of the proposed project, particularly given their length and apparent proposed locations in environmentally sensitive areas. The selection of proposed crossing loop locations does not appear to have applied the principal of "avoid and minimise" for areas of environmental significance.</p>	Given the scale, nature and proposed location of the crossing loops, the draft EIS requires update to provide more information to meet the requirements of the OCG's TOR. This should include justification for the requirement of 2 crossing loops in environmentally sensitive areas.
Section 6.3.5 (Project Disturbance Footprint)	Lack of Robust Assessment: TOR 6.2, 6.3, 7.3, and 11.92 require the draft EIS assess all construction and operational environmental impacts. The draft EIS notes that 'any impacts, including additional vegetation clearing for the extension of crossing loops, will be assessed and confirmed through a separate approval process.'	The draft EIS requires update to meet the requirements of the OCG's TOR and appropriately assess the adverse impacts relating to crossing loops and maintenance sidings for the maximum train length of 3.6 km trains given that the proposed project includes this footprint.
Section 6.3.13 (Fencing) Chapter 11 (Flora and Fauna) Section 11.5.8	Fauna Fencing Locations Not Identified: Section 6.3.13 states that fencing will be provided for the extent of the proposed project alignment and then goes on to note that the location of fauna fencing and fauna passages will be confirmed during detailed design. As a result, the draft EIS fails to meet the requirements of TOR 5.1 (given these impacts have not been appropriately assessed). Further,	The draft EIS requires update to identify and describe proposed fauna fencing and passage locations and incorporate these locations into the design and environmental design matters drawings in order to meet the requirements of the OCG's TOR for the proposed project.

<p>(Precautionary Principle) Section 11.8.1 (Design Considerations) Appendix C (Design Drawings)</p>	<p>fauna fencing and passages aren't contained in Appendix C such as rail civil plan and profile or environmental design matters.</p> <p>Section 11.5.8 however states that results from the flora and fauna investigations 'were used to inform the design and location of fauna crossings, fauna exclusion fencing...'. Section 11.8.1 also states that 'development of the design has progressed in parallel with the impact assessment process. As a consequence, design solutions for avoiding, minimising or mitigating impacts have been incorporated into the design as appropriate and where possible.'</p> <p>Fauna passage in this biodiverse region is paramount. While the proposed project alignment will be fully fenced, it is important to ensure fauna fencing and passage are identified in the early stages of design. The draft EIS fails to discuss how fauna exclusion fencing would block movement in biodiversity corridors, particularly those not associated with waterways. Chapter 11 contains extensive detailed information that could be used in the identification of fauna fencing and crossings and yet fails to do so.</p>	<p><i>LVRC request the OCG impose the following condition:</i> 'The proponent is required to consult with LVRC regarding all aspects of fauna fencing design, construction and location, and to reach written agreement with LVRC regarding the achievement of high-quality and effective fauna fencing outcomes at least six months prior to the commencement of construction activities.'</p>
<p>Section 6.6 (Construction Activities) Chapter 16 Section 16.11.7 (Housing and Accommodation)</p>	<p>No Consideration of Workforce Accommodation – issues associated with the provision of temporary workforce accommodation have not been appropriately discussed in the draft EIS. Section 6.6 states that there will be no need for an accommodation camp. Further, Section 16.11.7 notes that rental vacancy rates in areas such as Helidon, Postman's Ridge and Withcott were very low in 2020 and anecdotal evidence suggests that the rental market has tightened even further since then.</p> <p>The draft EIS states that free or subsidised accommodation will be provided to construction personnel within non-resident workforce accommodation where personnel live outside the safe daily driving distance. The draft EIS assumes that sufficient vacant supply will exist within the LVRC area. This may well not be the case.</p> <p>The draft EIS acknowledges the current record-low vacancy rates and the cumulative effects of other major construction projects in the area yet fails to discuss (or consider) providing accommodation camps to ensure impacts to the local community are minimised in a way which ensures there is no residual significant impact from construction workers requiring accommodation in the area.</p>	<p>The draft EIS should be updated to include the consideration of providing accommodation for the construction workforce through the use of construction camps, particularly given the potential adverse impact of the workforce on residential accommodation (and given current high demand and low rental vacancy rates). The current situation means that LVRC have a preference for the proponent to house construction workers in accommodation camps given the current housing shortage in the LVRC area.</p> <p>The draft EIS requires update to consider current vacancy rates in the LVRC area and provide for appropriate non-resident workforce accommodation to satisfy any gap between acceptable supply levels and demand.</p>

Section 6.6.4 (Hours of Work)	Unrealistic Work Hours – Section 6.6.4 defines proposed hours of work as generally between 6.30am to 6pm Monday to Friday and 6.30am to 1pm on Saturdays. However, based on other sections of the Inland Rail project and similar infrastructure projects of this scale this may not be the case.	The draft EIS should update working hours to be more reflective of the likely construction hours. Construction contractors (particularly those with a large proportion of workers from outside the area) are unlikely to want to have short days and days with no work. Associated impacts with any changes to construction working hours (e.g., amenity impacts on local communities) must also be reviewed to determine any additional adverse impacts and any further mitigation measures. It is recommended that the OCG condition any approval to specify working hours.
Section 6.6.16 (Civil Works)	Civil Works – Section 6.6.16 does not include reference to the likely significant volumes of lime and gypsum which will be required for soil stabilisation along the proposed alignment, or more importantly, where lime or gypsum may be sourced (in close proximity to the proposed project).	The draft EIS requires an update to include a discussion regarding the significant volumes of lime and gypsum required for the proposed project and where it will be sourced from, transport routes etc.
Section 6.8.1 (Design Criteria) Section 6.9.3 (Train Operations)	Community Impacts – Section 6.8.1 specifies that the design criteria for the line is to cater for an initial train length of 1.8km and a maximum train length of 3.6km, double stacked (i.e., 7.1 m above rail). Section 6.9.3 states that it is anticipated that an average of 33 trains per day will travel through the Lockyer Valley commencing in 2026. This will increase to an average of 47 services per day in 2040. 47 trains up to 3.6km long near rural and residential areas such Postman's Ridge and Helidon will have a significant impact on the environmental, social and amenity values of these areas.	Further detailed investigation into the social and amenity impacts of the Inland Rail project on rural and residential areas such Postman's Ridge and Helidon is required to ensure the balance between social and amenity impacts on rural residential areas has been achieved.
Section 6.2.6 (Timing) Section 6.2.6 (Construction Schedule) Table 6.11	Timing – TOR 10.1(k) requires the proponent to describe the proposed timing and overall duration of the proposed project including construction staging and likely schedule of works. The draft EIS states that a construction contractor is expected to be appointed in the second half of 2021, coinciding with the commencement of the detailed design phase of the proposed project, with pre-construction and early works commencing in early 2022 and construction planned to start in 2022. The draft EIS will close for public comment on 25 October 2021, after which time it will be subject to further statutory stages of assessment under the SDPWO Act. Clearly the EIS cannot be completed and approved within the proposed project timeframes, let alone the granting of secondary approvals and permits that will be	The draft EIS requires updating to: <ul style="list-style-type: none"> - Meet the requirements of TOR 10.1(k). - Provide realistic timing for the proposed project that is consistent with statutory approvals processes. - Appropriately consider the findings of the flood panel and any further studies that are required to finalise the draft EIS and accurately assess the potential impacts and mitigation requirements for the proposed project. Construction activities, including 'detailed design' and application for any associated approvals should not commence prior to the finalisation of all required technical studies

		required. The proponent's proposed project schedule is unrealistic and inconsistent with the statutory approvals processes required for this project.	including, but not limited to, the <i>Independent International Panel of Experts for Flood Studies of Inland Rail in Queensland Review</i> and approval of the EIS.
Chapter 6	Unclear Project Footprint and Corridor Extent: the draft EIS is unclear about the actual sizes of the proposed construction and operational footprints. It seems that a full assessment of impacted areas has not occurred and vague statements around the footprint of disturbance are provided. Examples include, but are not limited to: <ul style="list-style-type: none">- Section 6.2.4 notes a minimum corridor width of 62.5 m but Section 6.3.1 and Table 6.3 state the 'minimum corridor width of 40 m'.- Figure 6.4 shows construction corridors between 100 m to 250 m wide through areas of contiguous remnant vegetation. It is not clear why this width is necessary and how the principle of avoid and minimise for environmental impact has been applied.- Figure 6.4 nominally calls some areas of disturbance as 'laydown areas' which are in some instances over 400 m wide. As they fall within the proposed disturbance footprint of the draft EIS, it is unclear if they will be rehabilitated post construction. Further, the draft EIS does not discuss alternate locations for Rail Maintenance Access Roads (RMARs) or laydown pads or provide justification for the nominated RMAR or laydown pad locations.	The draft EIS requires update to provide more accurate indications of construction and operational footprint sizes. Further, areas of both temporary and permanent disturbance should be appropriately assessed as part of the draft EIS in order to meet the requirements of TOR 6.2, TOR 6.3, TOR 7.3, and TOR 11.92. This should include the consideration of alternate locations and prioritising the use of already disturbed areas or areas of limited environmental value. Justification should be provided for all proposed locations for temporary and permanent infrastructure.	
Section 6.3.13 (Fencing) Chapter 10 Section 10.6.1.2 (Operational Phase) Appendix C (Design Drawings)	Fencing – Section 6.3.13 discusses fencing as a barrier to livestock as the project is substantially located in rural agricultural grazing areas, and this inform the standard of fencing. However, the alignment is close to rural living areas such as Helidon and Postman's Ridge, and an appropriate standard of fencing is required near these more developed areas for amenity and public safety. In addition, Section 6.2.9 notes that fencing will be 5 m outside the rail corridor. It is unclear why fencing should be located outside the corridor as doing so only increases the area of disturbance and is seemingly unnecessary. The 'indicative' fencing shown in Section 10.6.1.2 is a short, single strand barbed wire fence. The standard fencing showing in Drawing Set K at Appendix C is 1.9 m high diamond mesh fencing.	The draft EIS requires update to commit to keeping fencing within the proposed alignment corridor, and to provide accurate and detailed information regarding proposed fencing, including a commitment to fence the entire alignment in manner that is considerate of land uses (i.e., rural vs urban), public safety, livestock, native fauna, visual amenity and other relevant design factors. Appendix C should be updated to include designs for all fence types and portrayals of any indicative fencing should reflect the design drawings.	

			Fencing should be within the corridor, not outside it to minimise the disturbance footprint as far as practicable.
Section 6.6.6 (construction water)	<p>Water source: TOR 11.55 - 11.57 requires detailed information about water usage for the project.</p> <p>The EIS does not provide sufficient detail of volumes of water from each potential source. 'Potential sources' for various parts of the construction phase which includes priority town mains water, and dam water.</p> <p>LVRC is concerned about the use of these water sources for the project particularly given the information provided in the draft EIS is very broad. Water usage in time of drought is critical and agricultural producers do not want additional competing uses for water. Commercial agreements with landholders is mentioned. Such water needs to be tested prior to use to ensure unacceptable levels of contaminants are present.</p>	<p>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.</p> <p>Council requests a condition be imposed on any approval requiring the proponent to reach agreement with relevant water users including local government to water supply arrangements prior to commencement of construction activities.</p> <p>All water sources to be tested prior to use to ensure fitness for purpose.</p>	
Section 6.8 (description of the project)	<p>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.</p>	<p>That the EIS be amended 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.</p>	
Chapter 6 Section 6.8.1 (Design Criteria) Section 6.12.2 (Train Operations)	<p>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, commencing in 2026. This will increase to an average of 47 services per day in 2040.</p> <p>Up to 47 double-stacked trains at 3.6 km long through Lockyer Valley will have a significant impact on the environmental, social and amenity values of these small urban precincts.</p>	<p>The draft EIS requires update to include further detailed investigation into the adverse social and amenity impacts of the proposed alignment on urban areas around Helidon. 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.</p> <p>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 <i>no significant residual impact</i> as a result of the proposed alignment. Particularly given the (unassessed) significant increase in train size and frequency.</p>	

			To meet the COG TOR, LVRC strongly recommend that COG 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. That the COG require the proponent to include assessing areas which are <i>outside the pre-determined EIS investigation corridor</i> (as previously mentioned).
Section 6.9.8 (Construction workforce and hours)	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. 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. To ensure the community and Council has certainty on construction hours - No work on Sundays or public holidays be allowed.	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 and a targeted % from within the LVRC local government area.	
Section 6.13.3 (fencing)	Fencing: TOR 11.?? requires the draft EIS to identify mitigation measures on land values. A variety of fencing outcomes are discussed in the draft EIS including three or four strand barbed wire fencing (for stock and people), acoustic fencing, fauna friendly fencing. However, the draft EIS lacks clarity about the physical location and extent of the varied type of fencing which provides no certainty to landowners about the outcomes anticipated adjacent their properties.	That a condition on any approval that no work be undertaken on Sundays or public holidays. It is recommended that the draft EIS should be amended to address the following: <ul style="list-style-type: none"> include a detailed fencing plan for the extent of the rail corridor to identify the fencing outcomes proposed; In accordance with the requirements for noise outlined in Section 15 below more appropriate noise criteria should be defined and appropriate mitigation put in place; Where possible innovative acoustic mitigation measures should be employed to facilitate the ongoing visual connectivity within urban communities Where any solid acoustic fencing is proposed over 1.5m high, screen landscaping should also be provided to a 	

Chapter 8 – Land Use and Tenure			
Chapter 8 Figure 8.1 Section 8.2 (Scope of Chapter) Section 8.6.1 (Land Tenure) Figure 8.3 a-e Appendix V (Impacted Properties)	Lack of Appropriate Identification of Freehold Land – the draft EIS fails to illustrate freehold land (as Lot on Plan) on any map. The reader is required to refer to Appendix V and, if potentially affected by the proposed project (by way of land acquisition), have their Lot on Plan number and scroll through the data to identify their property. Some residents will be renters and are highly likely to not have access to this information. Section 8.2 states that the 'chapter identifies the land use and tenure aspects relevant to the project...' this statement is incorrect as the chapter fails to provide data relating directly to impacts to freehold properties and does not show impacted freehold properties on any figure. As a result, the draft EIS fails to meet the requirements of TOR 5.1, TOR 11.72(e) and TOR 12.2.	The draft EIS requires update to meet the requirements of TOR 5.1, TOR 11.72(e) and TOR 12.2 by providing clear and information regarding the acquisition of land tenure, and specifically freehold land tenure, and present it in a way in which it can be readily understood by the general public.	<ul style="list-style-type: none"> minimum width of 3m for the full length adjoining the solid fencing to screen it from public view. Any solid fencing that cannot be visually screened by landscaping must consist of graffiti resistant materials unless otherwise agreed to through engagement with Council and the community. Screen landscaping must use native species endemic to the locality. <p>The impact of any solid acoustic walls must also be considered with any revised flood hazard assessment the corridor to provide certainty to landowners.</p>
Section 8.5 (methodology)	TOR 11.76 requires the proposal to be discussed in the context of applicable planning schemes.	Council is in the process of gaining approval to undertake public consultation on its draft new planning scheme. The draft new planning scheme has been being developed now for a number of years.	
Section 8.5.2 (Impact assessment methodology)	The H2C draft EIS has identified a range of negative impacts that will be experienced and for which, prior to release of the draft EIS, Council has not had complete visibility over. The impacts identified pose the potential for a fundamental rethink of Council's planned growth and settlement pattern.	On this basis, the draft EIS should be amended to include: <ul style="list-style-type: none"> consideration of Council's new draft planning scheme when released and identify any new impacts as a result; a collaborative working approach with Council's strategic planning unit to identify impacts to Council's 	
Section 8.6.3 (Future land use intent and			

development activity)			new draft planning scheme and strategies to address any required changes, based on a revised land use audit assessment reflect any potential zone changes anticipated by the Lockyer Valley Regional Council draft planning scheme.
Section 8.7 (Potential impacts)	TOR 11.75 requires the draft EIS to discuss the potential impact of the construction and operation of the project on existing land uses along the preferred alignment and adjacent areas.		This chapter of the draft EIS should be amended to synthesise the amenity impacts resulting particularly from the operation of the project.
Section 8.8.2 (Change in land use)	Amenity, a core principle of land use planning, has not been appropriately discussed in chapter 8. Three (3) sentences in the 114-page chapter are related to amenity.		
TOR 11.81 TOR 11.82	Council considers the amenity impacts on existing land uses a priority area of concern resulting from the impact of construction and operation of the 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 Lockyer every 30 mins or so.		
Chapter 8 TOR 11.92	Fencing has been inadequately considered throughout the document		It is recommended that the proponent be required to provide a detailed fencing plan for the extent of the corridor to identify the fencing outcomes the proponent proposes adjacent the corridor. The fencing detail is to include as a minimum information on fencing height, materials and finishes, and the purpose of the fencing (ie. Acoustic, fauna friendly, stock, etc). Any fencing over 2m in height and which will be visible from a public space of a township is to consider architectural elements, features, and finishes to reduce visual impacts.

Chapter 9: Land Resources		
Chapter 9 (Land Resources) Appendix T (Spoil Management Plan)	<p>Inconsistent/Inaccurate Description of Impacts to Land Resources: TOR 5.1 requires the draft EIS to identify 'all relevant environmental, social and economic impacts. The whole project is 28 km of new rail from Gowrie to Helidon. About 5 km of the new rail will run parallel to the existing West Moreton Rail System. Most of the alignment (23 km, which shall include 6 km of tunnel and 17 km of rail) will not be near any existing rail infrastructure. The project will require significant earthworks and changes to the landform and topography (refer Section 9.7.1). However, Table 9.25 of Chapter 9 states that the project is 'generally within existing road-rail infrastructure which will minimise the land resource impacts of the project'. Further to this, the final sentence of Section 9.11 states '...as the rail alignment follows the existing West Morton System rail corridor, potential impacts are expected to be further reduced.' The proposal only follows the West Moreton Rail System from Gowrie to the proposed western entrance (about 5 km) and does not re-join it or any other existing rail network. These statements/descriptions about the proposal in the draft EIS are incorrect, potentially misleading and conflict with other related parts of the draft EIS.</p>	<p>The draft EIS should be reviewed to ensure that the assessment and description of potential impacts to land resources is consistent and accurate throughout the document so as not to potentially mislead the reader and to meet the requirements of the OCG's TOR.</p>
Chapter 9 Land Resources and Chapter 14 Groundwater.	<p>Inadequate Assessment and Mitigation Measures for Risk of Soil Salinity Impacts: changes to landscape salt mass balances and movement from the project could have significant impacts to native vegetation, water quality (surface water and groundwater), aquatic ecosystems (including groundwater dependent ecosystems) and soil quality in terms of its stability and agronomic value. Elements of the proposal which could affect landscape salinity include deep cuttings, removal of vegetation, altering waterways and their hydrologic regimes, lowering and raising groundwater levels.</p> <p>The overall salinity hazard for the project was rated as Medium to High at Table 9.21 of Chapter 9. However, the impact risk assessment at Table 9.27 shows the salinity as a medium risk based on initial controls and then reducing to a low residual risk with the implementation of additional controls to be determined during detailed design.</p> <p>Initial mitigation measures in Table 9.25 contained no meaningful measures in relation to soil salinity management to support a lower initial risk rating of medium instead of high which contradicts the assessment earlier in Chapter 9. Table 9.26</p>	<p>The OCG should request that the proponent complete a more detailed salinity risk assessment that considers the actual landscape and hydrological changes the project will have to ensure that meaningful management measures that are tailored to the potential impacts are developed.</p>

Chapter 10 Appendix H (Landscape and	<p>SEQ Regional Plan <i>Shaping SEQ</i> goals not taken onto account – the TOR Land objective (d) <i>Mitigate impacts to the natural landscape and visual amenity and TOR 11.89 Describe any proposed measure to avoid, minimise or mitigate potential</i></p>	The visual impact assessment needs to be amended to include consideration of how and where views from towns and residences include vistas and long-distance views over rural
Chapter 10 – Landscape and Visual Amenity		
	<p>included subsequent mitigation measures that will be determined during the detailed to manage the potential secondary salinity impacts of the proposal. However, these subsequent measures were described in broad terms and did not appear to have any direct reference to the potential identified risks and impacts. For example, the salinity assessment and mitigation measures in Chapter 9 do not address:</p> <ul style="list-style-type: none"> - Risk of raised groundwater levels in shallow, compressible alluvial soils from embankments and constructions near Gowrie, Oaky, Rocky, Six Mile and Lockyer Creeks (Section 14.7.4 of Chapter 14). Chapter 9 includes no detailed assessment of this known salinity risk which is described in studies that were referenced for the study area. Accordingly, Chapter 9 doesn't include any mitigation measures to address this risk. - Brackish drainage from cuts, which may cause evaporative salt deposition on batters, would be discharged by cess drains (refer to Chapter 14). How would this be managed to protect soil and water quality from increased salinity in these areas? This is not detailed in Chapter <p>Changes to hydrological regimes of watercourse through dewatering of cuttings and the tunnel. Discharge from the tunnel will be directed to Rocky (eastern end) and Gowrie (western end) Creeks turning them from ephemeral to perennial streams. Table 9.26 states that avoiding alteration to waterways is a proposed salinity risk mitigation measure. However, Chapter 9 does not address the salinity risk presented by the proposed hydrologic changes to impacted creeks. How may the change from occasional to permanent water flow in creeks affect salinity movement? Like the effects of stream sediment loading described by Shaw (2008) will this increased wetted area and hydraulic pressure in the creeks cause a reduced hydraulic gradient and allow groundwater levels to increase through reduced inflows/discharge to creeks? Or could leakage into local groundwater systems further increasing groundwater levels?</p>	

Visual Impact Assessment Technical Report), Section 3.2 Table 3	<p>Appendix Q (Social Impact Assessment) Section 7.1.5</p> <p><i>impacts on landscape character and visual amenity have not been adequately addressed by the draft EIS.</i></p> <p>Table 3 Queensland (regional level) identifies the Shaping SEQ regional framework relevant to the project and includes:</p> <ul style="list-style-type: none"> - Goal 4: Sustain (DLGP 2017b) is the most important in terms of guiding the regional context for landscape and visual amenity values stating 'Our regional landscapes contain a wide range of values, including biodiversity, rural production, natural economic resources, scenic amenity, cultural landscapes and outdoor recreation. These values contribute to SEQ being one of the most biodiverse and liveable regions in Australia.' - Element 4 Regional Landscapes seeks to 'protect regional scenic amenity areas from development that would compromise their values.' - 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.' <p>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.</p>	land; and the extent to which the proposed alignment (and associated noise barriers) will permanently obstruct such views.
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		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 infrastructure (such as fencing and signage) will intensify the appearance of the rail corridor as a barrier through town.'	
Chapter 10 Appendix H (Landscape and Visual Impact Assessment Technical Report) Section 3.2, Table 3	State Scenic Amenity Guideline influence not taken into account – TOR 11.88 <i>states the draft EIS needs to 'Address the findings, requirements and recommendations of the South East Queensland Regional Plan 2005-2026 Implementation Guideline No. 8 – Identifying and Protecting Scenic Amenity Values (2007).'</i> The draft EIS identifies the above guideline as being relevant to this project, however the State Government SEQ's scenic amenity mapping influence on ratings appears to have been dismissed as not relevant because only part of the proposed alignment is in SEQ scenic amenity mapping. This approach is inconsistent with the recognition and incorporation of local government planning schemes (which are different for each Council area) and the respect shown to various NSW transport corridor urban 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.	The draft EIS needs to be amended to include the broadscale SEQ scenic amenity mapping for the study area as part of the baseline information.	
Chapter 10 Appendix H (Landscape and Visual Impact Assessment Technical Report)	Appropriate Landscape Character and Intent – there is considerable subjectivity surrounding another important 'big picture' issue - are trains of this size and frequency compatible or consistent with the existing and intended character of the study area? The viewpoint-by-viewpoint analysis of impacts provides relevant context (e.g., whether or not there is an existing railway line, HV transmission lines or other infrastructure in the viewshed), and this implies that the proposed alignment will be more compatible with existing character than in other places. However, this also completely ignores the reasonable expectation of residents and the local community that a new railway line would at some stage be constructed in the Gowrie to Grandchester future public transport corridor. Although this 'reasonable expectation' test is somewhat peripheral to objective assessment of project-related visual 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 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 visual impacts rated as 'High' and 'Major.'	

Chapter 10 Chapter 16 (Social), Section 16.2 Appendix H (Landscape and Visual Impact Assessment Technical Report)	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 flaws with respect to residences close to the alignment. Some of these pockets of housing will suffer major visual impacts and loss of amenity, which cannot be addressed through mitigation measures. The draft EIS does not suggest any means of mitigating impacts at this viewpoint.	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 visual impacts rated as 'High' and 'Major.'
Chapter 10 Sections 10.7.1 (Potential Impacts), Section 10.7.3 (Visual Impact), Section 10.7.4 (Lighting Impact) Appendix H, Sections 5.2, 5.3 and 7	TOR 11.82 requires description and illustration of the visual impact of construction and operation, including major views – but also stipulating that: <i>'such views should be representative of public and private viewpoints, including places of residence, work and recreation.'</i> 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 lighting effects due to train headlights during operation and therefore has not met the requirements of TOR 11.82 Transient lighting associated with train headlights during operation is 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., obstructive 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	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.

	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.	
Chapter 10	Inappropriate or Missing Viewpoint Montages – the viewpoint montages provided in Chapter 10 either shows infrastructure which is not to scale or hard to see or fails to show the proposed project in the landscape, refer the reader to Appendix H for an ‘appropriately scaled image’. Appendix H then refers the reader to its appendix. As a result, Chapter 10 fails to meet the requirements of TOR 11.82 and TOR 12.2.	The draft EIS requires update to meet the requirements of TOR 11.82 and TOR 12.2.
Chapter 10 (Landscape and Visual Amenity) Appendix H (Landscape and Visual Impact Assessment Technical Report)	Template Approach to Amenity Assessment – the methodology and documentation utilised for Chapter 10 (and Appendix H) are obviously a standard ‘template’ approach which has flaws. In particular, the visual impact assessment does not holistically address the effects of the proposal on views of tourists and motorists of a regionally significant scenic asset viz. the Toowoomba Escarpment and surrounds.	The draft EIS needs to address visual and character impacts on the regionally-significant scenic asset of the Toowoomba Escarpment and surrounds – not only by examining impacts on each LCT and representative viewpoint in a reductionist manner, but in a more holistic manner taking into account the views of existing and future motorists.
Chapter 10 Appendix H (Landscape and Visual Impact Assessment Technical Report)	Land objectives in relation to existing rail line – the ‘land’ objectives provided in the OCG’s TOR states that the proposed project should be designed and operated to: (a) Improve environmental outcomes; and (b) Contribute to community wellbeing; and (c) Contribute to social, economic and environmental sustainability; and (d) Mitigate impacts to the natural landscape and visual amenity. This implies that the visual impacts of the proposed project should be compared to the existing visual amenity. However, the draft EIS does not take into account the significantly greater visual impacts of the proposed alignment (and its trains) compared to existing rail corridors and railway traffic.	The visual impacts of the proposed project Rail should be more systematically related to those of the existing rail corridor, especially for the 3 km (approximately) section where they are in parallel - these comparisons are not appropriately addressed or assessed by the draft EIS. The draft EIS therefore needs some further work to achieve the requirements of the OCG’s Land Objectives (b) and (d).

	<p>Within the LVRC area, the proposed alignment will not be parallel or even close to the existing rail, and most of the route will be through land previously undisturbed by visible major infrastructure. Only one-sixth of the G2H alignment (the eastern-most 3 km, of an approximate 18 km long LVRC section) is parallel to the existing alignment, but other parts are parallel to existing roads and other linear infrastructure. The analysis of visual impacts at each viewpoint mentions whether or not it is within view of the existing infrastructure (i.e., the visual appearance and effects of the proposed project will generally have less impact where it is adjacent to existing linear infrastructure). There is however little transparency regarding this aspect of the assessment. Some viewpoints may be within view of the existing alignment, but the new alignment will cause significantly greater visual impacts than the existing alignment (e.g., higher embankments, more trains per day, 6.5 m high stacked containers, night-time train lights, extent of casting of shadows and moving shadows due to combined train and embankment heights etc.). The visual impacts of the proposed project are generally 'downplayed' (e.g., as 'moderate') when they will be seen in close proximity to existing infrastructure. This approach should be more transparently explained and qualifications discussed.</p>	
<p>Section 10.3 (Policies, Standards and Guidelines) Table 10.2 Section 10.4 (Methodology)</p>	<p>Lack of Consideration of Current Australian Standard – TOR 5.4 requires 'the EIS is to be generally in accordance with relevant policies, standards and guidelines'. Table 10.2, The Australian Standard for Obtrusive Light referenced in Table 10.2 and Section 10.4 is outdated and requires amendment. There have been significant changes to the new edition of this standard which should be considered in the draft EIS.</p> <p>Reference to the Australian standard for obtrusive light is outdated (Currently written AS 4282:1997, should read AS/NZS 4282:2019) - significant changes in the latest edition (relevant to the draft EIS) are:</p> <ul style="list-style-type: none"> - The 1997 edition is a guidance document whereas the 2019 edition specifies requirements. - Classification of environmental areas has been expanded to include environmentally sensitive areas and better align the categories to international standards. <p>Although in general this standard does not apply to public (road) lighting, limits have been included in the 2019 edition that can be applied when specified by the</p>	<p>The draft EIS requires update to appropriately reference AS/NZS 4282:2019. This should include a revision and update of the Lighting Impact Assessment and methodology.</p>

	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.	
Section 10.4 (Methodology) Table 10.3	<p>TOR 11.82 requires the draft EIS 'describe and illustrate the visual impact of the construction and operation of the project' ...and... 'views should be representative of public and private viewpoints, including places of residence.' The methodology for lighting impact assessment provided in Section 10.4 does not address the full impact of obtrusive light at night and does not adequately include critical private viewpoints that are most sensitive to this issue.</p> <p>From the draft EIS, 'the lighting assessment was carried out based on analysis of representative viewpoints identified through visual assessment ... the significance of lighting impact in each representative viewpoint was then made...'</p> <p>By only considering the representative views used to assess (daytime) view amenity this methodology does not consider the most significant impacts of light at night, which are those that relate to obtrusive light (nuisance and glare).</p> <p>This potentially leads to failure to identify more significant impacts for sensitive receptors (particularly those in private residences) than currently determined in the draft EIS.</p>	To meet this requirement, and to properly consider the effects of obtrusive light at night, the lighting assessment methodology requires update to include the consideration of all potential instances of direct view of light sources (obtrusive light), particularly to the private viewpoints from residences adjacent to the project during construction and operation.
Section 10.4.2 (Significance Assessment Criteria) Table 10.4 Section 10.6.3.3 (Lighting Impact Assessment)	<p>Impact Assessment for Defined Viewpoints – TOR 11.82 requires the draft EIS 'describe and illustrate the visual impact of the construction and operation of the project' ...and... 'views should be representative of public and private viewpoints, including places of residence.'</p> <p>The visual impact that light at night has on private viewpoints is underestimated by representing the sensitivity of these receptors according to their daytime sensitivity level instead of their sensitivity to lighting, as specified in the methodology.</p> <p>It appears that all sensitivity assessments for the lighting impact assessment have used the daytime evaluation and not the sensitivity to lighting (i.e., night-time) definitions provided in Table 10.4. For example, the residence north-east of Viewpoint 17 (at the end of Howmans Road), depending on alignment of track through the area, could potentially be exposed to obtrusive light from train headlights. Similarly, there is a dwelling south-west of Viewpoint 20 which could experience similar obtrusive light potential. Generally, these viewpoints are</p>	The lighting impact assessment requires reassessment to comply with TOR 11.82 and to meet the criteria provided in Section 10.4.2 by appropriately re-evaluating the sensitivity and magnitude of change for critical viewpoints.

<p>Section 10.4.2 (Significance Assessment Criteria) Table 10.4 Section 10.7.3 (Residual Impact)</p>	<p>described as moderate and low sensitivity (respectively), in accordance with their daytime sensitivity evaluation, even though there are sensitive receptors living in private residences within 200 m of the proposed alignment.</p> <p>Section 10.6.3.3 details the lighting impact assessment for each of the defined viewpoints. The methodology for this impact assessment, shown in Table 10.4 defines landscapes with 'high sensitivity to lighting' including 'those with prolonged viewing opportunities located at very close distances (typically less than 200 m) to the light source', which describes private residences close to the proposed alignment.</p> <p>Transient lighting associated with train headlights during operation is dismissed as having no significant impact in the magnitude of change assessment for lighting. While the light source in question is transient in nature, it is also frequent and regular enough (throughout the night) to warrant investigation of any residences near the track that could be impacted by obtrusive light, and an indication of how any potential issues would be resolved. Given the frequency of the proposed service, obtrusive light due to direct line of sight of train headlight must be investigated for residences near the proposed alignment. It is not suitable to consider the impact in such cases as negligible (as is currently the case). There is no presentation of assessment of the likelihood of these conditions occurring in this Lighting Impact Assessment.</p> <p>Furthermore, the magnitude of change in these viewpoint lighting assessments is minimised by using only the lighting change criteria (which lacks sensitivity and relates mostly to distant sky glow effects), and not acknowledging the landscape and visual changes that occur at night in the presence of nearby light sources (< 200 m away).</p>	<p>The draft EIS needs to be amended and visual impact significance ratings for residential receptors should be re-examined, for example by changes to Sensitivity Tables to take into account the impacts on all views (short-range and rural vistas) from residences.</p>
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<p>Assessment) Table 10.6.1 Appendix H (Landscape and Visual Impact Assessment Technical Report) and (Landscape and Visual Amenity) Table 6 Table 8 Section 4.9.2</p>	<p>Also, the piecemeal (and reductionist) approach tends to underestimate the severity of impacts, for example:</p> <ul style="list-style-type: none"> - Appendix H, Table 6 rates only the landscape being viewed*, not the receptor; and this flows through to the significance of impacts (Table 8). - The VAM is based on Visual Exposure i.e., strongly influenced by the number of viewers. Where a small group of houses is within view of a development, the VAM tends to under-report the visibility. - Visual Sensitivity (Appendix H Section 4.9.2 and Table 10) do not value the private views of small numbers of residents - The approach to sensitivity (Table 10.4 of Chapter 10) combines two things – Visual Absorption Capacity (VAC) and Significance. While this combination is useful and legible in most instances, in some cases the two concepts are opposed, for example when infrastructure affects forested foothills – a 'significant' LCT, but one with a high capacity to visually absorb change. <p>* NOTE: This is also the case with visual impact assessment with respect to LCTs in Appendix H Section 7.1 – the impacts assessed are those directly affecting the land unit <i>per se</i>, not on views to the land unit. This is acknowledged or implied in several of the assessments.</p>	
<p>Section 10.5.4.1 (Visual Audiences and Receptors) Appendix H (Landscape and Visual Impact Assessment Technical Report) Section 4.9.5 Figure 8</p>	<p>The relation of photomontages to Viewpoints – TOR 7.2 states the 'assessment and supporting information should be sufficient for the OCG and administering authorities to decide whether an approval ... should be granted'.</p> <p>Of the 20 viewpoints (VPs) selected, only 6 are in the LVRC area (VPs 16 to 20), plus another 3 in the adjoining (Toowoomba) LGA or on the boundary, but overlooking the LVRC area (VPs 13, 14 and 15).</p> <p>However, there is no transparency in how these viewpoints were selected as representative of the multitude of sensitive receptors (yellow dots in Appendix H Figure 8), nor whether or not Warrego Highway and Toowoomba Bypass motorists (shown as scenic drives in Appendix H Figure 8) are regarded as receptors. It appears from Section 10.5.4.1 that scenic drives and highways have been taken into consideration (and Viewpoints 3, 8, 12 and 18 purport to represent a number of receptor locations including highways) but it is not clear how this has been achieved. Only one of these (VP 17) is a Warrego Highway view from within the</p>	<p>The draft EIS needs to be amended to discuss the range of viewing distances 'represented' by each selected Viewpoint and visualisation; and also include photomontages for several additional viewpoints; to enable affected stakeholders to appreciate the probable impacts of the proposed project.</p>

	<p>LVRC area (and VP 18 is similar to a highway view), but these are such a long distance from the Toowoomba Escarpment that they show no visual impacts on this regionally significant scenic area.</p> <p>Also, although Section 4.9.5 of Appendix H 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. Some of the VPs are not accompanied by photomontages, which makes it hard for some affected stakeholders (and the reader) to appreciate the probable impacts on these particular visual amenities.</p> <p>Further, for some 'representative' viewpoints, the photomontage visualisations show what the trains and viaducts etc will look like when seen from one location (which may for example be 2.6 km from the proposed alignment) but gives no indication whether the surrounding sensitive receptors are closer or more distant. It would be helpful, when looking at the photomontages, to show the distance of view represented, and to understand how the receptors 'represented' by this viewpoint may be impacted by seeing the trains at viewing distances ranging from (e.g.) 1 to 5 km. This is alluded to with respect to VPs 14 and 15 in Appendix H but not otherwise addressed.</p> <p>Also, it appears from the draft EIS that the Inland Rail route is unlikely to be used for passenger rail. If that is not the case, and there remains a future possibility of passenger rail traffic, the visual impact assessment should at least mention (not necessarily through analysis of representative viewpoints) that the proposed alignment will offer opportunities for attractive rural views, especially as the train passes through forested hills and the Toowoomba Escarpment.</p>	
<p>Section 10.6.3 (Visual Impact Assessment) Section 10.6.3.1 (Viewpoint Assessments)</p>	<p>Lack of Consideration of Night-Time Amenity (Views) – TOR 11.82 requires the draft EIS to 'describe and illustrate the visual impact of the construction and operation of the project' ...and... 'views should be representative of public and private viewpoints, including places of residence.'</p> <p>The draft EIS fails to consider the change to view amenity at night-time due to prolonged and frequent views of moving train headlights in the operation phase of the proposed project. It would seem that a number of residences on the valley floor (for example, those on Jones Rd between Amos Rd and Wallens Rd) will have</p>	<p>The draft EIS requires update to appropriately consider impacts to residential communities from the proposed prolonged and frequent views of moving train headlights at night, and in order to meet the requirements of the OCG's TOR.</p>

		a clear view of frequent train headlights in their night-time vista, particularly as the proposed alignment runs across the northern ridge of the valley. However, the magnitude of change assessment in viewpoint assessments does not include consideration of night-time views.	
Section 10.7.1 (Initial Mitigation – Design Measures) Chapter 23 Section 23.15.3.2 (Performance Criteria)	<p>Lack of Mitigation for Obtrusive Light Impacts – TOR 11.84 requires the draft EIS ‘describe any proposed measures to avoid, minimise or mitigate potential impacts on landscape character and visual amenity.’</p> <p>The draft EIS provides no specific design measures for mitigating the visual impacts of lighting during the construction or operational phase and as a result, the requirements of TOR 11.84 have not been met.</p> <p>Section 10.7.1 states that any operational impacts due to lighting will be reviewed again at the detailed design phase. This is not a mitigation strategy, and no reference is made to any standards adherence that could mitigate impacts.</p> <p>In general, there are no mitigation strategies proposed that relate to operational lighting, although possible changes to permanent lighting (streetlighting) on new roads should certainly be considered. In addition to this, any residential viewpoints that are identified as potentially exposed to obtrusive light may require mitigation strategies to reduce this impact.</p> <p>The mitigation strategies for construction lighting recommends avoiding or minimising out-of-hours works, although security flood lighting will be present at night on some sites. Non-specific attenuation measures are suggested on an ad hoc basis (‘in discussion with potentially affected residents’). This statement does not include reference to adherence to any Australian Standards that could mitigate impact or suggest any actual attenuation measures that would be forthcoming.</p> <p>Other than minimising unavoidable out-of-hours work, there are no mitigation strategies related to minimising the impact of obtrusive lighting at night due to construction activities. This is essential.</p>	<p>The draft EIS requires update to meet the requirements of the OCG’s TOR and to provide specific mitigation strategies to reduce the impact of obtrusive light at night in the construction and operational phases of the proposed project (such as those outlined in Section 23.15.3.2.</p>	
Chapter 11 – Flora and Fauna			
Section 11.1 (Summary) Section 11.5.5 (Field Methodology)	<p>Failure to Complete Appropriate Ecological Surveys: Section 11.5.5 and Figure 11.2a-11.2c of the draft EIS make it very clear that only one rail corridor route was proposed as part of the consideration of ‘alternate alignments’ for the proposed project and that no alternate routes were considered. The field survey locations shown in Figures 11.2a-c are located on the preferred rail alignment or where</p>	<p>By failing to complete flora and fauna surveys on the complete length of the preferred alignment and not including survey for alternate alignments, the draft EIS has not met the following</p>	

<p>Figure 11.2 a-c (Location of Areas) Section 11.8.2 (Proposed Mitigation Measures) Table 11.27 Table 11.33 Section 11.14 (Conclusions) Chapter 22 (Cumulative Impacts)</p>	<p>bridges are required to cross the preferred rail alignment. As noted in earlier comments, the draft EIS has not appropriately addressed TOR 6.7, which requires the draft EIS to 'present feasible alternatives of the project's configuration (including individual elements) that may improve environmental outcomes'. As such, the document has not met the requirements of TOR 6.7.</p> <p>In addition, Section 11.5.5.1 notes that 'at each terrestrial sampling location, a vegetation survey, a fauna habitat assessment, active searches for cryptic fauna and opportunistic observations were undertaken as a minimum. The field survey locations shown in Figures 11.2a-c show only eight (8) 'supplementary terrestrial ecological surveys' on the actual proposed rail alignment. A further 11 were undertaken in areas outside the preferred rail alignment. This poses serious doubt over whether the summary provided in Section 11.1 accurately represents impacts on threatened species and ecological communities within the footprint of disturbance.</p> <p>Further doubt is cast over survey results when:</p> <ul style="list-style-type: none"> - Section 11.8.2 makes statements such as: 'In addition, it is recognised that targeted surveys for most threatened flora and fauna species <u>have not been undertaken within the Project disturbance footprint...</u>' - Table 11.27 states that 'fauna fencing opportunities will be further assessed...' - Table 11.33 states that 'Project Design to consider further incorporating fauna crossing structures to allow fauna movement across alignment.' - Section 11.14 concludes that '...sensitive environmental receptors identified during the EIS will be subject to further investigation, in order to more accurately determine the magnitude of the significant adverse impacts on the identified environmental receptors.' (Note that environmental receptors are defined in Section 11.5.2 as a 'feature, area or structure that may be affected by direct or indirect changes to the environment.' - Section 11.9.1 'targeted surveys for most threatened flora and fauna species <i>have not been undertaken within the Project disturbance</i> 	<p>TOR or been able to definitively state whether impacts are deleterious to the environment:</p> <ul style="list-style-type: none"> - TOR 6.2 requires that the EIS assesses 'both the short term and long term and state whether any relevant impacts are likely to be irreversible.' - TOR 6.2 requires that the EIS discusses 'scenarios of known and unpredictable impacts'. - TOR 6.3 requires that the EIS 'provide all available baseline information relevant to the environmental values of the project, including seasonal variations'. - TOR 6.7 requires that the EIS 'present feasible alternatives of the project's configuration (including individual elements) that may improve environmental outcomes'. - TOR 7.3 requires that the EIS assess cumulative impacts 'over time and in combination with impacts created by the activities of other local, upstream and downstream land uses, major projects under construction, and proposed development progressing through the statutory assessment processes for which information is publicly available'. - TOR 7.3 requires that the EIS 'propose means to suitably address predicted cumulative impacts'. - TOR 10.11(e) requires that the EIS describe proposed construction and operations, including 'any infrastructure alternatives, justified in terms of ecologically sustainable development'. - TOR 10.11(p) requires that the EIS describe 'landscaping and the rehabilitation of affected areas after construction and during operation'.
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	<p><i>footprint as part of Project surveys detailed in this report' (Ref: Table 11.27 EIS Chapter 11)</i></p> <p>The assessment of project impacts on flora and fauna is obviously incomplete. This again raises further doubt that Chapter 22 presents a reasonable assessment of impacts if further survey work is required across such a wide are of environmental values.</p>	<ul style="list-style-type: none">- TOR 11.18 requires that the EIS provide 'sufficient detail to make clear why any alternative or option is preferred to another'.- TOR 11.19 requires that the EIS discuss 'short-, medium- and long-term advantages and disadvantages of the alternatives or options'.- TOR 11.92(a) requires that the EIS assess 'MSES, matters of local environmental significance (MLEs) and designated State and regional biodiversity values and conservation corridors of conservation significance'.- TOR 11.99 requires that the EIS 'provide information on the current distribution of animal pests and weeds on the preferred alignment'.- TOR 11.101 requires that the EIS 'describe the impact the project's construction and operation will have on the spread of pest animals and weed species along the preferred alignment and into adjoining properties'. <p>As a result, the draft EIS requires reassessment and update to appropriately assess adverse impacts to flora and fauna as a result of the proposed project and in order to meet the requirements of the OCG's TOR.</p> <p>Detailed seasonal targeted surveys for threatened flora and fauna species within the proposed project disturbance footprint and within an appropriate buffer, adjacent to the proposed project disturbance footprint are required.</p>
Section 11.4 (Legislation, Policies and Guidelines)	<p>Lack of Consideration of Light Pollution Guideline for Wildlife – TOR 5.4 requires 'the EIS is to be generally in accordance with relevant policies, standards and guidelines'. Section 11.4 of the draft EIS fails to include reference to the 'National Light Pollution Guidelines for Wildlife' (January 2020). As a result, the draft EIS fails to meet the requirements of TOR 5.4.</p>	<p>The draft EIS requires update to reference the 'National Light Pollution Guidelines for Wildlife' (January 2020) particularly in relation to developing appropriate mitigation strategies for the impact of light at night on flora and fauna.</p>

	This guideline should be included in the draft EIS as it is highly relevant regarding the topic of the impacts of light at night on Australian wildlife, and best-practice mitigation measures.	
Section 11.5 (Methodology) Section 11.8.2 (Proposed Mitigation Measures) Section 11.8.3 (Impact Mitigation)	<p>Lack of Appropriate Assessment: the draft EIS fails to include important assessment information, deferring instead to 'detailed design'. This includes, but is certainly not limited to, appropriate consideration of:</p> <ul style="list-style-type: none"> - Proposed locations of all fauna exclusionary and movement instruments. - Proposed threat abatement and recovery plans. - Information on the expected disturbance on waterways from water diversions. - Additional surveys to provide representation of all remnant and regrowth vegetation communities that will be impacted by the project. - The location and details of the strategies for rehabilitation/reinstatement/stabilisation of disturbed areas from the construction of the railway. <p>Deferring important information and design elements in relation to fauna and flora to detailed design is a tactic that dilutes transparency, public involvement and community engagement and is not consistent with TOR 11.92.</p>	<p>The draft EIS requires update to provide the necessary information to meet the requirements of TOR 11.92 and to allow the community to understand design elements that will impact native flora and fauna including: proposed locations of all fauna exclusionary and movement instruments; proposed threat abatement and recovery plans; information on the expected disturbance on waterways from water diversions; additional surveys to provide representation of all remnant and regrowth vegetation communities that will be impacted by the project; the location and details of the strategies for rehabilitation/reinstatement/stabilisation of disturbed areas from the construction of the railway.</p>
Section 11.5.5 (Methodology)	<p>Use of Unreliable Data: the fauna and flora data used in the draft EIS is unreliable and insufficient to address the following TOR: 11.26, 11.27, 11.28, 11.29, 11.31, 11.32, 11.33, 11.34, 11.35, 11.91, 11.92, 11.93, 11.94, 11.95. The surveys do not cover large areas of mapped or areas known to contain species of MNES, MSES and MLES and defers to habitat modelling as the primary source of data. Secondly, most of the raw data used comes from previous studies that were undertaken for pre-clearing and geotechnical purposes. For the draft EIS, primary data, or data collected first-hand must account for most of the raw data to have any scientific confidence in the conclusions. The reliance on secondary data compromises all assumptions made, including being representative spatially and temporally of the ecology study area; and the reasoning for any proposed actions, including mitigation strategies and offsets. In addition, all surveys were taken during an</p>	<p>In order to meet the requirements of the OCG's TOR and to appropriately demonstrate reliability in the data, additional surveys will need to be undertaken in both terrestrial and aquatic environments and the draft EIS amended accordingly. To ensure that the data is representative of the existing natural environment, surveys should be undertaken in all areas mapped and areas known to contain MNES, MSES and MLES species. Where potential habitats exist that aren't mapped as being environmentally significant, surveys should be undertaken by habitat type, such as open agricultural fields. To ensure the results are reliable and representative, surveys should have at a minimum three (3) replicates undertaken in Autumn and again in Spring in accordance with the guidance for surveying in the</p>

	extreme dry period which is inappropriate as it does not represent the dynamic changes in flora and fauna abundance and diversity that occur in wetter periods.	SEQ. Bioregion. The draft EIS should also discuss the impact of abiotic conditions on survey results, particularly the influence of rainfall on the regions terrestrial and aquatic habitats. Analysis should discuss the methodology of using primary and secondary data to illustrate the level of confidence in the outcomes of the draft EIS. It is expected that the proposed strategies including avoidance, mitigation, offsets and precautionary matters will require amendment in order to be considered appropriate.
Section 11.5.5 (Methodology) Table 11.5 Figure 11.2 a-c	Lack of Detailed Assessment: Table 11.5 includes a summary of surveys undertaken by various consulting groups from March 2016 through to May 2019. Within this table, 345 survey sites were 'investigated', yet Figure 11.2a-c show significantly less survey sites. The inclusion of this table is misleading and the 345 tabulated survey sites, and the document has not confirmed that any of these sites are within the footprint proposed alignment.	The draft EIS requires update to clearly show all 345 survey sites noted in Table 11.5 on relevantly scales alignment plans in order to provide transparency regarding the suitability of the inclusion of these survey sites.
Section 11.5.7 (Stakeholder Engagement)	Inappropriate Community Engagement: the method of community engagement provided in Section 11.5.7 lacks transparency and accessibility. Directing people to Wildnet with species recordings is not meaningful or effective community engagement as that it is impossible for the reader to know what records on Wildnet were a result of stakeholder engagement, so it is therefore impossible to know whether the method of stakeholder engagement was effective. Secondly, relying on a third-party vetting process has obvious issues with transparency, particularly understanding the ratio and reason why some records are successful and why others were unsuccessful. Additionally, some people may not have been able to attend the workshop or be competent or have access to use Wildnet; thereby further reducing people's ability to be involved. As a result of these gaps and issues with transparency, the requirements of TOR 11.21 have not been met.	In order to appropriately address the requirements of TOR 11.21, it is recommended that community engagement be revisited, with changes to the style that will clearly demonstrate how the community's input was not only considered but how it also influenced the outcome of the draft EIS. The style of consultation should provide quantitative and qualitative data from a cross-section of stakeholders across the community and address the issues of transparency and accessibility.
Section 11.7.9 (Potential Impacts)	Lack of Appropriate Assessment for creeks: literature shows that anthropogenic sound and vibration disrupts aquatic fauna ecology including communication, breeding and orientation. It is expected that vibrations caused by the train's movement will permanently alter the natural ecology of the affected creeks however, Section 11.7.9 provides no discussion surrounding these potential adverse impacts. Noise and vibration impact on aquatic fauna is considered a relevant impact in accordance with TOR 11.11 and TOR 11.92 and must be discussed in the draft EIS.	In order to meet the requirements of TOR 11.11 and TOR 11.92, the draft EIS requires update to describe the likely impact of vibration from the operation of the inland rail on significant aquatic fauna and the overall ecology of all impacted creeks. A literature review should inform the potential impacts on different taxa and any best practice mitigation strategies. The ecology of the riparian and aquatic habitats should be represented through targeted site surveys with multiple sites in

Section 11.7.9 (Noise, Dust and Light Impacts) Chapter 23 (Draft Outline Environmental Management Plan) Table 11.27	<p>Adverse Lighting Impacts on Flora and Fauna – TOR 11.93 requires the draft EIS 'describe any proposed measures to avoid, minimise or mitigate potential impacts on natural values, and enhance these values' ... and ... 'in particular, address measures to protect or preserve any threatened or near-threatened species.'</p> <p>The draft EIS provides no clear mitigation strategies to address the impact on flora and fauna of light at night during construction and operation phases of the proposed project and as a result, the document fails to meet the requirements of TOR 11.93.</p> <p>Section 11.7.9 acknowledges the potential impacts of lighting. The following text states the proposed project will result in 'minor light spill (i.e., 'warm light' at level crossings and around the tunnel portals) during construction and operation phases. The text acknowledges impacts related to changes in predation and altered foraging or habituation but dismisses the construction phase as temporary and operation phase light spill as only 'transient' in nature. This is not an appropriate assessment of the situation, in particular:</p> <ul style="list-style-type: none"> - 'Warm' light is not a comprehensive specification. - There appear to be no new level crossings in this region. - Spill from light at tunnel portals is not minor in its impact to fauna at the site of the portal (although it may be considered minor in the overall context of the region). - This portal lighting is not transient during operation and how its impacts will be mitigated should be included in this section. <p>The section concludes by confirming that 'activities likely to cause longer term impacts will be conducted in accordance with the relevant environmental management plans'. However, it is important to note that the draft Outline Environmental Management Plan (Chapter 23) of the EIS <i>does not include any mitigation measures for lighting impacts in Table 11.27.</i></p> <p>There is some permanent lighting to be expected (at the eastern entrance to the tunnel), along with some changes to streetlighting, but no specifications provided</p>	<p>accordance with relevant state and national guidelines. The flora and fauna management plans must also be updated to consider the impact of vibration and propose any additional mitigation strategies and on-going monitoring requirements.</p> <p>It is critical that mitigation measures provided in the draft EIS are updated to include the appropriate reduction of adverse impacts of lighting on flora and fauna during both the construction and operation of the proposed project. As previously discussed, guidance on such measures is available from the National Light Pollution Guideline for Wildlife (2019).</p>

		regarding how impacts to flora and fauna from permanent lighting will be mitigated.	
(Aquatic Degradation)	Section 11.7.11	Lack of Appropriate Assessment for all impacted creeks: the draft EIS states that the tunnel's impact to groundwater is expected to have flow-on effects on the hydrology of Gowrie Creek and Rocky Creek. It is anticipated that the quantity of water to be discharged to these creek will change the watercourses from ephemeral creeks to a perennial or permanently flowing streams when it is naturally subject to wetting and drying cycles. However, neither Chapter 11, Chapter 13, Chapter 14 or the supporting technical appendices provide as assessment of the aquatic ecological impacts of the proposed hydrologic regime changes.	The draft EIS requires update to meet the requirements of the OCG's TOR and to appropriately discuss the very real possibility of deleterious and irreversible damage caused to the ecology of all impacted creeks and surrounding environment from the permanent lowering of surrounding groundwater reservoirs and constant discharge of groundwater from the eastern entrance to the tunnel to an ephemeral tributary of Rocky Creek. To support this, aquatic and riparian surveys must be conducted that provides a current representation of the existing environment of all impacted creeks.
(Proposed Mitigation Measures)	Section 11.8.2 Table 11.27	<p>The potential impact this will have on the ecology of the creeks and surrounding environment must be addressed with the draft EIS in order to meet the requirements of TOR 11.11 and TOR 11.14.</p> <p>Inappropriate Assumption of Clearing Requirements: the draft EIS includes a broad statement in Table 11.27 that '...the assessment assumes the entire project disturbance footprint will be cleared...'. Approval of the draft EIS allow the proponent to clear a minimum 178 ha (28.5 km x 62.5 m width) or up to 712 ha (28.5 km x 250 m wide) requires further consideration and detail. Such broadscale clearing would require a very thorough investigation and definitive survey work to be completed prior to the draft EIS being approved.</p> <p>Section 11.8.2 includes numerous mitigation measures and states that the proponent is committed to undertaking additional ecological surveys post EIS approval. While Table 11.27 includes reference to additional surveys at least 36 times. It seems clear that insufficient survey work has been completed to truly determine actual flora and fauna impacts or cumulative impacts. Specifically, as a result, the requirements of the following TOR have not been addressed:</p> <ul style="list-style-type: none"> - TOR 6.3 requires that the draft EIS 'provide all available baseline information relevant to the environmental values of the project, including seasonal variations'. - TOR 7.3 requires that the draft EIS assess cumulative impacts 'over time and in combination with impacts created by the activities of other local, upstream 	The draft EIS is incomplete as appropriate and required surveys to inform impacts to flora and fauna have clearly not occurred. As a result, the document requires update to meet the requirements of the OCG's TOR and should not be approved until all details survey work is complete and definitive impacts are clearly known.

	<p>and downstream land uses, major projects under construction, and proposed development progressing through the statutory assessment processes for which information is publicly available’.</p> <ul style="list-style-type: none"> - TOR 7.3 requires that the draft EIS ‘propose means to suitably address predicted cumulative impacts. - TOR 11.92(a) requires that the draft EIS assess ‘MSES, matters of local environmental significance (MLES) and designated State and regional biodiversity values and conservation corridors of conservation significance’. - TOR 11.99 requires that the draft EIS ‘provide information on the current distribution of animal pests and weeds on the preferred alignment’. <p>TOR 11.101 requires that the draft EIS ‘describe the impact the project’s construction and operation will have on the spread of pest animals and weed species along the preferred alignment and into adjoining properties.’</p>	
Chapter 12 – Air Quality		
Chapter 12 Appendix K Section 5.3.1.4 (Toowoomba Range Tunnel Entrance Emissions)	<p>Assessment of Tunnel Portal Emissions – Table 5.12 of Appendix K presents an estimate of pollutant emissions from the tunnel entrances. There is inadequate information on how these emissions have been estimated.</p> <p>Furthermore, modelling results presented at the sensitive receptors in Section 7.1.1 do not provide any information or discussion on specific contribution from the tunnel entrances to emissions. As a result, the draft EIS fails to meet the requirements of TOR 5.1 and 11.128.</p>	<p>The draft EIS requires revision to meet the requirements of the OCG’s TOR and to revise Appendix K to provide additional information on how emissions from the tunnel entrances have been estimated. Also, additional information is required in understanding the contribution of emissions from the tunnel entrances to predicted ground level concentrations.</p>
Chapter 12 Appendix K Section 2.3 (Operations)	<p>Weekly Train Movements and Selection of the Assessment Year – Section 2.3 of Appendix K estimates train movement rate of approximately 226 trains per week during the opening year of the project (2027), with volumes projected to significantly increase in future operational years. There is no information on how weekly train volume estimates have been determined.</p> <p>Assessment of air quality impacts has been conducted for forecasted typical and peak train volumes in 2040. There is no justification in Appendix K for selecting the 2040 year as the assessment year. Additional information is required for the readers to appreciate and understand the significance of selecting the 2040 year as the assessment year.</p>	<p>In order to meet the requirements of the OCG’s TOR, Additional information needs to be provided on:</p> <ul style="list-style-type: none"> - Selection and justification of the 2040 year as the assessment year. <p>Weekly typical and peak train movement estimates.</p>

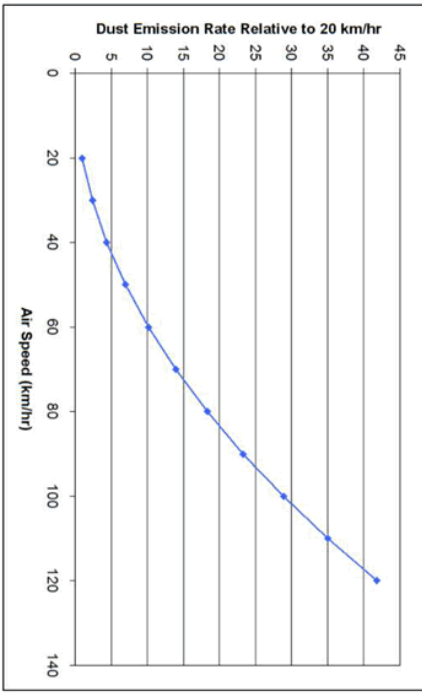
	<p>The forecast typical train volume for 2040 is anticipated to represent 81.6% of the peak volume with an equal reduction of 18.4% across each train type. There is no clear information as to how these percentages have been derived.</p> <p>It is imperative that additional information be provided on these matters, as the entire assessment is based on these projections of typical train movements of 328 trains per week as opposed to a peak volume of 402 trains per week.</p>	
Chapter 12 Appendix K Section 4.7 (Selection of Sensitive Receptors)	<p>Future Sensitive Receptors – the Air Quality Technical Report takes into consideration existing sensitive receptors surrounding the rail alignment but does not make any mention regarding the identification of potential future sensitive receptors which could be potentially impacted by train movements. This is a major limitation with the assessment, considering that the assessment year is 2040 which is more than 20 years from the time of releasing the draft EIS.</p> <p>There can be an argument from the proponent that concentration isopleths would provide relevant information on any future residential development, however, notwithstanding the above, it would be largely beneficial if there can be a separate section in the assessment providing technical commentary on impacts on future residential development. As a result of the lack of discussion regarding future sensitive receptors, the draft EIS fails to meet the requirements of TOR 5.1 and TOR 11.127.</p>	<p>The Air Quality Technical Report should be revised to address TOR 5.1 and TOR 11.127 corresponding to selection of sensitive receptors. Additional information is required with respect to impacts on future residential development and the potential impacts from the project on those future developments.</p>
Chapter 12 Appendix K Section 5.3.2.1 (Selection of Meteorological Year)	<p>Selection of the 2013 Meteorological Modelling Year – Meteorological modelling was conducted for the 2013 calendar year and the justification was that neutral conditions were observed during this year and for the remaining years between 2007 and 2017 were either characterised by El Nino or La Nina episodes. There is no information in the report regarding how atmospheric stability and mixing height parameters varied between the chosen 2013 year and the remaining years which had either a El Nino or La Nina episode.</p>	<p>It is recommended that the Air Quality Technical Report be revised to present CALMET mixing height and stability parameters for a typical El-Nino/ a-Nina year for at least one (1) CALMET modelling domain in order to provide a robust meteorological assessment.</p>
Chapter 12 Appendix K Section 4 (Existing Environment)	<p>Characterisation of the Existing Environment – TORs 11.124-11.127 outline the requirements for a detailed characterisation of the existing environment.</p> <p>The review of the Air Quality Technical Report has identified several limitations regarding quantifying / characterising the existing quality levels. Some of the key limitations are listed below:</p> <ul style="list-style-type: none">- Section 5.3.1.7 of the Air Quality Technical Report mentions that emissions from the Toowoomba Bypass were included as a part of the cumulative	<p>The Air Quality Technical Report requires update to address limitations regarding characterisation of the existing air quality levels and to meet the requirements of the OCG's TOR.</p>

	<p>assessment. However, the review was unable to determine the emission rates that have been estimated for vehicular traffic on the Bypass and how it was included in the dispersion modelling to determine cumulative impacts. Furthermore, Section 5.3.1.7 states that the source parameters corresponding to modelling of emissions from the Toowoomba Bypass are included in Table 5.17. However, Table 5.17 includes only sources corresponding to the G2H Project (G2H-1 to G2H-6), a 1 km stretch of the B2G alignment, a 1 km stretch of the H2C alignment, the West Moreton System and the 3 crossing loops. There is no mention of sources corresponding to the Toowoomba Bypass.</p> <p>Although the selection of the 70th percentile value to determine background concentrations is agreeable, this approach tends at times to underestimate the background concentrations of the study area and a more conservative approach to estimate background concentrations is warranted.</p>	
Chapter 12 Appendix K Section 7.3 (Assessment of Impacts to Ecological Receptors)	<p>Assessment of Impacts to Ecological Receptors – Section 7.3 of the Air Quality Technical Report determines impacts from the project on ecological receptors. The key pollutant for consideration is the annual average NO2 ground level concentration of 33 mg/m³.</p> <p>Observations presented in Section 7.3 suggest an exceedance of the assessment criteria outside the permanent disturbance footprint area. Moreover, the exceedance is largely attributed to traffic on the Toowoomba Bypass. However, as mentioned earlier, there is no clear information on the modelling of emissions from the Toowoomba Bypass.</p> <p>As such, there is a level of uncertainty associated with the impacts predicted at the ecological receptors.</p> <p>Further, there is no discussion on mitigating the exceedances predicted to the ecological receptors (although the exceedance is restricted to limited areas outside the proposed project's permanent disturbance footprint). Given this, the draft EIS fails to meet the requirements of TOR 5.1 and 11.128.</p>	The Air Quality Technical Report requires update to provide additional information with regards to impacts to ecological receptors and to meet the requirements of the OCG's TOR.
Chapter 12 Appendix K (Section 7.5)	<p>Agricultural train odour impacts – Section 7.5 of the Air Quality Technical Report identifies livestock freight 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.</p>	Appendix K requires update to include a revised approach for the quantitative assessment of agricultural/freight train odour impacts in order to meet the requirements of TOR 11.131.

Agricultural Train (Odour Impacts)	<p>Assessment of odours has been conducted using the FIDOL factors Table 7.8 of the Air Quality Technical Report makes a note that the odour intensity from livestock freight trains is expected to range from strong to very strong. Taking into consideration the strong odour intensity coupled with longer durations at crossing loops, a qualitative assessment of odour impacts would not deem fit and appropriate for a project of this magnitude.</p> <p>In other jurisdictions such as NSW and Victoria, odours are assessed on a sub-hourly timescale and trains with a strong to very strong odour intensity idling / stopping for a period of one hour or less has a considerable potential to generate adverse odour impacts on the surrounding community.</p> <p>The assessment of odour impacts does not meet TOR 11.131 as the assessment does not:</p> <ul style="list-style-type: none"> - Adequately consider cumulative impacts of odour at receptors. If the population is already exposed to similar (livestock) odour from local agricultural activities, what impacts may occur to amenity from adding an additional odour source – which is similar in character. - The assessment does not take into consideration the assimilative capacity with regards to livestock odours. - It is assumed that the 6 livestock trains would be spread over a 1-week period, resulting in an average of less than 1 train per day. However, there is no additional discussion regarding the likelihood of two (2) trains turning up on the same day. This would worsen the odour impacts at the sensitive receptors and the assessment does not provide enough discussion on this matter. - Additional analysis is warranted regarding the estimated duration of a livestock train pass by which may be up to 1 hour and comparing its intensity impacts to a more common form of livestock transport such as a livestock truck. This would seem like a considerably longer duration than say a livestock truck (which is understood given the length of the train). <p>Commentary would be required on how the scale of livestock numbers on a livestock train compares to livestock numbers on a cattle truck. Presumably, a livestock train will be a more significant odour source than existing modes of livestock transport given the significant difference in scale.</p>
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Chapter 12 Appendix K Section 7.2 (Impacts to Tank Water Quality)	<p>Impacts to Tank Water Quality – the assessment of tank water quality impacts is based on pollutant guidelines (mg/L) outlined in the 2018 version of the Australian Drinking Water Guidelines 2011. It is to be noted that these guidelines were updated back in August 2018 and in March 2021. The assessment has to be amended such that the predicted concentrations (mg/L) are compared against the guidelines published in the most recent versions.</p> <p>Section 5.3.7.3 of the Air Quality Technical Report notes that there is uncertainty with respect to volume of storage dams at Withcott Seedlings and the catchment surface area for each dam. An approximate volume of 1 000 L for the dam and a 200 m² catchment area has been assumed. Across many sections of the report, Withcott Seedlings is considered a high-value sensitive receptor, as it is a commercial business producing vegetable seedlings. The project traverses the business facility, on viaduct, between two large water storage dams.</p> <p>As proposed project operations could have considerable impacts on the facility, it is imperative that the assumptions be validated as the model outcomes for tank water quality are directly based on these assumptions, and to meet the requirements of TOR 5.1 and TOR 11.128.</p>	The assessment of tank water quality impacts requires update to meet the requirements of the OCG's TOR and to reflect the updated guidelines published in the most recent versions of the Drinking Water Guidelines.
Chapter 12 Appendix K	<p>Microbiological Emissions to Air – the Air Quality Technical Report does not give any consideration to microbiological contaminants in air emissions during operations, namely Q-fever (<i>Coxiella burnetii</i>) in dust from livestock trains. TOR 11.128 requires characterisation of any contaminants or materials that may be released as a result of construction / operational activities. TOR 11.131 requires quantification of human health risk and amenity impacts, which has not been addressed with regards to microbiological emissions in air.</p> <p>QLD Health provide extensive information about Q-fever which is summarised here (refer to https://www.worksafe.qld.gov.au/safety-and-prevention/hazards/hazardous-exposures/biological-hazards/diseases-from-animals/q-fever).</p> <p>Q-fever is an infectious disease spread from animals (mainly cattle, sheep and goats) to humans by a bacteria called (<i>Coxiella burnetii</i>). 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:</p>	<p>The Air Quality Technical Report requires update to meet the requirements of the OCG's TOR through the inclusion of an assessment of microbiological emissions released from the freight activities. More, specifically, the air quality assessment and hazard and risk assessment need to be revised and updated to include an assessment of the potential risks of Q-fever from livestock trains to human health</p> <p>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.</p>

	<ul style="list-style-type: none"> - 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. <p>Information from the Australian Q-fever Register website (https://www.qfever.org/aboutqfever#indirectExposure) states that 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 5km to more than 10 km. Stock transport trucks are identified as a source of infective dusts. Research by the University of Queensland published in the BMC Infectious Diseases Journal in 2018 noted that outbreaks of Q-fever had been reported previously in Europe for residents living along roads where livestock were transported.</p> <p>Based on this information, the livestock trains present a health risk to receptors with regards to Q-fever and this needs to be assessed in the Air Quality Technical Report.</p>	
Appendix K (Air Quality)	<p>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 3.6km. The draft EIS does not consider the effect of train lengths up to 3.6 km on air quality from coal dust emissions.</p> <p>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. We have assumed though it is not stated that coal trains will be limited to single wagons not double stacked. If that is incorrect, the draft EIS does not consider the effect of double stacked train heights on air quality from coal dust emissions.</p> <p>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</p>	<p>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. It is recommended that the COG 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:</p> <ul style="list-style-type: none"> - Clarify the limit of rollingstock sizes - Assess impacts for all train sizes potentially used - Consider train speeds of 80 km/hr with an appropriate allowance for local winds on coal dust lift off. - Consider train speeds of 115 km/h with an appropriate allowance for local winds on coal dust lift off. <p>The proponent should commit to the application of coal wagon veneering.</p>

	<p>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 from Environmental Evaluation of Coal Dust Emissions (Connell Hatch, 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%.</p>  <table><caption>Data points estimated from the graph: Dust Emission Rate Relative to 20 km/hr vs Air Speed (km/hr)</caption><tr><th>Air Speed (km/hr)</th><th>Dust Emission Rate Relative to 20 km/hr</th></tr><tr><td>20</td><td>2</td></tr><tr><td>30</td><td>3</td></tr><tr><td>40</td><td>4</td></tr><tr><td>50</td><td>5</td></tr><tr><td>60</td><td>7</td></tr><tr><td>70</td><td>10</td></tr><tr><td>80</td><td>13</td></tr><tr><td>90</td><td>17</td></tr><tr><td>100</td><td>22</td></tr><tr><td>110</td><td>28</td></tr><tr><td>120</td><td>42</td></tr></table> <p>Also, Table 6.2 in Chapter 6 indicates that future proofing works will include structures and formation that can allow higher speeds for heavier axle loads (30 TAL). This suggests that coal trains may be able to travel at higher speeds in the future, but this is not clearly defined in the EIS nor is it assessed by the air quality assessment which limits coal train speed to 80 km/hr. Referring to the above graph, if air speed across the surface of 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%.</p> <p>The draft EIS notes that plumes of coal dust could be visible at the tunnel portals but this was not assessed as it was assumed that coal wagon veneering would be applied.</p>	Air Speed (km/hr)	Dust Emission Rate Relative to 20 km/hr	20	2	30	3	40	4	50	5	60	7	70	10	80	13	90	17	100	22	110	28	120	42	
Air Speed (km/hr)	Dust Emission Rate Relative to 20 km/hr																									
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		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 emission and concentration at sensitive receptors. This is because it fails to consider maximum train lengths and source heights and wind speeds across the surface of coal wagons do not include the effect of local winds or the effect of higher train speeds in the future.	
Chapter 12 (Air Quality) and Appendix E (Proponent Commitments)	Coal Wagon Veneering – Veneering was assumed in the draft EIS to be used as a mitigation measure for controlling coal dust from wagons and is overly critical to the outcomes of the coal dust emission and modelling assessment. The model relies on a reduction in coal dust lift off from the wagons of 75% due to veneering. Veneering is currently used for trains on the West Moreton Rail System. However, the draft EIS makes no firm commitment to ensuring all trains using the H2C alignment will apply veneering to coal wagons. Therefore, the draft EIS does not meet 11.136 of the TOR as it makes no clear commitment to any mitigation measures to control coal dust emissions. This is important because the draft EIS has shown that if veneering is not used the air quality criteria will not be met.	The draft EIS needs to make a clear commitment to the use of veneering on coal wagons to meet 11.136 of the TOR. The veneering must be adequately specified and detailed in the EIS to ensure that it can achieve a reduction in coal dust emissions by at least 75%. That the COG should condition that the surface of all coal wagons shall be veneered to minimise dust emissions. The veneering must be adequate to achieve a reduction in coal dust emissions of at least 75%.	
Chapter 12 Appendix K Section 9 (Mitigation and Management Measures)	Inadequate Information on whether Mitigation and Management Measures are recognised Best Practice Measures – TOR 11.133 requires the proponent to provide relevant information on how the proposed activity will be consistent with 'best practice' environmental management. Section 9 of the Air Quality Technical Report outlines a range of mitigation measures applied during the various design phases – detailed design, pre-construction and construction, construction and commissioning and operations. However, there is no information (i.e., benchmarking of the mitigation measures) on how these measures can be considered best practice. There is no comparison of the mitigation measures with other similar projects, and as such, the assessment lacks information on whether the management and mitigation measures are truly best practice measures.	The Air Quality Technical Report should be revised to address TOR 11.133 corresponding to mitigation measures being considered best practice.	
Surface Water and Hydrology			
Chapter 13	The Independent International Panel of experts for Flood Studies of Inland Rail in Queensland has prepared a Draft Report on the Review of Gowrie to Helidon Section. This report identifies a range of issues and areas of concern ranging in significance from Low to Very High.	It is recommended that the Panel's report be adopted and the areas of concern addressed through conditions.	

TOR 11.64 to TOR 11.71	<p>Council thus considers that the bulk of the Panel's listed items are of a serious nature with the potential ability to impact the feasibility of railways alignment and configuration and need to be addressed and changes independently verified as satisfactory before the design process proceeds any further. This includes, and is not limited to, the documented medium to very high classified items. In addition to the panel's recommendations, based on Council's experience and information provided to date we have further concerns in relation to the consideration and satisfactorily addressing of:</p> <ul style="list-style-type: none"> • climate change impacts; • blockage and embankment collapse; • management of regional and local flooding as well as their interaction; • the impacts of noise walls, earthworks and redirection of flood flows in extreme events; • the adverse impacts on flood evacuation routes and waterways alignments in both Laidley and Gatton; • the consideration of ultimate development as dictated by the planning documentation and the SEQ Plan; and • the risk management of creation of debris, heavy objects and washing away of stored materials relating to proposed Laydown areas. <p>Any variation in the design water elevation will likely have a significant impact on rail and other configurations. Based on reporting there is a lack of confidence in the models and their ability to replicate design events appropriately. The listed issues constitute standard requirements in relation to normal development and the need to satisfy the State Planning policies and accepted engineering practice.</p>	<p>It is recommended that Council's issues of concern are also included in this review. (Note that the above raised Panel and Council issues include, but are not limited to, the items documented in the schedule below.)</p> <p>The panel has advised that revised documentation should be provided to the panel for their review. In line with this advice, a key recommendation from LVRC (that is not within the scope of the Panel) is to strongly recommend that the scope and period of engagement of the Panel be extended to cover the time frame of the detailed design to ensure continuity, timeliness, consistency, defendability and irrefutability of advice to the project by a recognised body of professionals.</p>
TOR 11.64 to TOR 11.71	<p>Detailed design will be undertaken by the preferred tenderer. Given they are a PPP driven by profit it is fundamental that there be independent oversight of the modelling process through to detailed design. Given the issue identified by the Panel with ARTC's modelling it would be inappropriate for ARTC to be conditioned to oversee this report. The communities of the Lockyer Valley will demand independent oversight.</p>	<p>Given the extent of the issues raised and the number of issues that will need to be addressed at detailed design, it is critical that there be independent oversight of the modelling work and in the review of the detailed design.</p> <p>It is recommended that the outcomes of the design review from this process be provided and a new report issued by the flood panel for Council's review prior to finalising conditions for any approval.</p> <p>The panel has advised that revised documentation should be provided to the panel for their review. In line with this advice, a key recommendation from LVRC (that is not within the scope of the Panel) is to strongly recommend that the scope and period of engagement of the Panel be extended to cover the time frame of the detailed design to ensure continuity, timeliness, consistency, dependability and irrefutability of advice to the project by a recognised body of professionals. Given the extent of the issues raised and the number of issues that will need to</p>

		be addressed at detailed design, it is critical that there be independent oversight of the modelling work and in the review of the detailed design.
TOR 11.66	It is noted that the Panel was not provided with copies of the flood models developed with respect to the local catchments.	LVRC would recommend that these models be provided to the Panel and the scope widened to enable a complete review of local and regional flooding as well as their interaction.
TOR 11.64 to TOR 11.71	The EIS has used 2016 version of the Australian Rainfall and Runoff. It is currently accepted engineering practice to utilise the most recent available data. Similarly, currently accepted engineering practice would require the use of the most recently work available including the WMA 2020 work.	It is recommended that The COG require the proponent to use the currently accepted best practice in relation to rainfall- namely a maximum of the combination of 2019 ARR and WMA 2020 IFD data as inputs as recommended by the 2020 study Peer Reviewer.
TOR 11.64 to TOR 11.71	Given the potential for impact on people property and infrastructure appropriate flood impact objectives (FIO) should be utilised.	It is recommended that the Quantitative Design Limits utilised in the N2NS project (Table 3.2 of the Panel report) be utilised in the modelling along with the extreme event risk management objectives and the sensitivity testing objectives specified in Table 3.1 of the Panel Report. Impacts must be less than 0.01 M as specified in ARTC Basis of Design.
		“Was Dry Now Wet” should also be considered under a FIO. These matters must also satisfy current engineering practice and common law requirements.
TOR 11.64 to TOR 11.71	Farm drain connectivity is a significant issue for agricultural and other affected land-owners e.g. urban settings, even for small local catchment events	It is recommended that the proponent be required to demonstrate that the capacity of existing open channels and/or and transverse drainage is maintained at a minimum.
TOR 11.64 to TOR 11.71	Currently accepted best practice requires sensitivity testing for climate change eg regarding intensity of rain events. Ultimate development requirements need to be considered and accommodated. Construction scenarios need to be investigated and risks addressed and managed.	That climate change sensitivity testing be applied and reported upon. Demonstration that the consideration of ultimate development as dictated by the planning documentation and the SEQ Plan; and, the— risk management of creation of debris, heavy objects and washing away of stored materials relating to proposed Laydown areas has been managed.
TOR 11.64 to TOR 11.71	Flood Impact Objectives are fundamental	It is recommended that FIOs be amended to consider and include the additional requirements with respect to: <ul style="list-style-type: none"> • Impact on roads • Duration of inundation

			<ul style="list-style-type: none"> • Velocity • Flood hazard • Extreme events • Increased concentration/ diversion and management of flows
TOR 11.64 to TOR 11.71	Hydrology needs to be modified to current acceptable engineering practice. Differences identified between the hydrological and hydraulics models i.e. peak flows, levels, velocities and affluxes. Use of latest modelling software.	It is recommended that the proponent be required to undertake sub catchment division and address other identified matters in the hydrological model sets as well as resolve identified issues between the hydrological and hydraulics models in accordance with accepted engineering practice in relation to the proposed use i.e. the ARTC alignment and related and affected uses. The use of the latest modelling software is recommended.	
TOR 11.64 to TOR 11.71	There appear to be no Flood or Emergency Evacuation plans described either for construction or operation of the railway. This is an issue for Helidon and other communities in the region where in an emergency, with limited crossing points of the corridor, communities can become isolated.	Recommend that the COG condition the proponent to incorporate flood evacuation plans including the establishment of the base case (including future ultimately developed requirements) and demonstration of equal or better arrangements after implementation of the ARTC works. This work should incorporate "all hazards" approach as these are commonly interdependent.	
TOR 11.64 to TOR 11.71	DTMR Hydrologic and Hydraulic Modelling Guidelines were recently released.	That DTMR Hydrologic and Hydraulic Modelling Guidelines be utilised in future design work along with accepted engineering best practice.	
TOR 11.64 to TOR 11.71	The Panel has noted that interaction of local and regional flood mechanisms may not be captured. Some inconsistencies are noted the severity of which is unknown. The need for satisfactory inclusions of the Interfaces in the models between structures and channels has been raised.	That Detailed design must consider and address satisfactory management of regional and local flooding as well as their interaction to meet FIO objectives. That Detailed design must satisfactorily include acceptable interfaces in the models between structures and channels in accordance with accepted engineering practice	
TOR 11.64 to TOR 11.71	Interaction of local and regional models is fundamental. Varying Beta values to account for local and regional responses is not common practice. Issues in relation to differing parameters between flood model sets, placement/configuration of inflow points, boundary conditions, losses, model instabilities, TOS, storage, missing structures, current topographic surfaces, lack of sensitivity testing	Hydraulic modelling needs to be undertaken using updated hydrological modelling with inflows and related modelling parameters applied along with appropriate sensitivity testing for all issues raised in this schedule in accordance with accepted engineering practice.	

	to support adopted strategies, need to look at extreme and frequent event impacts etc.	
TOR 11.64 to TOR 11.71	The Panel notes that no stream gauges were present for the Oaky Creek and Six Mile Creek catchments which has meant no calibration events were assessed. This weakens the reliability of these models. Only one gauge was utilised in the Lockyer Creek technical report. It appears Flood Frequency Analysis has been based on that one gauge while other gauge data is available. It is recommended that where available multiple gauges be utilised to assess FFA in accordance with accepted engineering practice. Where no gauge information exists then the full consideration of alternative means of verification should be put in place.	It is recommended that multiple gauges be utilised to assess FFA in accordance with accepted engineering practice.
TOR 11.64 to TOR 11.71	The model results section 7.8 of the Panel report are concerning.	It is recommended that the COG require the proponent to undertake sufficient calibrated modelling in accordance with accepted engineering practice to ensure design evaluation can be validated so there can be confidence in the design.
TOR 11.64 to TOR 11.71	The use of only 2 design rainfall locations across 38 catchments also reduces confidence in the efficacy of the modelling. This project straddles the Great Dividing Range and there are significant differences in rainfall between catchments despite their proximity. There is significant scope for inappropriate design if inaccurate rainfall data is assumed.	It is recommended that additional rainfall data is utilised and ARF be applied in the areas of interest in accordance with accepted engineering practice.
TOR 11.64 to TOR 11.71	There is a need to review and justify the use of model parameters such as roughness. Similarly, there is a need to review cross drainage in the model. Longitudinal drainage needs also be considered. Additional modelling is required to address these matters.	It is recommended that the proponents justify the selection of parameters and the subsequent design solution. Longitudinal and cross drainage needs to be investigated for impacts along the alignment and a satisfactory design response documented. Additional modelling is required to address these matters.
TOR 11.64 to TOR 11.71	Local drainage impacts are a concern.	That as part of detailed design there is a need to confirm that the local catchment drainage to each culvert does not produce a higher flow than that calculated for the regional case.
TOR 11.64 to TOR 11.71	Further documentation is required on diversion drains. A specific example is at Chainage 15.05 in proximity to McNamara's Road.	Further documentation required.
TOR 11.64 to TOR 11.71	Given the nature of the soils in this region there will be a need consider scour protection. In detailed design the proponent will need to investigate and detail suitable scour protection through the length of the alignment.	That in detailed design the proponent investigate and detail suitable scour protection through the length of the alignment.
TOR 11.64 to TOR 11.71	Key aspects need to be reviewed and accepted before going to detailed design which is to be undertaken by a third-party PPP.	That ARTC be required to address key items and submit a revised reference design to the COG prior to detailed design.

TOR 11.64 to TOR 11.71	The Panel has concluded that the Technical Report is not sufficiently comprehensive to meet the Panel's Terms of reference or all necessary affected aspects. That the panels terms of reference did not cover all necessary affected aspects e.g. local flooding and the interaction with the regional event.	That the proponents provide additional modelling and details in relation to the calibration of the flood models and the modelling of design events. That the panel or equal future review body have a suitable 'terms of reference' to cover all necessary affected aspects.
TOR 11.64 to TOR 11.71	It is concerning that local landowners may not be aware of the potential impacts.	That the proponents provide a table of consultation specifying consultation on flood modelled outputs with affected landholders and the land-holders acceptance of the findings and the impacts to their property.
TOR 11.64 to TOR 11.71	Flood evacuation routes have not been identified	That the proponents identify current evacuation routes and evacuation centre locations particularly for Helidon. These routes to be to the satisfaction of the LVRC and the Lockyer LDMG.
TOR 11.64 to TOR 11.71	It is assumed based on Council's EIS review that noise walls will be required in some locations. The adverse impacts of these structures on flood operation in both frequent and rarer events (including sensitivity checking for greater than 1%AEP) will need to be considered and managed.	That noise walls be assessed at detailed design for impacts on flooding.
TOR 11.64 to TOR 11.71	Council remains concerned about the modelling and believes the hydrology needs to be modified to current acceptable engineering practice. The Panel has identified differences between the hydrological and hydraulics models i.e. peak flows, levels, velocities and affluxes. The use of the latest modelling software is also recommended. While implementation of the modelling outputs is not within the scope of the Panel's work it is a further example of the need for the modelling to be reliable. The Model Results Section (7.8) of the Panel's report is again troubling. Clearly the proponent needs to undertake sufficient calibrated modelling in accordance with accepted engineering practice to ensure design evaluation can be validated in order for there to be confidence in the design. Council's new 2021 Upper Lockyer modelling may prove useful to solve some of the hydrology issues. It is unclear at the major creek crossings e.g. Lockyer Creek, 6 Mile Ck, Oaky Ck what level of analysis has been undertaken. Council's planning scheme is based on the highest of the 2011 flood and the 1%AEP event. As the 2011 event is higher it	That the proponents provide additional modelling and details in relation to the calibration of the flood models and the modelling of design events.

	<p>is uncertain whether the proposed infrastructure will impact properties and change Council's impacts maps.</p> <p>The reference to an issue of flow diversion at chainage 15.05 is concerning as this is in the vicinity of McNamara's Road where a substantial (local) road over rail structure is proposed. Council will need assurance that this diversion is optimal and will not lead to long term maintenance issues for McNamara's Road.</p> <p>This location may be one of many that need to be considered for transfer of flows between catchments.</p> <p>However, it appears to due to the gaps in the cross-drainage management strategy analysis it is difficult to make a judgement on satisfactory achievement of acceptable engineering criteria for the proposed reference design configuration.</p>	
Chapter 14: Groundwater		
Chapter 14	The majority of the Groundwater feedback relates to Appendix N found towards the end of this attachment.	
<p>Chapter 14</p> <p>Section 14.5.1</p> <p>Groundwater study area</p> <p>Appendix N</p> <p>Groundwater</p> <p>Technical Report, Section 3.1</p> <p>Groundwater study area</p>	<p>The draft EIS identifies the investigation corridor as a 1km radius from the centreline of the proposed alignment. The draft EIS also identifies that the extent of (predicted) groundwater drawdown was not limited by the study area.</p>	<p>The groundwater study area should be increased to incorporate the full extent of the predicted groundwater drawdown including the maximum extent of any sensitivity analysis performed with the groundwater model. This will ensure that all potential impacted environmental values are appropriately identified in accordance with Condition 11.36, 11.38 and 11.40 of the TOR</p>
<p>Chapter 14</p> <p>Section 14.5.2.2</p> <p>Stage 2 –</p> <p>Geotechnical and hydrogeological investigations and throughout</p> <p>Chapter 14</p>	<p>The proponent has committed to refinement of the numerical groundwater flow model and predictions and will be included in the Final EIS</p>	<p>It is considered critical that these refinements are undertaken for the final EIS and must include the findings of the additional site-specific investigations.</p> <p>The model should be refined and the extent of the groundwater study area should be defined based on the maximum extent of predicted drawdown, including the outcomes of the sensitivity analysis.</p>

Appendix N Groundwater Technical Report, Section 3.2.3 Stage 3 – Groundwater impact identification and throughout Appendix N		
Section 14.7.4.2 (Toowoomba Range Tunnel)	<p>No Consideration of Water Use from Eastern Tunnel Portal: the draft EIS states throughout Chapters 13, 14 and the supporting technical appendices that during operations, groundwater that is intercepted by eastern portion of the tunnel may be treated and discharged to an ephemeral tributary of Rocky Creek.</p> <p>The EIS gives no consideration to a beneficial use of this water other than potential use on site for washing down or landscaping.</p> <p>Section 14 of the Environmental Protection (Water and Wetland Biodiversity) Policy 2019 outlines the management hierarchy for surface or groundwater in relation to the disposal of wastewater. It has been assumed that the water from the tunnel would constitute wastewater under this policy. The hierarchy is presented below:</p>	<p>The proponent must review proposed management strategies for water from the eastern tunnel portal to ensure they can meet the objectives for water in the TOR. A current approach of disposal to Rocky Creek catchment is unsustainable and does not comply with QLD regulatory frameworks as limited consideration was given to other options other than disposal.</p> <p>LVRG request the OCG impose the following condition: 'The proponent is required to consult with LVRG and local businesses regarding reuse opportunities for water from the eastern tunnel portal at least six months prior to commencement of construction of the project.'</p>

14	<p>Management hierarchy for surface or groundwater</p> <p>(1) This section states the management hierarchy for an activity that may affect water.</p> <p><i>Note—</i></p> <p>See the <i>Environmental Protection Regulation 2019</i>, section 35.</p> <p>(2) To the extent it is reasonable to do so, release of waste water or contaminants to waters must be dealt with in the following order of preference—</p> <ul style="list-style-type: none"> (a) firstly—reduce the production of waste water or contaminants by reducing the use of water; (b) secondly—prevent waste and implement appropriate waste prevention measures; (c) thirdly—evaluate treatment and recycling options and implement appropriate treatment and recycling; (d) fourthly—evaluate the following options for waste water or contaminants in the order in which they are listed— <ul style="list-style-type: none"> (i) appropriate treatment and release to a waste facility or sewer; (ii) appropriate treatment and release to land; (iii) appropriate treatment and release to surface waters or groundwaters. <p>The proposed option of disposal of water from the eastern tunnel portal to Rocky Creek catchment is the least preferred management option under Queensland law. In a drying climate it is not acceptable to LVRG that the proponent has given no consideration to the management hierarchy for waters to identify beneficial use opportunities for water that the tunnel will drain from the aquifer.</p> <p>The proposed disposal to surface water management option for water from the eastern tunnel portal does not meet any of the TOR's Objectives for Water (see below).</p>
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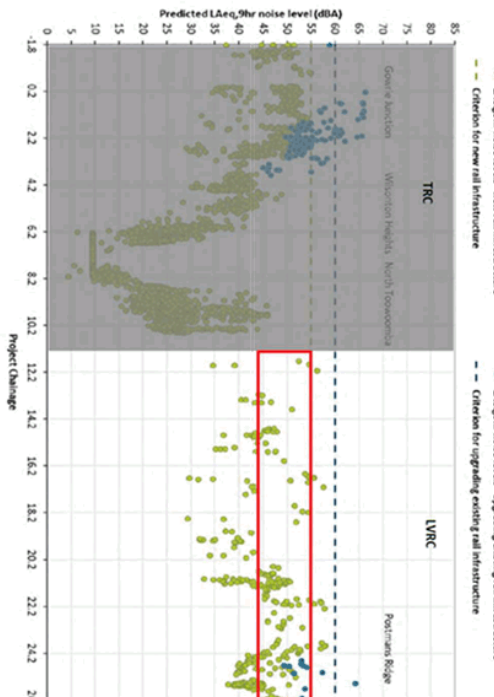
		<p>Water</p> <p>Objective Development is planned, designed, constructed and operated to protect environmental values of Queensland waters and supports the achievement of water quality objectives. The construction and operation of the project should aim to meet the following objectives:</p> <ul style="list-style-type: none"> (a) equitable, sustainable and efficient use of water resources (b) environmental flows, water quality, in-stream habitat diversity, and naturally occurring inputs from riparian zones support the long-term maintenance of the ecology of aquatic biotic communities (c) the condition and natural functions of water bodies, lakes, springs and watercourses are maintained—including the stability of beds and banks of watercourses (d) volumes and quality of water resources are maintained and current lawful users of water (such as water entitlement holders, stock and domestic users) and other <p>The alignment passes between two water storage ponds at Withcott Seedlings who are presumably a large water user. This business is about 10 km from the eastern portal but has the proponent considered the option of supplying treated water from the eastern portal to this business or other potential users in the local area?</p>	
		<p>Given the local government areas reliance on agriculture, there is significant concern in the Lockyer valley regarding competing uses of water especially in time of drought. The project will be a significant user of water but has not adequately described the sources and quantities of water required for construction.</p>	<p>It is recommended that the COG specify that groundwater use will be prohibited without due consultation with Water Users and LVRC. All other potential water sources are to be considered. Further, that the proponents be required to identify water sources unsuitable for agriculture use that can be utilised for works such as dust suppression provided it is tested for contaminants to ensure suitability.</p>
Chapter 15	<p>Chapter 15 – Noise and Vibration</p> <p>Lack of Appropriate Noise Assessment – the draft EIS has nominated noise criteria that ensures the majority of the cost of rail noise mitigation, financial or otherwise, is borne by the community. Costs to the community include the direct noise mitigation costs, reduced amenity, reduced property value, reduced ability to develop, and increased cost of future development.</p>		<p>The draft EIS requires update to meet the requirements of the OCG's TOR.</p>

	<p>The Lmax 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:</p> <ul style="list-style-type: none"> - Minimum 10.38mm laminated glass with acoustic seals for small windows. - Minimum 14.38mm laminated glass or double-glazing with acoustic seals for large windows and sliding doors. - Double brick walls. - Insulated roof with sarking. <p>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 <i>consider</i> mitigation. Queensland mandate acoustic construction requirements via the QDC MP4.4 for dwellings in a noise corridor with rail noise levels over 69 dB(A) Lmax. QDC MP4.4 does not provide Leq criteria. The WHO guidelines, as previously discussed, recommend 44 dB(A) Lnight as the limit to mitigate sleep disturbance.</p> <p>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 and as a result, the requirements of the OCG's TOR have not been met. These dwellings will have varying noise impacts but will not receive any mitigation. The majority of sensitive receptors in the study area fall into this category.</p> <p>As a result, the draft EIS fails to meet the requirements of the OCG's Objective for Noise and Vibration which requires the proposed project to be 'planned, designed, constructed and operated to protect the environmental values of the acoustic environment.' Further, 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 above, it is clear that the draft EIS does not satisfy the fundamental objectives of the OCG's TOR.</p>	
<p>Chapter 15 Appendix O Section 5.3 (Blasting)</p>	<p>Underpredicted Blasting Impacts – Section 5.3 of Appendix O indicates the blasting relationship that has been used in the draft EIS for predicting the vibration impact from blasting. The relationship is taken from the Australian Standard</p>	<p>The draft EIS requires update to appropriately identify compliance at 95% and to correctly predict the adverse impacts resulting from blasting activities in order to meet the requirements of TOR 5.1 and TOR 5.3.</p>

Assessment Methodology)	<p>AS2187.2 and applies the constants for average field conditions that can be used to estimate the mean vibration level (50% probability of exceedance).</p> <p>While it would be more appropriate to use a relationship better correlated to the rock mass for the tunnel portals and cuttings, the key issue is that the relationship predicts only a mean level. This is inconsistent with the specified vibration criteria that require compliance at 95%. The applied relationship will therefore underpredict the adverse impacts resulting from blasting activities. Similarly, the relationship is expected to over-estimate the quantiles of explosive that can be used.</p> <p>As a result, the draft EIS fails to meet the requirements of TOR 5.1 (which requires 'all relevant environmental, social and economic impact of the project are identified and assessed...') and particularly 5.3, which requires 'matters relevant to the project should be proportional to the scale of the impacts on environmental values. When determining the scale of an impact, consider its intensity, duration, cumulative effect, irreversibility, the risk of environmental harm, management strategies...'</p>	
Chapter 15 Appendix O Section 5.4.1 (Ground-borne Vibration – Construction)	<p>Missing Assessment of Vibration Impacts from Hydraulic Hammers – Section 5.4.1 provides list of the formula that have been used to predict the vibration impacts from the construction equipment. Table 5.6 in the same section lists the equipment types that have been used and includes, impact piling, vibratory piling and vibratory rolling. While each of these methods will introduce elevated levels of vibration at some locations along alignment, the assessment has not considered the impact from large scale hydraulic hammers which will necessarily be used in multiple areas. The level of vibration from the vibratory roller or piling may be applicable for some areas of the assessment however it would be beneficial for residents along the alignment which may be potentially affected to understand the impacts from equipment that might be used near their properties. As a minimum, it would be appropriate to compare the vibration from the hydraulic hammer with that from the vibratory roller.</p> <p>As a result, the draft EIS fails to meet the requirements of TOR 5.1 (which requires 'all relevant environmental, social and economic impact of the project are identified and assessed...') and TOR 5.3, which requires the consideration of 'matters relevant to the project' in relation to 'intensity, duration, cumulative effect, irreversibility, the risk of environmental harm, management strategies...'</p>	<p>The draft EIS requires update to appropriately assess adverse vibrational impacts from the use of hydraulic hammers in order to meet the requirements of TOR 5.1 and TOR 5.3.</p>

Chapter 15 Appendix O Section 5.5.3 (Construction Vibration Impacts)	Inappropriate Setback Distances – Section 5.5.3 of Appendix O assesses the vibration impacts from the vibratory rollers and piling options and tabulates the set-back distances required to achieve compliance with the with proposed vibration criteria. When compared to other projects, the setback distances are significantly higher than expected and could lead to unnecessary concern by residents within the zone calculated by this set back distances, or possibly an unnecessary change to the practices that contractors may adopt, leading to an increased project duration and overall impact. As a result, the draft EIS fails to meet the requirements of TOR 5.3 as the consideration of 'matters relevant to the project' is not 'proportional to the scale of the impacts on environmental values.'	The draft EIS requires update in order to meet the requirements of TOR 5.3.
Chapter 15 Appendix O Section 5.5.5.4 (Ground-borne Construction Vibration Impacts)	Failure to Appropriately Assess Ground-borne Construction Noise Impacts – Section 5.5.5.4 of Appendix O addresses the ground-borne construction noise impacts from the TBM and indicates that properties within 390 m of the TBM cutter head will experience elevated ground borne noise exceeding the night-time criteria and affecting potentially 72 properties. As a result, the draft EIS fails to meet the requirements of TOR 5.1 as the document fails to 'recommend mitigation measures to avoid or minimise adverse impacts' resulting from the exceedance of night-time noise criteria, and potentially adversely affecting 72 properties. Further, the assessment appears very conservative and is inconsistent with other tunnelling projects that have been completed throughout eastern Australia that have reported similar type effects, but at distances around 10% of the 390 m value. The source of the modelling parameters for the draft EIS has not been identified and as such, the requirements of TOR 6.3 have not been met. Further, the failure to include this information in the document may unnecessarily result in concern for some residents along the proposed alignment.	The draft EIS requires update in order to meet the requirements of TOR 5.1 and TOR 6.3.
Section 15.4 (Legislation, Policies, Standards and Guidelines) Table 15.3	Inappropriate Night-time Assessment (Sleep Disturbance) – with regard to the WHO Night Noise Guidelines for Europe (2009), the draft EIS states that 'the document has not been used to establish criteria...but rather provides context on contemporary approaches to considering potential night-time noise impacts.' The document goes on to say that the 'WHO acknowledges the establishment of relationships between single event noise indicators, such as L _{max} , and long-term health outcomes remains tentative.'	The latest guidelines from the WHO represents the most comprehensive and current information on noise related sleep disturbance and must be used to establish night-time noise criteria The draft EIS requires update to demonstrate how the assessment criteria that is currently adopted can protect the

	<p>The WHO published a relevant updated guideline in 2018. The draft EIS has discussed and ultimately dismissed the older guideline, yet stayed completely silent on the newer, current guideline. The 2018 guidelines strongly recommends a night time outdoor noise limit of 44 dBA Leq,night (external facade level), yet the noise assessment 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.</p> <p>As it stands, 122 out of the approximately 165 sensitive receptors in the LVRC have significant predicted night-time noise levels of ≥ 44 dB(A) Leq,night but these levels are below the adopted criteria. These 122 dwellings are not triggered for mitigation but are 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 of compensation. Figure 24 from the draft EIS Appendix P (below) shows the dwellings that exceed WHO noise guidelines but do not trigger the proponent's mitigation process (those enclosed in the red box). As a result, the draft EIS fails to meet the requirements of the OCG's Objective for Noise and Vibration which requires the proposed project to be 'planned, designed, constructed and operated to protect the environmental values of the acoustic environment.'</p>	<p>ability to sleep at sensitive dwellings. If this cannot be demonstrated, the criteria and assessment need to be revised.</p>
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<p>Section 15.8.9.4 (Potential for Sleep Disturbance from Railway Operations)</p>	<p>Underassessment of Sleep Disturbance – Section 15.8.9.4 states that ‘The adopted Lamax noise trigger accounts for the highest level of noise during train passbys and the number of passby events in the night-time.’ It is not clear how the Lamax assessment accounts for the number of pass-by events during the night if its normal definition of ‘the single highest noise level during a time period’ is to be applied.</p> <p>Further, the text goes on to propose that Lamax noise levels are well below the adopted criteria at receptors that are > 500m from the rail corridor but accepts that rail noise has the potential to be audible both internally and externally even where the adopted criteria are achieved. This demonstrates that the proponent accepts there will be noise effects at levels lower than their adopted criteria but are not willing to assess those effects against available guidelines.</p> <p>As a result, the draft EIS fails to meet the requirements of TOR 5.1 and the Objectives for Noise and Vibration.</p>	<p>The draft EIS requires update to correct wording and provide clarity and accuracy. This should include, but not be limited to quantification of the number of dwellings that may experience sleep disturbance and the real extent of those impacts. The assessment should also be updated to include the requirements of the most recent WHO guideline.</p>
		

Section 15.8.9.4 (Potential for Sleep Disturbance from Railway Operations)	<p>Failure to Adopt WHO Night Noise Guidelines – Section 15.8.9.4 references the WHO Night Noise Guidelines for Europe (2009) and accepts that an external level of L_{max} 49 dB(A) is the trigger for sleep disturbance, assuming windows are open. The section goes on to state that ‘noise modelling indicates that predicted noise levels from rollingstock could be above L_{max} 49 dBA within approximately 1 km of the rail corridor’ and goes on to state that ‘the 1 km distance is a guide to where night-time noise levels may have the potential to result in sleep-reactions in habitable rooms of residential properties.’</p> <p>Noise modelling in the draft EIS demonstrates that levels much higher than 49dBA L_{max} are predicted to be experienced at distances greater than 1 km. For example, receiver 314282 is approximately 1.2 km from the track and is predicted to experience 67 dBA L_{max}. The paragraph states “</p> <p>The potential for sleep disturbance for residents is underestimated and ultimately dismissed.</p> <p>Further, the Section states that ‘in practice, the response to noise, and aspects such as sleep disturbance, is personal and responses vary between individuals. A range of factors influence tolerance to noise, not just an absolute level of noise.’ The text does not elaborate on factors that do influence tolerance to noise or suggest an assessment method that is more suitable than the WHO guidelines. The wording appears to dismiss the need to assess sleep disturbance without any strong reasoning. Many residents will be disturbed and annoyed by audible train noise, especially where it has not existed before or has become significantly more intense and/or frequent. These people will most likely complain, and for those who experience noise above credible guidelines, their complaints will be justifiable. Also, understanding that responses vary includes acknowledging that a lack of complaints cannot be considered evidence of a lack of impacts.</p> <p>As a result, the draft EIS fails to meet the requirements of TOR 5.1 and the Objectives for Noise and Vibration.</p>	The draft EIS requires update to quantify the number of dwellings that may experience sleep disturbance and the real extent of those impacts. The assessment should be made according to the most recent WHO guideline.
Section 15.8.1 (Airborne Construction Noise Impacts)	<p>Construction Noise Levels over Limits – a significant number of dwellings and critical facilities are predicted to receive construction noise levels above the limits. Section 15.8.1 states that ‘the assessment has identified that measures to reduce and control construction noise will need to be developed and implemented...’</p>	The draft EIS requires update to appropriately consider noise impacts to sensitive receptors, including a clear commitment to the adoption of appropriate policies which will provide effective mitigation from adverse noise impacts during construction of the proposed project.

		LVRC request the OCG impose the following condition: 'The proponent is required to develop and implement, in consultation with LVRC, construction noise management plans and to reach written agreement regarding noise impacts with LVRC at least six months prior to commencement of construction activities. The construction noise management plans are to include detail relating directly to how appropriate policies which exist in Queensland will be complied with during construction activities.'
	<p>Lack of Clarity – Section 15.11.3 presents examples of at-premises noise mitigation 'such as increased glazing or façade constructions'. It is not expected whether this is intended to limit the possible mitigation options, but it is unclear, nonetheless. The word 'or' should not be used as it implies that increased glazing AND façade construction will not be offered together. Air-conditioning should also be mentioned here as any improvements to glazing and facades imply that windows are closed, and alternative ventilation and/or air-conditioning will be required.</p>	Section 15.11.3 requires update to provide clarity.
Section 15.11.3 (Operational Railway Noise and Vibration Mitigation)	<p>Inappropriate Consideration of Noise Impacts – Table 15.51 list at-property noise mitigation options. The options generally seem reasonable; however, they are mostly specific to internal habitable areas. Rail noise, especially at close proximity, will affect a whole property including outdoor spaces. The acoustic amenity of private open space does not appear to have been considered in the draft EIS at all. This point seems especially relevant in the Queensland climate where residents often make use of outdoor living and dining areas on a regular basis. These areas are not considered in the assessment. Informally - imagine trying to entertain in your BBQ area with 2 freight trains passing each hour at noise levels up to 91 dB(A). As a result, the draft EIS fails to meet the requirements of 5.1 and the Objectives for Noise and Vibration.</p>	The draft EIS requires update to consider private open spaces as living areas and provide specific mitigation options for these spaces.
Section 15.12.7 (Operational Tunnel Infrastructure Noise)	<p>Inappropriate Noise Criteria – it is noted that the ongoing operation of infrastructure associated with the tunnel (e.g., ventilation fans) has been assessed against the EPP (Noise) Acoustic Quality Objectives, resulting in an external night-time criterion of 37 dB LAeq,1hr (30 dB(A) indoors). It may be the case that Section 440U of the <i>Environmental Protection Act 1994</i> (EP Act) applies as it relates to 'air-conditioning equipment'. The night-time criterion from Section 440U is</p>	The draft EIS requires update to include the criteria for fixed infrastructure should be revised and based on the EP Act criteria. Certification measurements of fixed plant noise should also be undertaken to ensure expectations are met.

Appendix O (Section 6.1 Operational Fixed Infrastructure)	background + 3 dB(A), which may be lower than the applied AQO if the background level at the sensitive receptor is less than 34 dB(A). The EP Act represents an ongoing obligation to remain within criteria at all times. The predicted tunnel infrastructure noise level at the closest residential receptor to the eastern entrance to the tunnel is 19 dB(A) and the background level nearby (G2H_06) is 30 dB(A). The different criteria is unlikely to change the outcome in this case, however the ongoing requirement to comply with the EP Act is worth noting.	
Social		
Chapter 16	Chapter 16 of the draft EIS gives little regard to the impacts associated with the proposed alignment on LVRC's communities and over-emphasises the benefits to local communities. The Chapter does however acknowledge that there will be significant residual adverse impacts. Refer Table 16.25. 79 Impacts are identified with 66 of these adverse to the communities. As a result, the draft EIS 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 project review indicates it is highly unlikely, if not practically impossible, that the proponent can adequately mitigate the social impacts of the project on the residents of LVRC. Clearly additional work needs to be undertaken to identify strategies that will adequately avoid, minimise and mitigate the potential project impacts.
Section 16.12 (Impact assessment)	TOR 11.141 requires the social impact assessment to describe the potential impacts on affected communities. 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. For example, the impact assessment summary identifies many residual risks in the 'Extreme' social impact rating however it is not clear if an 'Extreme' residual risk is acceptable or unacceptable for the project to continue. In the strongest terms, Council recommends any 'Extreme' residual risks are inappropriate for this project and must be further mitigated to reduce the residual impact (which may involve a revised alignment).	It is recommended that the COG require the proponent to further consider mitigation options to reduce social impacts is required by the project. (This may involve a revised alignment).
Section 16.11.6 Workforce management	TOR 11.148 and 11.146 requires management plans addressing workforce management.	That unambiguous and clear commitments that 85% of the construction workforce of the G2H alignment will be sourced from Lockyer Valley and TRC is required for the region to see any tangible benefit from this project. That ARTC procure with this target in place.

	<p>The Workforce Management Plan states an objective is to enable residents of nearby communities to access the project's construction and operational employment benefits.</p> <p>Targets for employment within 125 km do not support local employment where the impacts of the project are felt.</p>	<p>Firm targets be introduced for employment and made publicly available and reported upon. (Unreleased targets are not targets at all.)</p>
Chapter 16	<p>The TOR objectives for the Social chapter are to “avoid or mitigate/ manage adverse social impacts arising from the project”.</p> <p>This chapter has outlined in several instances that the project will result in ongoing and long-term impacts to the communities of Lockyer Valley including impacts to:</p> <ul style="list-style-type: none">• Residential amenity• Rural character• Tourism values• Community safety• Regional development• Health and wellbeing• Traffic safety and travel times• Agricultural movements• Connectivity• Noise• Sense of place <p>(Table 16.5 of the draft EIS)</p> <p>It has further identified that these themes are valued by the community members of Lockyer Valley, determined through the outcomes of the SIA engagement process.</p> <p>Council recognises some mitigation measures have been identified (ie. Community Wellbeing Plan, Workforce Management Strategies). However, even with the project specific strategies the residual risk remains too significant.</p> <p>The social impact assessment has identified the impacts to the communities of the Lockyer Valley will be profound, significantly adverse, and irreversible.</p>	<p>Shifting assessments of social impacts from catastrophic/major to major/moderate is not avoiding impacts or appropriately managing social impacts. This is not an academic exercise. Impacts are real and it is recommended that the OCG require the proponent to develop further strategies to address the identified impacts.</p>

<p>Chapter 16 Section 16.9.2.1 (Community Survey) Appendix Q: Social Impact Assessment Technical Report, Section 6.3.1 (Community Survey) and Section 8.6.6 (Action Plan), Table 8.12</p>	<p>No translation of Community Survey findings – Section 16.9.2 discusses the findings of a community survey completed in 2018 regarding the project. The section openly states that ‘the general tone of the survey comments indicates <i>mistrust, anger, fear and opposition to the project</i>’ and that the respondents <i>anticipated negative effects</i> for their community in relation to many issues including, but not limited to, <i>community fragmentation, noise impacts, impacts to sleep and general health and wellbeing</i>. Specifically, community concerns regarding anticipated negative affects garnered from the survey included:</p> <ul style="list-style-type: none"> - Impacts on local property values and on quiet enjoyment of private properties. - Severance of farming land and impacts to agricultural productivity and local business operations. - Impacts to the scenic amenity and character of townships. - Disruption of residents’ quiet way of life and enjoyment of public spaces and townships, also affecting local visitor appeal. - Community wellbeing, including: <ul style="list-style-type: none"> - Fear of community fragmentation, harming cohesion. - The potential for increased stress, anxiety and depression among affected property owners and also nearby residents who fear or oppose the project. - Noise impacts causing nuisance, affecting sleep and general health and wellbeing. - Potential for pollution and coal dust to affect the drinking water of nearby residents that rely on rainwater tanks.’ <p>The Chapter provides no evidence that any community or stakeholder inputs were actually integrated into mitigation measures. Rather the reader is directed to Appendix Q. As a result, the draft EIS fails to meet the requirements of TOR 12.2 which states that ‘<i>no significant issue or matter should be mentioned for the first time in an appendix – it must be addressed in the main text of the EIS.</i>’ These community concerns are a significant issue and should be treated accordingly, rather than dismissed.</p> <p>Section 6.3.1 (Community Survey) of Appendix Q also fails to address any of these concerns, rather it instead cites key themes from respondents including ‘changes to the project alignment to avoid impacts on towns, and/or minimising agricultural land severance.’ Table 8.12, which claims to provide commitments and management measures to support the mitigation of impacts is silent on any and all community concerns and completely fails to consider realignment.</p>	<p>LVR consider that community consultation has not been appropriately managed, and this is made clear through the lack of consideration of the findings of the community survey in the document.</p> <p>It is recommended that the OCG require the proponent to update the EIS to demonstrate how the findings of the survey have resulted in changes to the proposed project. The very real adverse impacts the proposed alignment will have on the local community, and the communication (through various means) of community concerns, need to be considered by the proponent and addressed in a way which will ensure that there will be <i>no significant residual impact</i> to the community as a result of the project.</p>
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	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.'	
Chapter 17		
Chapter 17 TOR 11.21	<p>A fundamental concern remains regarding the real economic viability of Inland Rail. Chapter 17 states it is based on a 2015 Business case, yet the previous deputy PM announced additional costs of \$5B and the PPP process has still yet to be concluded. That process is likely to introduce substantially more cost. Yet the additional benefits have not been described.</p> <p>The Australian Government is undertaking a business case to add an Inland Rail link to Gladstone to enable coal to be exported from that port. The deputy PM has announced on several occasions (most recently on 13 October 2021) that the Gladstone project will proceed. The export of coal from Gladstone rather than coal trains going through the Lockyer Valley and SEQ is a sensible approach, however, the Business case for Inland rail to Brisbane is predicated on substantial coal train movements to the Port of Brisbane. Removing that significant revenue stream (the details of the coal volumes and charging/pricing/revenue contribution from coal has never been publicly released) reduces the business case benefits. Covid-19 has also introduced increased costs of materials and the scarcity of inputs to construction and labour. This will significantly impact on construction costs. So, with reducing benefits and spirally costs, at what point does the project become economically unviable? The BCR may well be less than 1.</p>	That the COG requires the significant reduction in benefit and the substantial additional costs be factored in to require that the economic analysis and BCR be reassessed. The Project has claimed a net economic benefit. This needs to be tested.
17.6.3 TOR 11.149	TORs 11.149 requires an identification of economic impacts on the local and regional area . This has not been adequately undertaken and the TOR 11.149 has not been met. The data and information is generic and dated. (It assumes a 'slack labour market' which demonstrates how out of date the data is.)The benefits are generic and at a macro level. There is no data provided for the subregion where the project is to be constructed.	It is recommended that the CoG require ARTC to provide a meaningful analysis of economic impacts within the local area that translates to actual strategies to mitigate economic impacts.
17.6. TOR 11.21	The EIS admits that there are limitations on the assessment methodology and does not examine economic impacts at a local level. The statement from ARTC in this section that the 2015 Business Case should be relied upon is dismissive of CoG processes and the requirements of the IAS.	Proper economic assessment should look at the benefits and costs at a Local government and regional area level. Looking at National benefits does not demonstrate the costs and benefits of the G2H project.

		Fundamental problems have clearly arisen with that business case given the Australian Governments press release increasing funding of the project to \$14.5 B up by \$5 B. The 2015 Business case is no longer current – refer above.	
17.6. TOR 11.21	The loss of agricultural land is discussed. Though calculations are very poorly made and misleading. To suggest that the loss of this land represents loss of \$78000 pa is absurd.	That the section be corrected with appropriate methodology for this calculation.	
17.6. TOR 11.21	The impacts on local businesses are not properly considered. For example the EIS states “the project design has aimed to minimise impacts on the current and future operations at Withcott Seedlings – a major regional supplier of seedlings...” The design actual bisects 2 water storage facilities at this location up on a rail structure. The disruption during years of construction will be enormous and during operation of the railway is an unknown. The specific impact on the economic viability of farming and other operations, as a result of this potential disruption to access and infrastructure, is not quantified in this assessment.	It is recommended that the OCG require these impacts be considered.	
17.6. TOR 11.21	The benefit categories are too generic and are meaningless at a local level. The EIS has not been able to demonstrate any tangible benefits at this critical level. Making a high-level assessment based on invalid assumptions is meaningless for assessment. For example, assuming a significant mode shift from road to rail. No farmers from the Lockyer Valley have advised Council they would utilise rail - for valid timing and product risk reasons No direct costs have been identified to assess true economic costs. For example, no analysis is attempted for costs such as reduced mental and physical health for local residents.	Full economic analysis at the local and regional level is required	
Chapter 19 Traffic and Transport			
Chapter 19	The Proponent is to amend Chapter 19 and Appendix U Part 1 & 2 – The Traffic Impact Assessment has a number of data and assumptions which are challenged by LVRC. Please refer to further detailed commentary. In aggregate, these issues understate the impact of the project on the local road network.	That the COG require the Proponent to submit an amended Traffic Impact Assessment incorporating: - actual traffic counts on all impacted road links - justification of forecast construction movements - growth rates agreed by LVRC	
Chapter 19	The impacts on LVRC roads are enormous. Virtually the entire project within the Lockyer Valley is either in the tunnel, on structures (viaducts bridges etc) or in	That the COG require the Proponent and/or their appointed Contractor to enter into an agreement with LVRC to fully compensate the Council for increased maintenance costs on	

	cuttings. This is a scale of infrastructure (and road impact) that is difficult to envisage.	roads and other impacted infrastructure assets as a result of project construction traffic. Further, such agreement is to specify that Council shall be entitled to further compensation for accelerated degradation of road pavement and sealed assets, whether or not short-term maintenance is required.
Chapter 19	Interface agreements with ARTC and the PPP are envisaged but have not been executed at this stage. It will be critical that the COG recognise negotiated and agreed positions and underpin any agreement with a requirement for the proponent and/or PPP to compensate LVRC and the community for this impact.	That the COG require Council to be compensated for impacts to road network and cost of maintenance and road consumption. That should any contractual agreements between LVRC and the Proponent or their contractor result in a higher standard of condition than that imposed by the COG in the EIS, or be a direct impact to LVRC assets, confirm that the contractual agreement shall take precedence.
Chapter 19	Project Scope and Technical Requirements (PSTR) including Finalised Record documents represents Council's position with regard to impacts on its infrastructure assets.	That the COG support Council's position on the PSTR and confirm that any conditions imposed by the EIS should not lessen the standard agreed by LVRC in relation to the construction and/or maintenance of its assets.
Chapter 19 Table 19.27	Intersections listed for LVRC are potentially underreported due to erroneous traffic count data being used to evaluate intersection impacts. No detail detailed assessment of the listed intersections is provided, nor mitigation measures proposed.	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.
Chapter 19 Section 19.11	Other Inland Rail projects forming part of the PPP (H2C and C2K) are listed only as projects considered in cumulative assessment.	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.
	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.	This is particularly relevant for the town of Helidon which is heavily impacted by both G2H and H2C projects.
TOR 11.113 Not met Sect 11.	Traffic impacts only consider the G2H project. This does not adequately consider the total transport task of all IR projects.	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.
U_Traffic_P1 Sect 5.4	Council would consider an appropriate construction worker camp(s) being constructed subject to the usual planning approval process. No such camps should be considered as part of the project on the corridor and outside of the planning scheme framework	No construction worker camps are to be built as a part of the project. Any proposal to do so should require development approval from the relevant local government and normal planning application processes to be followed.

U_Traffic_P1 Sect 5.4	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 and the Lockyer Valley are very low and the impact of a major project on the market, particularly squeezing out the lower socio-economic end is considered a significant social risk to be addressed.	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.
Appendix U Part 1 Table 5.10	A significant quantity of spoil is generated by the project ~300,000 cubic metres. It is noted that this will be transported along the road network to a final re-use location.	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 haulage and how they intend to mitigate impact to the road network on an asset and safety level.
Appendix U Part 1 Sect 5.7.6	Movement of greater than 1 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 designed 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 Sect 12.5	The Pavement Impact Analysis has only been undertaken on state-controlled roads.	The impact of significant numbers of heavy vehicle movements on the local road network must be accounted for and compensation agreements are required to be in place between the Proponent, project company and local road authority.
Appendix U Part 1 Table 6.2	Reporting the percentage changes without listing the existing traffic used as the denominator in the calculation is misleading as some of the existing traffic data is based on assumed counts, often significantly higher than reality, which has the effect of showing a lower percentage increase than what it would be with real data.	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.
Chapter 20 – Hazard and Risk		
Chapter 20 (Hazard and Risk)	Failure to Appropriately Address Community Health and Safety Risks – the OCG's TOR objective (b) for hazards, health and safety states: 'developments are to be	To meet the TOR, LVRC strongly recommends the OCG require the proponent to undertake further and more comprehensive

<p>Chapter 16, Section 16.10.4 (Health and Wellbeing)</p>	<p>appropriately located, designed and constructed to minimise health and safety risks to communities and individuals and adverse effects on the environment.’</p> <p>Rail Safety</p> <p>The draft EIS fails to meet this objective as the proposed co-location in the WMSRC corridor (which passes close to rural living and urban areas) significantly increases the risk to the community from potential rail accidents such as derailments.</p> <p>Rail safety and concerns over a catastrophic derailment have been raised by members of the public and have been discussed in Section 20.7.2.1. However, Chapter 20 of the draft EIS only makes mention of the possibility of derailment, with Table 20.5 citing an incident rate of 0.451 per million freight km’. It seems from Section 20.7.2.2 that the incident rate used in the EIS is based on historic derailment data from 2016 to 2020. It is not clear from the EIS if the predicted derailment incident rate statistics have been adjusted for the increased risk of derailment associated with the height, length and speed of proposed trains.</p> <p>Section 20.7.2.3 states that the risk of derailment may potentially escalate, with double-stacked containers on bridges and viaducts during extreme weather and high wind conditions”. Other factors that are acknowledged in Chapter 20 as increasing the risk of derailment include steep grades, tunnels, shifting loads from double stacked container and potential interactions with the West Moreton Rail System. A project specific estimated derailment rate is not provided in the EIS even though the EIS acknowledges that there are project specific factors which increase the risk of derailment.</p> <p>Table 20.12 outlines the management of a derailment. At no time does the document discuss in detail how derailments would be managed to ensure there is no significant residual risk to communities.</p> <p>Independent research reveals that train derailments occur quite frequently, with many incidents and accidents on rail each year. The Australian Transport Safety Bureau (ATSB) rail safety investigation database shows that of the 285 recorded rail incidents between 1997 and 2021, 97 were incidents were derailments (equivalent to 4 derailments per year). However, as noted above, there are several factors which increase the potential for train derailments along the alignment compared with more traditional existing freight rail transport networks.</p>	<p>and accurate assessments of alternate alignments that comply with the TOR to identify an alignment that will adequately avoid, minimise and mitigate the potential health and safety impacts to the residents of the Lockyer Valley.</p> <p>The hazards and risks of the project to the community must be reviewed by the proponent to:</p> <ul style="list-style-type: none"> • Provide a project specific assessment of derailment risk that accounts for unique elements of the proposal which increase the potential for derailments. • Provide an accurate assessment of sleep disturbance impacts from noise emissions and the associated health risks. <p>Provide an assessment of the risk of Q-fever to the community associated with livestock trains.</p>
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	<p>At capacity, and at speed, the possibility of an incident on Inland Rail increases exponentially. If such an incident occurred near a town, such as Helidon, or public road, there would be catastrophic consequences. For example, the alignment is beside Airforce Road which services the Helidon Explosives Precinct (see below). Heavy vehicles use this road to transport explosives and other chemicals to and from the precinct. Therefore, a train derailment in this area could present a significant safety risk if it collided with a vehicle transporting explosives or chemical.</p> <p>Visual evaluation</p>  <p>Photomontage view from Viewpoint 20</p> <p>Further, Table 20.11 states that proposed 'mitigation strategies' would only reduce the risk of these incidents from 'high' down to 'medium'. This level of risk post-mitigation is not acceptable to LVR. The concern about the possibility of a derailment is very real given the speed, length and height of trains and the proximity of the alignment to public roads. Even though the EIS acknowledges a there are a range of factors that increase the risk of derailment for the proposal,</p>	
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	<p>the incident statistics used to assess public risks do not appear to have been corrected to account for project specific factors.</p> <p>Health Risks</p> <p>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.</p> <p>LVR's assessment found that sleep disturbance may be experienced at 122 out of the approximately 165 sensitive receptors. The draft EIS grossly underestimates the scale of sleep disturbance that will be experienced as it fails to use recognised best practice guidance on this matter. 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. The draft EIS is silent on the health impacts associated with sleep disturbance and makes no firm commitment to addressing this profoundly serious and real risk.</p> <p>Table 20.11 at Chapter 20 rates the residual risk of noise impact from rail operations as low. LVR oppose this finding as the assessment of noise is seriously flawed (as demonstrated in earlier in this response) and the proponent provides no detail or commitment to noise mitigation. Therefore, how can the risk of noise impact be known given the seriously flawed nature of the assessment and lack of detail around mitigation. Sleep disturbance will occur from the project at a far greater scale than predicted by the draft EIS and this will present profoundly serious health risks to Lockyer Valley residents that the proponent has failed to recognise or demonstrate how they will accept responsibility for preventing these impacts.</p> <p>As demonstrated earlier in this response, the air quality assessment does not give any consideration to microbiological contaminants in air emissions during operations, namely Q-fever (<i>Coxiella burnetii</i>) in dust from livestock trains. TOR 11.128 requires assessment of any contaminants or materials that may be released from the project. Q-fever is an infectious disease spread from animals (mainly cattle, sheep and goats) to humans by a bacterial called (<i>Coxiella burnetii</i>). People become infected with Q-fever by inhaling contaminated</p>	
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		aerosols and dusts. Sources of relevance to the project can include animal wastes (urine, faeces etc) and contaminated machinery/equipment/vehicles. 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. Table 20.11 at Chapter 20 rates the residual risk of air emission impacts from rail operations as low. LVRC strongly opposes this finding as the assessment of air emissions is seriously flawed (as demonstrated in detail later in this response) as the proponent has failed to meet the TOR and identify all potential risks and impacts. The livestock trains present a real and profound 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.	
TOR 11.156	As discussed in Chapter 13 comments flood and bushfire evacuation routes have not been identified.	The draft EIS does not meet TOR objective (b) for hazards, health and safety as it does not accurately identify, assess and mitigate the potential significant health and safety risks associated with the project. The current alignment near towns, namely Helidon, and other regional localities such as Postman's Ridge, means that it is highly unlikely that the proponent can adequately mitigate the potential health and safety impacts of the project on the residents of Locker Valley.	
TOR 11.156	The proposed railway will prevent access across the corridor. Escape routes for flood and bushfire events need to be identified and established.		That the proponent identify current evacuation routes and evacuation centre locations particularly for Helidon and demonstrate the viability of future evacuation routes during construction and following rail construction. These routes to be to the satisfaction of the LVRC and the Locker LDMG
Outline of Management of Incidents	Rail Accidents refers to ARTC's Accident or Derailments - Actions to be Taken (SMP03). SMP03 available online does not outline the process for notifying emergency services and the Local Disaster Management Group if required		Recommend that a condition be imposed requiring the identification of flood and bushfire evacuation routes for both the construction and operational phases of the railway. That ARTC be required to include communication protocols with emergency services and the Local Disaster Management Group in SMP03 or appropriate document

Identified - Rail incidents		
Outline of Management of Incidents	Consult with local emergency service/local government to plan and develop alternative means of access for use in emergencies.	That ARTC be required to consult with local emergency service/local government to plan and develop alternative means of access for use in emergencies.
Hazard and Risk Mitigation Measures - Bushfire	Bushfire mitigation and management measures do not include maintaining access/egress for community during all project phases.	ARTC be required to maintain community accesses during all phases of the project including construction.
Hazard and Risk Mitigation Measures - Bushfire	Bushfire mitigation and management measures do not include maintaining existing fire trails.	That ARTC be required to maintain access to fire trails at southern end of McNamaras Road, Withcott, Hodgetts to Howmans Road, Lockyer.
Hazard and Risk Mitigation Measures - Bushfire	Bushfire mitigation and management measures do not identify where water supply for firefighting purposes will be accessed from.	ARTC be required to source water for firefighting purposes from sources other than private properties and ensure water storage on corridor is maintained during construction and operational phases.
Natural Hazards Mitigation	The potential impacts to environmental values throughout the Project lifecycle will be managed in accordance with ARTC's Safety Management System, e.g. Emergency Management Procedure (ARTC, 2019)	That ARTC be required to provide their Emergency Management Procedures to Emergency Services and the Local Disaster Management Group to identify level of response capability within ARTC and level of service required from emergency services and the Local Disaster Management Group.
Bushfire TOR 11.156	The EIS does not address where fire breaks/access will be established. The EIS describes the very significant number of locomotive fires that occur annually. This potential source of catastrophic bushfires needs to be mitigated.	That ARTC be required to engage with Rural Fire Brigades and residents to identify fire trails and emergency accesses not included in Lockyer Valley Regional Council fire trail mapping (provided to ARTC). That ARTC be required to prioritise construction of fire breaks and accesses at the commencement of construction phase and advise Rural Fire Service, emergency services and the Local Disaster Management Group of locations.
Bushfire TOR 11.157	The EIS does not confirm what capacity of 'trained personnel' ARTC has for fire response.	That ARTC be required to confirm their bushfire response capacity and level of service required from emergency services and the Local Disaster Management Group.

Bushfire TOR 11.156	The EIS states 'consideration will be given to providing and maintaining access where local roads can facilitate emergency access, first response firefighting, accessibility and sufficient water supply for firefighting purposes and safe evacuation.	<ul style="list-style-type: none"> That ARTC be required to: <ul style="list-style-type: none"> maintain or provide alternative access to local roads to the road managers satisfaction with no loss of connectivity ensure there is sufficient water storage during construction phase for firefighting purposes. provide emergency access for emergency services. construct corridors to enable firefighting and emergency vehicles to traverse across the corridor considering current and future vehicles heights widths weights, capacity etc 	
Emergency Planning TOR 11.157	Testing of emergency procedures for Level 1 incident - through exercising should include emergency services and the Local Disaster Management Group	That ARTC be required to provide for emergency procedures for Level 1 incident to be tested annually to evaluate the effectiveness of emergency preparedness, communications and response including emergency services and the Local Disaster Management Group.	
Residual Risks – Mitigation Measures	This section does not identify evacuation routes across the corridor for communities under threat from bushfire, flood or other disaster.	That ARTC be required to consider local and regional hazards and their interaction on evacuation routes current and future considering climate change and the ultimate developed footprint and usages of the region.	
Climatic Conditions 11.166	Increased wind speeds, could potentially result in derailments or escalate the spread of fire.	That ARTC be required to demonstrate that operational limits on approaches to and from built up areas and on high structures take into account climatic conditions. That ARTC be required to demonstrate how they have reduced the risk of sparking fire on high or higher Fire Danger Rating days.	
Chapter 21 Waste and Resource Management			
Chapter 21	Waste issues for the project construction have been considered and there is an emphasis on applying the waste hierarchy which promotes reduction and reuse where possible.	It is recommended that the COG confirm this approach with the proponent.	

Waste and Resource Management TOR 11.169 to 11.176	It is acknowledged much of the waste generated in the project will be spoil and this will be reused where possible.	That the OCG require consultation with Council over appropriate locations and treatment of spoil. It is recommended that the Draft EIS be amended to: 1. Remove any Lockyer Valley transfer stations from Table 21.4 as they are not available for any waste disposal for this project. 2. Remove Gatton Landfill from Table 21.4 as there is no tonnage capacity at this site to take waste generated by this project. 3. Note formally that there is no opportunity to manage waste disposal through the Lockyer Valley Regional Council waste facilities. It is recommended that the COG condition the proponent to require that that all disposal be to other landfills owned by the private sector or (with their approval) other local governments.
	Section 21.4 notes there are existing waste management facilities in Lockyer Valley and incorrectly indicates that these may have the ability to accept waste from the project. Whilst Council is licensed to receive up to 20,000 tonnes per annum of waste at the Gatton Landfill, the management of the waste streams for our community currently absorbs almost all this figure. There is only five years remaining life at the Gatton Landfill so acceptance of large amounts of waste from this project is not feasible in either tonnage terms or protection of our valuable landfill space. Council currently manages the amount of clean fill accepted into our waste sites so that we both manage our stockpile sizes and don't store material in excess of what we need for our operational use. There is no capacity to accept any clean fill at any of our landfill sites. Table 21.4 incorrectly indicates transfer stations in the Lockyer Valley may have capacity to take waste. These facilities are provided for the use of residents to dispose of domestic waste and have no capacity to stockpile or dispose of waste. Large vehicle access is also not available to take the types and volumes of waste suggested.	

	There is no ability at any of the Lockyer Valley sites to take or stockpile green waste that is removed as part of this project. Council mulches green waste every 1-2 years (depending on volumes) and does not have the room to stockpile volumes of green waste that are over and above normal domestic and small commercial generation rates.	That the COG note there is no capacity for the project's green waste at Lockyer Valley sites and require the proponent to find alternate disposal sites.
	Section 21.7 discusses potential spoil disposal locations. LVRC sites are not mentioned here (and can't accept fill material). However, it may be possible to accept some material in coming years for landfill remediation. The remediation program of old landfills across the Lockyer Valley is expected to be mapped out in 2021/22 and, depending on the quality of the spoil produced, this material could be suitable for final capping of the landfills. Discussions should be held with the project managers when more information is known on the type of fill required. This would be mutually beneficial to dispose of certain spoil and remediate old landfills.	That the COG require the proponent to identify potential suitable excess spoil in the Lockyer Valley for potential use in landfill remediation. That the COG require the proponent to liaise with LVRC to facilitate the use of this spoil for land fill remediation.
Chapter 22 Cumulative Impacts		
Chapter 22	Cumulative Impacts for Operations – 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). The Cumulative Impacts chapter of the draft EIS states that cumulative impacts are more likely to have the most material impact during the construction phase and that operational impacts are typically restricted to expansion activities. The cumulative impact assessment therefore predominantly focusses on the construction phase of the project. This assumption of minimal cumulative operational impacts is incorrect and fails to address the substantive impacts on rural and residential communities throughout the Lockyer Valley. These impacts are associated with the significant increase in both the volume and size of trains.	A cumulative impact assessment of the operational phase of the project needs to be undertaken.
Section 22.6 (Summary of Cumulative Impacts and Mitigation Measures) Section 22.6.3	Cumulative Impacts from Lighting – TOR 7.3 requires the draft EIS assess the cumulative impacts over time and in combination with impacts created by other activities and propose a way to suitably address predicted cumulative impacts. The cumulative impacts arising from temporary and permanent lighting from the proposed project are inappropriately dismissed. Table 22.12 states that 'due to the low level of lighting proposed for the project, there are not anticipated to be any significant cumulative lighting impacts	Dismissing the impacts from lighting entirely results in no actual mitigation measures recommended in the event of such impacts and as a result, the draft EIS fails to meet the requirements of TOR 7.3. The draft EIS requires update to discuss adverse impacts from lighting and mitigation measures and proponent commitments discussed.

(Landscape and Visual Amenity) Table 22.12	<p>associated with these projects.' This statement ignores the actual lighting impacts that should be recorded, even if they are not highly significant in their overall assessment of cumulative impact. In particular:</p> <ul style="list-style-type: none"> - There will be night lighting associated with construction activities (e.g., 24/7 activities and on-site security floodlighting) that should be considered, although their significance may be low-medium due to their relatively low duration). <p>There will be some impact from permanent changes to streetlighting and tunnel lighting during operation of the proposed project.</p>	
Section 22.6.8.2 (Operational Cumulative Impact)	<p>Cumulative Impacts from Toowoomba Bypass – the section following Table 22.19 provides commentary on the cumulative impacts of road traffic and railway noise. It is accepted that cumulative impacts only materialise as a measurable difference when the two sources are within 10 dB(A) of each other, with a maximum increase over the component levels expected to be 3 dB(A). However, the risk of noise impacts and ongoing complaints is potentially high for residents who are already exposed to noise from the Toowoomba Bypass. These residents may already be sensitive to noise from the bypass, which was constructed recently, and any additional noise is likely to be met with resistance. As a result, the draft EIS fails to meet the requirements of TOR 7.3.</p>	<p>The draft EIS requires update to meet the requirements of TOR 7.3 and to assess the cumulative noise impacts from the proposed project and the Toowoomba Bypass in detail.</p>
Chapter 22	<p>Lack of Assessment of Operational Cumulative Impacts – cumulative impacts can be defined as 'successful, incremental and combined impacts of activities on society, the economy and the environment' (NSW Social Impact Assessment Guideline, 2017). Chapter 22 of the draft EIS states that cumulative impacts are more likely to have the most material impact during the construction phase and that operational impacts are typically restricted to expansion activities. The cumulative impact assessment therefore predominantly focusses on the construction phase of the project. This assumption of minimal cumulative operational impacts is incorrect and fails to address the substantive impacts on rural and residential communities throughout the Lockyer region. These impacts are associated with the significant increase in both the volume and size of trains. As a result, the document fails to meet the requirements of TOR 6.6 and TOR 7.3.</p>	<p>A cumulative impact assessment of the operational phase of the project needs to be undertaken in order to meet the requirements of the OCG's TOR.</p> <p>Further that the cumulative transport impacts of the PPP projects be considered given the shared transport impacts on the Lockyer Valley from those projects.</p>
Chapter 23 – Draft Outline Environmental Management Plan		
Section 23.15.3 (Landscape and	<p>Lack of Specific Mitigation for Lighting Impacts – TOR 11.84 requires the draft EIS 'describe any proposed measures to avoid, minimise or mitigate potential impacts</p>	<p>These statements require update to be more specific with respect to mitigation measures and should include examples of</p>

Visual Amenity) Table 23.7	<p>on landscape character and visual amenity.' However, the draft EIS fails to propose any specific measures for mitigating the visual impacts of lighting during the construction or operational phase of the proposed project.</p> <p>Table 23.7 lists proposed mitigation measures related to visual amenity for the draft Environmental Management Plan. There are 2 lighting-relevant measures listed:</p> <p>1) 'During detailed design, review assessment of the potential for operational light impacts to residents and identify if/where attenuation measures are required.'</p> <p>This statement seems to suggest an assessment has already been conducted (although this is not documented). However, this statement lacks detail on the impacts being addressed (which elsewhere have been dismissed) or provide specifics regarding the attenuation measures that may be required.</p> <p>2) 'Avoid or minimise the effects of unavoidable out-of-hours works in close proximity to residences and, where construction light impacts are predicted, implement attenuation measures in discussion with potentially affected residents.'</p> <p>This statement acknowledges the impacts that may occur during the construction phase of the project. The text should provide specific strategies which reference AS/NZS 4282:2019.</p>	<p>localised attenuation measures for lighting impacts, particularly as they fail to appear anywhere else in the draft EIS, and in order to meet the requirements of the OCG's TOR.</p>
Section 23.15.3 (Landscape and Visual Amenity)	<p>Lack of Specific Monitoring for Lighting Impacts – TOR 11.93 requires the draft EIS 'describe any proposed measures to avoid, minimise or mitigate potential impacts on natural values, and enhance these values' ... 'in particular, address measures to protect or preserve any threatened or near-threatened species.' The draft EIS fails to make clear what monitoring will be conducted related to permanently installed lighting.</p> <p>Section 23.15.3 suggests that environmental monitoring should include lighting monitoring and/or audits (in order to implement visual amenity related management processes). However, this is not explicitly stated here or elsewhere. Other sections on monitoring include specific monitoring (e.g., see air quality monitoring in Section 23.15.5).</p>	<p>The draft EIS requires update to meet the requirements of TOR 11.93 and to make specific reference to what type of monitoring will be conducted (and if lighting monitoring or audit is included) in the management of landscape and visual amenity.</p>

Section 23.15.4 (Flora and Fauna) Table 23.8	<p>Lack of Mitigation for Lighting Impacts – TOR 11.93 requires the draft EIS ‘describe any proposed measures to avoid, minimise or mitigate potential impacts on natural values, and enhance these values’ ... ‘in particular, address measures to protect or preserve any threatened or near-threatened species.’</p> <p>Table 23.8 does not include any measures to mitigate adverse impacts of lighting to fauna and flora during construction or operation of the proposed project. As a result, the draft EIS fails to meet the requirements of TOR 11.93.</p>	The draft EIS requires update to include appropriate mitigation measures to ensure impacts of lighting on flora and fauna are reduced in a way which ensures that there is <i>no significant residual impact</i> . Guidance on such measures is available from the National Light Pollution Guideline for Wildlife (2019).
Chapter 24 - Conclusions		
Chapter 24, Chapter 22, draft EIS	<p>Lack of Consideration of Collective G2H Project Impacts and Interactions: The draft EIS fails to consider the overall impact of the proposed project by considering the interactions between and integrating the findings of various technical assessments. The draft EIS does not seem to adequately consider the compounding impacts (like cumulative effects) of the project. This is demonstrated by a lack of linkages or communication between the various parts of the draft EIS suggesting that the technical assessments have been completed in isolation. Some examples of this are below (this is by no means an exhaustive list).</p> <p>Groundwater that enters the tunnel during operations is proposed to be discharged to the Rocky Creek catchment in the LVRC LGA. This will turn the receiving ephemeral watercourse (only flows after rainfall) into a permanently flowing watercourse. However, this significant action which is described in Chapter 14 is barely considered in the following chapters:</p> <ul style="list-style-type: none">Chapter 9 (Land Resources) – includes a salinity assessment but this gives no consideration to how landscape salinity may be affected by the surface water hydrology changes and its effect on groundwater dynamics and salt movement.Chapter 13 (Surface Water and Hydrology) – Makes no assessment of the impacts of changes to surface water hydrology or water quality in catchments at the eastern and western end of the tunnel. Chapter 13 does say in construction that groundwater infiltration can affect natural ecology and aquatic ecosystems and wet weather releases of water are preferred. This comment is made in relation to the western end of the tunnel but would presumably also apply to the eastern end. The comment does not extend to continuous flows during operations. Does not consider	To meet TOR 5.1, the draft EIS needs to be reviewed to ensure technical assessments are not completed in isolation to ensure the collective impacts of the project are identified and assessed and suitable mitigation measures developed.

		<p>impacts to Environmental Values of the catchment by the step change in hydrological regimes.</p> <ul style="list-style-type: none"> Chapter 11 (flora and fauna) gives no consideration at all to the proposed hydrology changes in relation to aquatic habitat and ecosystems, aquatic flora and fauna, riparian vegetation etc. At 11.7.11 it refers to impacts to Murray Cod (in western section of study area) but says <u>construction</u> impacts will be temporary and a return to pre-construction creek flows will protect this species. This chapter does not include an assessment of the ecological impacts of changing ephemeral watercourses to perennial watercourses. <p>This is just one example of an issue which demonstrates a lack of communication/interaction between the numerous elements of the draft EIS. In short, the draft EIS does not address the collective impacts of the proposed project and therefore does not meet TOR 5.1. Therefore, the draft EIS has not identified all the likely impacts of the project nor determined the required mitigation measures.</p>	
Appendices			
Appendix F (Project-wide Commitments)	<p>Lack of Appropriate Commitment to Monitor Noise – a commitment is required to monitor and verify noise levels within six (6) months post-commencement of rail operations. The section does not give detail on the scope of the monitoring or verification that is expected.</p>	The proponent should specify the extent of noise monitoring that will be undertaken and whether it will include monitoring and reporting in response to noise complaints.	
Appendix F Section F3 (Detailed Design Phase) Table F3.1	<p>Lack of Obtrusive Light Commitments – TOR 11.84 requires the draft EIS 'describe any proposed measures to avoid, minimise or mitigate potential impacts on landscape character and visual amenity' While TOR 11.93 requires the draft EIS 'describe any proposed measures to avoid, minimise or mitigate potential impacts on natural values, and enhance these values' ... 'in particular, address measures to protect or preserve any threatened or near-threatened species.'</p> <p>The wording of proponent commitments provided in Appendix F does not comprehensively address obtrusive light issues.</p> <p>Addressing commitments related to landscape and visual amenity, item D18 in Table F3.1 states that the proposed project's landscape design will develop</p>	The draft EIS requires update to include appropriate and necessary design actions to mitigate adverse impacts from obtrusive light in proponent commitments in order to meet the requirements of the OCG's TOR.	

	treatments, landscaping and stabilisation at 'key view-points identified in the EIS.' As discussed previously, significant problems can arise related to obtrusive light during construction and operation phases, where the area of concern is not aligned precisely to the viewpoints identified in the draft EIS.	
Appendix F	Inappropriate Proponent Commitments: Appendix F fails to meet the requirements of TOR 7.4, which requires the proponent to 'include a consolidated description of all the proponent's commitments to implement management measures (including monitoring programs). Should the project proceed, these should be able to be carried over into the approval conditions as relevant.' The proponent has failed to consider the second half of TOR 7.4 as most of the 'commitments' are not considered to be appropriate for use as approval conditions as they are broad statements which are open to interpretation and lack any real measurable structure or form. As a result, they are not appropriate to be converted to regulatory conditioning. Further, most of the 'commitments' provided in Table F2.1 are standard actions which are required to occur as part of due and regulatory processes (e.g., 'the proponent will continue to engage with the State of Queensland to protect and acquire the rail corridor and land required to facilitate the project works and operations, including maintenance'). Such wording cannot be considered to be robust or a commitment to achieve best practice.	The draft EIS requires update to provide more specific and appropriate mitigation and/or commitments to ensure best practice is achieved. Committing to deciding how to mitigate during detailed design is not considered an appropriate response as it is no commitment at all and therefore fails to meet the requirements of the OCG's TOR.
Appendix H Figure 8 Figures 10 - 12	Visibility modelling not clear – transparency is lacking with respect to visibility modelling shown in Appendix H, Figures 10 - 12 (but inexplicably not included in Chapter 10). It is not clear if the 'observation points' on which the Visibility Analysis Mapping (VAM) was based are the same as the receptor points (yellow dots) and scenic drives shown in Appendix H, Figure 8 (also not in Chapter 10), or whether a more accepted approach to visual exposure mapping was used (which gives weight to the number of observers on busy roads and public lookouts, more than to single residential viewpoints). The draft EIS fails to meet the requirements of TOR 12.2, which requires 'no significant issue or matter should be mentioned for the first time in an appendix'. Figures 8 and 10 – 12 may be considered significant issues as they show visibility modelling.	The draft EIS needs to be updated to clarify the visibility modelling and mapping and to meet the requirements of TOR 12.2.
Appendix H Figure 12	Dynamic Movement of Trains through the landscape – the methodology used for this visual impact assessment does not adequately address the dynamic aspect of	The draft EIS needs to be updated to address the impacts of dynamic aspects of train movement frequency combined with

	train movement frequency – the proposed alignment will be used by 33 trains per day (and up to 47 per day in 2040). Although Figure 12 purports to distinguish between static and dynamic visibility, it doesn't really, it just shows the visibility of permanent fixed infrastructure compared to a static snapshot of a train as it moves through. Also, the length of trains needs to be taken into account. There will be several viewpoints within view of at least one moving train for a high proportion of the day and night. Although a 1.8 km long train may (on average) take 1 - 2.5 minutes to pass any one point, if they slow down through hilly areas they may then be within view of any residence or sensitive receptor for much longer periods. Further, 33 trains per day represents (on average) equates to 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.	length and speed of trains – for example (one suggestion) by identifying the 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.
Appendix H Table 67	Mitigation measures - with respect to mitigation measures, the assessment make a number of recommendations which do not appear to make much difference to the severity of visual impacts (refer Appendix H Table 67). It is clear that high steep-sided cuttings will be visible as a linear scar across an attractive landscape with high scenic values (see for example Viewpoint 14). This is a significant impact within an attractive rural and forested hillside view, visible from a major public lookout, and needs to be more adequately mitigated by design and vegetation.	The draft EIS needs to be updated as it fails to address the impacts and possible mitigation of linear earthworks cuttings through attractive hillside scenery – appropriate mitigation measures should be discussed and if appropriate recommended.
Appendix N Groundwater Technical Report, Section 2.2.2	It is identified that the proponent has consulted with DRDMW regarding water authorisations under the various plans, with DRDMW "noting the complexities of the groundwater resources in the area and the overarching legislation". The requirement for further consultation is identified and the draft EIS notes that most of the issues relate to groundwater allocations.	It is recommended that the complexities are explicitly identified. The manner in which water will be allocated to the proposed project in accordance with the legislation and regulation should be identified in the draft EIS as this will inform monitoring, management and mitigation measures as required under Condition 11.62 of the TOR
Appendix N Groundwater Technical Report, Section 2.3.2.2 Water Plan (Moreton) 2007	The draft EIS identifies that there is no unallocated water in the Oaky Creek, Rocky Creek, Six Mile Creek and Lockyer Creek alluvia. It is not apparent from the draft EIS whether the proposed project will interfere with groundwater from these aquifers, and therefore whether allocations may be required.	The EIS should explicitly identify whether it will require an allocation from these units. The draft EIS should identify how the proposed project will obtain the necessary water allocation if there is no unallocated water in either the general or State reserve for the MRV.

Appendix N Groundwater Technical Report, Section 2.3.2.3 Water Plan (Condamine and Balonne) 2019	The draft EIS identifies that there are limitations on use from the MRV, including restricted timing (Monday, Tuesday, Wednesday and Friday from 7pm to 3am) for licensed extraction	Should a means of obtaining an allocation be identified, the draft EIS should identify how the proposed project will manage tunnel inflows in accordance with the limitations identified.
Chapter 14 Section 14.5.1 Groundwater study area Appendix N Groundwater Technical Report, Section 3.1 Groundwater study area	The draft EIS identifies the investigation corridor as a 1km radius from the centreline of the proposed alignment. The draft EIS also identifies that the extent of (predicted) groundwater drawdown was not limited by the study area.	The groundwater study area should be increased to incorporate the full extent of the predicted groundwater drawdown including the maximum extent of any sensitivity analysis performed with the groundwater model. This will ensure that all potential impacted environmental values are appropriately identified in accordance with Condition 11.36, 11.38 and 11.40 of the TOR
Chapter 14 Section 14.5.2.2 Stage 2 – Geotechnical and hydrogeological investigations and throughout Chapter 14 Appendix N Groundwater Technical Report, Section 3.2.3 Stage 3 – Groundwater impact identification	The proponent has committed to refinement of the numerical groundwater flow model and predictions and will be included in the Final EIS	It is considered critical that these refinements are undertaken for the final EIS and must include the findings of the additional site-specific investigations. The model should be refined and the extent of the groundwater study area should be defined based on the maximum extent of predicted drawdown, including the outcomes of the sensitivity analysis.

and throughout Appendix N		
Appendix N Groundwater Technical Report, Section 3.3.1 Magnitude of impacts	The criteria for magnitude categorisation is linked to the timing/duration of the potential impact and this will necessarily downgrade the significance rating in the assessment. The potential for significant impact is not necessarily dependent on the duration of the impact. For example, drawdown due to tunnel inflows may result in temporary (<12 months) or short term (12-124 months) reduction in capacity of a town water, industrial, irrigation or domestic supply. This has the potential to cause significant impact to the city/town, industry or landholder. Also, it assumes ecological resilience, i.e. that ecosystem function will not be harmed by a short duration impact. However, for example, if a GDE loses access to groundwater even for a short period of time, it may not be possible for that GDE to re-establish to its previous system function.	The magnitude criteria should be unlinked from the timeframe component and the potential impacts should be reassessed.
Appendix N Groundwater Technical Report, Section 3.4 – Cumulative impact assessment	The cumulative impact assessment excludes existing projects with the groundwater study area. This results in the assessment excluding consideration that the aquifers may already be stressed through existing allocations and stock and domestic use and that any additional drawdown may cause a tipping point to be reached.	Existing groundwater usage should be included in the cumulative impact assessment.
Appendix N Groundwater Technical Report, Section 4.4.2 Figure 4.4 – Cumulative rainfall departure	The graph y-axis label are incorrect, showing negative annual rainfall. Also, the annual rainfall trends are difficult to discern because of the type of graph used	Correct the y-axis labels
Appendix N Groundwater Technical Report, Section 5 – Field investigations	The draft EIS is based on field investigations from 2018, which included twelve open monitoring bores, one cemented vibrating wire piezometer a very limited (less than one year) period of water level monitoring. Additional geotechnical and hydrogeological investigations were undertaken from 2018 to early 2020, however this information has not been quantitatively incorporated into the draft EIS	It should be ensured that sufficient investigation of the site-specific hydrogeological characteristics is undertaken prior to the final EIS. The additional data should be quantitatively incorporated into the final EIS through the refinement of the predictive groundwater model.

including Table 5.1	<i>(results... were considered and are presented at a high level to complement the desktop geological and hydrogeological discussion).</i> Given the number of different formations/aquifers that the alignment traverses, the construction of a tunnel and the overall distance of the tunnel, the small number of investigation bores quantitatively incorporated in the draft EIS is considered insufficient. Importantly, the installed bores are only from the Koukandowie Formation and Gattton Sandstone (Table 5.1) and only the WVP is constructed in the Main Range Volcanics (MRV). Furthermore, three of the bores were dry, negating their usefulness. While the proposed tunnel alignment is predominantly in the Koukandowie Formation, it is likely that the MRV would be affected by tunnel drainage. As basalt aquifers are usually highly heterogeneous, significant investigation effort would be required to assess the hydrogeological implications thereof. The construction of a WVP in the MRV negates the ability to collect groundwater samples, therefore there is no site-specific information regarding the water quality that may flow into the tunnel and the implications of that water quality for material selection and water management. The investigations reported in the draft EIS are considered to not address Condition 11.38 of the ToR.	To satisfy Condition 11.38 of the ToR, multiple sampling events and multi-season water level monitoring must be undertaken to enable description of the natural variability associated with climatic and seasonal factors.
Appendix N Groundwater Technical Report, Section 5.4 Groundwater level monitoring	The vertical scale at which the groundwater level monitoring data is presented is inappropriate to clearly elucidate trends.	Figures 5.2 to Figure 5.8 should be regenerated at an appropriate vertical scale such that any temporal trends can be observed.
Appendix N Groundwater Technical Report, Section 5.4 Groundwater level monitoring	The period of groundwater level monitoring is insufficient to appropriately understand seasonal water level trends. From the data presented (but not discussed), there appears to be an overall declining trend to the water levels despite the period of monitoring corresponding to the wettest months (refer Section 4.3). This may be related to the recent years of below average rainfall (refer Section 4.4.2 and Figure 4.4), but may relate to longer term stress on the aquifers due to overallocation.	The period of groundwater level measurements should be extended to incorporate at least one full year of data to assist in understanding seasonal versus longer term behaviour in order to meet the requirement of Condition 11.54 of the ToR.
Appendix N Groundwater Technical Report,	The draft EIS states that groundwater quality data is presented in Table 5.1, however Table 5.1 does not include this data	Groundwater quality data should be presented in the final EIS.

Section 5.5 Groundwater sampling		
Chapter 14 Section 16.6.4.3 Groundwater quality summary Appendix N Groundwater Technical Report, Section 5.5 Groundwater sampling and Section 7.3.8	Groundwater quality data (not presented) was compared with drinking water and livestock guideline values only.	Groundwater quality data should be compared with all relevant water quality objectives for the identified environmental values. At a minimum, this should include ecosystem protection water quality objectives to inform the feasibility of discharge to surface water courses of inflow waters (in accordance with Condition 11.62 of the ToR)
Technical Report, Section 6.1.3.1 – Structural geology	The draft EIS discusses the potential for feeder dykes in the vicinity of the tunnel and states “ <i>The dykes are anticipated to allow migration of the groundwater to the tunnel level...</i> ”. Similar Section 6.1.3.1 identifies that the tunnel will likely intersect one to two northwest trending regional structures in the western portion of the tunnel	The hydrogeological implications of feeder dykes (Ch 8.8-9.2km and possibly Ch 5.5-6km) and regional structures have not been described in the groundwater model. The draft EIS should clarify whether these have been incorporated in the model, and if so how they were parameterised.
Appendix N Groundwater Technical Report, Section 7.5.1 - Registered bores	The draft EIS only includes those bores within 1km of the alignment, however the predicted drawdown extends beyond the study area. The current extent is in conflict with Water Objective (d) of the ToR.	The assessment of registered bores should be extended to the maximum extent of predicted drawdown to ensure that all potentially impacted bores are identified.
Chapter 14 Section 14.6.8.1 - Registered bores		
Appendix N Groundwater Technical Report, Section 7.5.2 -	The draft EIS only includes those entitlements within 1km of the alignment, however the predicted drawdown extends beyond the study area. The current extent is in conflict with Water Objective (d) of the ToR.	The assessment of groundwater entitlements should be extended to the maximum extent of predicted drawdown to ensure that all potentially impacted entitlements are identified.

Groundwater entitlements		
Chapter 14 Section 14.6.8.2 - Groundwater entitlements		
Appendix N Groundwater Technical Report, Section 8.1- Environmental Values Table 8.1	The draft EIS identifies that there is existing groundwater use for industrial purposes, yet it considers industrial use as not a relevant environmental value for the proposed project. Excluding an environmental value (industrial use) effectively enables the proposed project to have what would otherwise be an unacceptable impact.	The EIS should include groundwater use for industrial purposes as an environmental value to ensure that Water Objective (d) of the ToR is met.
Chapter 14 Section 14.6.10 - Groundwater environmental values Table 14.15		
Appendix N Groundwater Technical Report, Section 9.3.1- Methodology and model construction summary incl. Figure 9.3	The model domain abuts the eastern portal of the tunnel, which is proposed to be drained. The predicted drawdown extent is therefore likely to reach the model boundary and may therefore the boundary may influence the model predictions. This is in conflict to the statement in Section 3.2.4	In revising the groundwater model, the suitability of the model domain should be redetermined.
Appendix N Groundwater Technical Report, Section 9.3.1 - Methodology	Section 3.2.4 discusses an optimum model grid spacing of 35m yet Section 9.3.1 identifies grid spacings from 65x65m down to 18x21m.	The model grid spacing should be clarified

and model construction summary		
Appendix N Groundwater Technical Report, Section 9.3.2 – Boundary conditions	The two MRV layers were modelled as unconfined “to receive most inflow from rainfall recharge”. The low hydraulic conductivity of the confining (upper) layer, may result in unit acting as a confined unit (despite being in outcrop), while the lower MRV will be confined by the overlying low conductivity confining layer. Although the layers may allow diffuse recharge to enter, they may not act in the same manner during drainage/pumping.	The use of unconfined storage values for the MRV needs to be justified. It is recommended that site-specific field tests at appropriate locations along the tunnel alignment are performed. The sensitivity of the predictions to the various assumed storage coefficient must be tested.
Chapter 14 Section 14.6.5 – Groundwater yields	DNRME (2018) <i>Upper Condamine Basalts Groundwater Background Paper</i> identifies the basaltic aquifers “exhibit relatively dynamic and rapid water level variations in response to rainfall recharge, pumping events and natural depletion”. This is indicative of a formation of low storage (storativity rather than specific yield). This is confirmed in the discussion in Chapter 14 Section 14.6.5 where confined conditions were identified through test pumping undertaken as part of the additional investigations (values for the storage coefficient are not identified). The assumption of unconfined storage is considered likely to be incorrect. Parameterisation as an unconfined aquifer would significantly reduce the magnitude of the predicted drawdowns.	
Appendix N Groundwater Technical Report, Section 9.3.3 – Model calibration	The draft EIS suggests a “reasonable” match between observed and calibrated model levels. There are only 16 calibration points for 11 model layers and the draft EIS does not identify with which layer each monitoring bore is associated.	Additional information should be provided to adequately assess the appropriateness of the calibration. This should include <ul style="list-style-type: none"> identification of the monitored unit of the calibration target Explicit (tabulated) identification of the residual between the observed and modelled water levels
Appendix N Groundwater Technical Report, Section 9.3.3 – Model calibration	The model has only been calibrated to a small number of water level measurements at a single point in time. Discussion in the draft EIS (Section 9.3.6.1) suggests that inflows may be sensitive to rainfall recharge.	The revised model should undergo transient calibration to the temporal water level data measured in the groundwater monitoring bores
Appendix N Groundwater Technical Report,	The model was not calibrated to specific yield as no field values were available. The model will be highly sensitive to the storage coefficients used (specific yield, storativity).	Greater consideration needs to be given to storage coefficients and the marrying of the numerical model to the conceptual model. The storage coefficients in the model used for the draft

Section 9.3.3 – Model calibration		EIS are considered incorrect, and thus are likely to significantly underestimate the extent of drawdown. If there is uncertainty in the storage coefficients following the additional field investigations, this should be explored in the sensitivity analysis.
Appendix N Groundwater Technical Report, Section 9.3.4 – Hydrogeological design parameters	The draft EIS states “ <i>hydraulic properties were estimated...using results from aquifer hydraulic conductivity tests undertaken at Project bore</i> ”. It goes on to discuss that the Project bore testing was via slug tests. Because of the limited displacement (stress) imparted during a slug test, the radius of investigation is very small, i.e. in the immediate vicinity of the bore only. The slug tests do not assess the degree of lateral connectivity and hydraulic conductivity of the fracture network, which is particularly relevant to the MRV and hence the prediction of potential impacts to the TRC water supplies.	It is recommended that pumping tests are undertaken at relevant locations and incorporating nested monitoring bores to assess field scale hydraulic conductivities.
Appendix N Groundwater Technical Report, Section 9.3.4 – Hydrogeological design parameters	Parameterisation of the vertical hydraulic conductivity will control the predicted inter-aquifer leakage and therefore the magnitude and extent of drawdown from the overlying aquifers and the volumetric allocations that may be required from those aquifers. There is no discussion of vertical hydraulic conductivity in the draft EIS prior to this section. Importantly columnar jointed basalt (Section 7.4.2) will result in a much higher Kv than Kh therefore the ratio’s employed may significantly underestimate the potential drawdown in the MRV.	Justification should be provided for the adopted Kv values. A pumping test should be undertaken in close proximity to the tunnel alignment to quantify the effective Kv at the field scale (laboratory tests will not account for the fractures/joints)
Appendix N Groundwater Technical Report, Section 9.3.4 – Hydrogeological design parameters	Specific yield is a storage coefficient for an unconfined aquifer. It is not related to bore yield (Section 7.1) and it is dimensionless, not measured in L/s. The specific yield values for the MRV layers (0.1) are unrealistically high for a fractured rock aquifer. This is attested to in the rapid response of the aquifer to recharge and extracted described by DNRME (2018) <i>Upper Condamine Basalts Groundwater Background Paper</i> identifies the basaltic aquifers “ <i>exhibit relatively dynamic and rapid water level variations in response to rainfall recharge, pumping events and natural depletion</i> ”. With respect to storage coefficients, the specific storage and/or storativity of each layer (for confined storage) has not been identified. The values used will likely have a significant influence on the estimated inflow rates and the expansion of the cones of depression.	The units of specific yield should be corrected (Table 9.3 and Table 9.4) and their source should be identified. The specific storage/storativities for each layer should be identified and justified. These should be in accordance with the Sensitivity of the model predictions to storage coefficient must be performed.

		Section 9.2 (Conceptual groundwater models) identifies the shallow MRV as a confining layer, thus, by definition the lower MRV will be a confined aquifer, with a storativity rather than a specific yield as the storage coefficient	
Appendix N Groundwater Technical Report, Section 9.3.6.1 – Groundwater inflow Short- term (construction phase)	Chapter 14 Section 14.7.2.1 Toowoomba Range Tunnel	The predicted water inflow estimates show two significant peaks in water inflows into the TBM tunnel from the Main Range Volcanics towards the end of the tunnelling operations. The underlying cause of these significant peaks is not evident from the descriptions of the model.	Additional description of the model is required to clarify the significant increases in tunnel inflows, and why this is occurring from the Main Range Volcanics when the tunnel is presumably in the Koukandowie Formation at that chainage. The description should identify both the components of the underlying geological model and the hydraulic parameterisation of the groundwater model that lead to these increases.
Appendix N Groundwater Technical Report, Section 9.3.6.1 – Groundwater inflow Short- term (construction phase)	Chapter 14 Section 14.7.2.1 Toowoomba Range Tunnel	The draft EIS states that the maximum predicted inflow rates are conservative as they do not include control measures. The control measures identify only relevant to the tunnel constructed with a tunnel boring machine (TBM). The draft EIS does not identify control measures for the mined tunnel (eastern end).	Control measures to minimise inflows from the mined tunnel should be identified.
Appendix N Groundwater Technical Report,	The draft EIS states “these estimates are conservative, will be refined for the Final EIS, and do not consider any water control mitigation techniques that are likely to be used for construction...”. Section relates to long term (post construction)	The final EIS should provide mitigation measures that would limit groundwater ingress during the operational phase of the tunnel, particularly of the mined tunnels.	

Section 9.3.6.1 – Groundwater inflow Long-term (operation phase)	inflows yet the mitigation measures are for construction activities, therefore the estimates are not conservative based on these mitigation measures	
Appendix N Groundwater Technical Report, Section 9.3.6.2 – Groundwater Level Drawdown	In a multilayered system, the propagation of drawdown can be delayed from the time of maximum extraction to the time of maximum drawdown in non-pumped/drained layers. The implications of this have not been addressed	The final EIS should include timeseries model hydrographs for relevant locations, including potential receptors (particularly all town water supply bores), showing the groundwater level drawdown over time, and should include both the construction and operational phases. It is on the basis of these model hydrographs that potential impacts should be assessed.
Chapter 14 Section 14.7.2.1 Toowoomba Range Tunnel Groundwater level drawdown		
Appendix N Groundwater Technical Report, Section 9.3.6.2 – Groundwater Level Drawdown	While not stated in this section, Table 10.1 indicates a maximum water column height above the tunnel of 100m. Since the proposed tunnel invert would be the drainage point, it would be expected that this would equate to the maximum anticipated drawdown (in the formation in which the tunnel is constructed at that point – presumably the Koukandowie Formation). The maximum drawdown presented drawdown is ~50m, approximately half of that which would be expected.	The discrepancy between the model predicted drawdown and the depth of the proposed tunnel beneath the water table should be explained. This discrepancy may have significant implications with respect to inflow estimates and the subsequent lateral propagation of drawdown due to potentially increased water extraction.
Appendix N Groundwater Technical Report, Section 9.3.7 – Sensitivity Analysis	The sensitivity analyses included only two scenarios exploring variability in horizontal hydraulic conductivity.	Given the uncertainties related to storage co-efficient, fracture hydraulic conductivities and vertical hydraulic conductivities, the sensitivity of the model predictions to these parameters should be investigated. The sensitivity analysis should also include: <ul style="list-style-type: none"> The presence/absence of feeder dykes and/or regional structure The absence of the low conductivity confining layer in the MRV, as identified as a limitation in Section 9.3.8

Chapter 14 Section 14.7.2.1 - Toowoomba Range Tunnel	The description of the modelling of the Toowoomba Range Tunnel indicates: <ul style="list-style-type: none"> that uncertainty analyses of the predicted long term drawdown was undertaken. There is no discussion of the this uncertainty analysis being undertaken in Appendix N the sensitivity analysis considered the potential effects of increasing hydraulic conductivity and the included the presence of three higher permeability structures. While the sensitivity to hydraulic conductivity was performed, there is no discussion regarding the inclusion of higher permeability structures.	The draft EIS documentation should be updated to ensure accuracy and consistency between the Chapter and the Technical Report in terms of what was actually performed in the model sensitivity analysis.
Appendix N Groundwater Technical Report, Section 9.3.7 – Sensitivity Analysis	Notwithstanding the tabulated inflow rates (Table 9.9 and Table 9.10) – with changes of >70% indicated - the draft EIS does not present the magnitude and extent of the changes to the predicted drawdown	Maps of the predicted drawdown of the sensitivity analysis should be presented. Potential Impacts should be assessed against the greatest magnitude and extent of predicted drawdown.
ToR Condition 11.54	The groundwater flow model presented in the draft EIS is considered inadequate to adequately assess the potential impacts of the project on water resources.	It is recommended that the model is revised or rebuilt, with sufficient sensitivity or parameter and conceptual model uncertainty analysis performed to quantify the potential range in water level drawdown such that potential impacts of the proposed project can be adequately assessed. The model must utilise the findings of the additional field investigations.
Appendix N Groundwater Technical Report, Section 9.5 – Refinement of the predictive model	This section of the draft EIS recognises the significant limitations of the existing predictive model.	The existing numerical model is considered unsuitable for the purposes of the draft EIS. The refinement of the model should consider all inadequacies discussed in this response.
ToR Condition 11.55 (d)	The ToR requires “ <i>sufficient hydrogeological information to support the assessment of any temporary water permit applications</i> ”. The paucity of site-specific field data, including but not limited to: <ul style="list-style-type: none"> Geological variability especially with respect to potentially high permeability structures and the presence/absence of aquitards Temporal water level monitoring across at least one full year Water quality analysis, including seasonal variation 	It is recommended that the inadequacies addressed identified area addressed by the proponent and are quantitatively incorporated into the final EIS to enable temporary water permit applications to be adequately assessed.

	<ul style="list-style-type: none"> • Sufficient monitoring bores to provide understanding of aquifer interconnectivity • Hydraulic conductivity representative of the fracture network in the MRV • Vertical hydraulic conductivities • Storage coefficients <p>and the limited sensitivity analysis undertaken with the modelling of the tunnel inflows is considered to result in significant uncertainty with respect to the potential impacts. Thus it is considered there is insufficient hydrogeological information to support the assessment of any temporary water permit applications</p>	
Appendix N Groundwater Technical Report, Section 10.1 – Project elements relevant to potential groundwater impacts	The Appendix N of draft EIS does not consider the physical destruction of terrestrial GDEs through the construction of the proposed project. It is recognised that this may have been assessed in an different component of the draft EIS.	The physical area of GDEs that may potentially be impacted through construction should be determined.
Appendix N Groundwater Technical Report, Section 10.1.5 – Tunnelling	Chapter 6 – Project Description of the draft EIS indicates that the tunnel will likely be constructed from west to east. Section 10.1.5 of Appendix N indicates that water collected within the tunnel will be conveyed via gravity to the eastern tunnel portal. It is unclear how this would occur during construction if the proposed tunnel is constructed from west to east. It has significant implications for the management of the significant predicted groundwater inflows water during construction.	The management of water in the tunnel during construction must be clarified.
Appendix N Groundwater Technical Report, Section 10.1.5 – Construction water supply	The draft EIS indicates that bores may be used to supply construction water. The potential impacts of the use of bores on other environmental receptors has not been assessed	Potential impacts of using bores to supply construction water should be assessed.
Appendix N Groundwater Technical Report,	Figure 10.5 and Figure 10.6 show the predicted drawdown contours to 1m. It is evident from these figures that the modelled drawdown extends to the edge of the model domain and therefore the model predictions may be influenced by the	The model domain must be extended to ensure that the boundaries do not influence the predictions. If the revised model does not incorporate spatially variable hydraulic

Section 10.2.1.1- Dewatering	extent of the domain. Furthermore, from the descriptions of the model provided, it is unclear why the 1m contour would extend to the southwest but not elsewhere in a layer that has been modelled as homogeneous and transversely isotropic	conductivities and/or geological structures, the proponent should provide an explanation of why the predicted drawdown shows unexpected spatial variations.
Appendix N Groundwater Technical Report, Section 10.2.1.1- Dewatering	Figure 10.5 and Figure 10.6 are misleading as they do not show all of the registered water bores in the vicinity of the proposed project. Rather they only show bores within the 1km corridor study area and the modelled 1m drawdown contour within the model domain.	All registered bores should be plotted on the figures, not a subset.
Appendix N Groundwater Technical Report, Section 10.2.1.1- Dewatering	The maps do not show the predicted drawdown and potential receptors along the full extent of the proposed project – the Helidon end is missing	Include additional maps to display the full spatial extent of the proposed project.
Appendix N Groundwater Technical Report, Section 10.2.1.1- Dewatering Registered bore potentially impacted by groundwater level drawdown	The potential drawdown at bores is presented for specific timing related to maximum groundwater extraction rates. Because of potential differences between extraction and drawdown, particularly in multiple aquifer systems, this may underrepresent the number of bores that may be potentially impacted.	The maximum predicted drawdown for the bore at any time should be identified. The timing of that predicted drawdown should also be identified, and the timing for exceedance of a trigger (presumably 1m) to enable mitigation measures to be adequately assessed and implemented.
Appendix N Groundwater Technical Report, Section 10.2.1.1- Dewatering Registered bore potentially impacted by groundwater level drawdown	Table 10.5 includes the same bores multiple times. This makes the table difficult to interpret	Table 10.5 should be modified to be presented by RN rather than elapsed time

Chapter 14 Section 14.7.3.1 - Water resources Registered bores potentially impacted by groundwater level drawdown		
Appendix N Groundwater Technical Report, Section 10.2.1.5- Vegetation removal and surface disturbance	While it is acknowledged that the extent of the proposed project and its associated construction activities is negligible against the aquifer extent, there will be physical destruction of vegetation which is likely to include potential GDEs.	The physical destruction of GDEs should be acknowledged as a potential impact and management/mitigation measures should be provided.
Chapter 14 Section 14.7.3.1 - Water resources Vegetation removal and surface disturbance		
Appendix N Groundwater Technical Report, Section 10.2.2.1 Contamination and Section 10.3.2 Water quality	Several potential sources of contamination are discussed, however they exclude the potential to mobilise existing groundwater contamination due to the drawdown associated with potential dewatering. this has potential implications in terms of (1) the water quality of the water ingress into the tunnel/cuttings and the subsequent management thereof, (2) existing groundwater contamination may be hydraulically contained within a management boundary. With the change in potentiometric surface due to dewatering, the hydraulic containment may no longer be effective, potentially resulting in off-site migration of contamination, with associated regulatory and legal implications.	The potential for groundwater contamination mobilisation from existing contaminated sites should be assessed. This should include consideration of PFAS chemicals.

Chapter 14 Section 14.7.3.2 - Water Water quality contamination		
Appendix N Groundwater Technical Report, Section 10.3.1.2 - Registered bores within the Project permanent footprint	The draft EIS states that <i>"all bores within the permanent footprint are also in the construction footprint and are to be decommissioned during construction"</i> . Since at least some of these bores are not owned by the proponent, there may be an unwillingness to decommission the bores. Furthermore, there may be regulatory obligations relating to those bores.	It is recommended that the wording is modified identify that the proponent will ensure that an agreement is reached with the bore owner. The management of these bores should be agreed with the bore owner prior to the commencement of construction activities.
Appendix N Groundwater Technical Report, Section 11.1 - Design considerations Table 11.1. Water quality	The draft EIS identifies discharge to the surrounding environment as a potential option dependent on receiving water quality, but recognises that there is currently insufficient baseline data to confirm whether environmental values will be impacted. It is considered that the detailed design phase is too late in the process to quantify water quality.	The ingress water quality should be better quantified prior to the finalisation of the EIS to ensure that potential impacts associated with management options are adequately assessed prior to detailed design.
Appendix N Groundwater Technical Report, Section 11.2 - Proposed mitigation measure Table 11.2	A significant program of additional hydrogeological investigation is described, to be undertaken prior to final design.	The proposed investigation scope is not explicit. It should include all items identified in the Feasibility Design Report. It should be ensured that these investigations are completed prior to and incorporated into the final EIS to ensure that potential impacts associated with the project area appropriately quantified and management/mitigation measures for the proposed project are suitable.
Appendix N Groundwater Technical Report, Section 11.2 -	The predictive modelling will be refined using additional information from further geotechnical and hydrogeological investigations, including updates to the sensitivity analyses and hydraulic conductivity parameters.	The refinement or reconstruction of the groundwater model is considered essential prior to the finalisation of the EIS as the current modelling is considered flawed. Refinement of the model should include (but not be limited to):

Proposed mitigation measure Table 11.		<ul style="list-style-type: none"> Review of the model domain Reconsideration of the assumptions of homogeneity and isotropy Revision of the geological model to incorporate structural elements such as dykes, faults and vertically jointed basalt, and the potential absence of a low conductivity layer between the Koukandowie Formation and the MRV. The implications of these features with respect to predicted drawdown should be explored in parallel models as part of the sensitivity analysis Reconsideration of vertical hydraulic conductivity values, particularly for the MRV <p>Review and assessment of the modelling of the MRV as an confined aquifer</p> <p>Assessment required.</p>
Appendix N Groundwater Technical Report, Section 11.2 – Proposed mitigation measure Table 11	The proponent proposes to undertake a bore baseline assessment. The draft EIS indicates that the assessment will be undertaken with “due consideration of the Queensland Government’s Guideline Bore Assessments (ESR/2016/20051)”	
Chapter 14 Section 14.8.2 - Proposed mitigation measures and Section 14.8.2.1 Groundwater bore impairment		
Appendix N Groundwater Technical Report,	The key groundwater risk to the project is considered access to water allocations for the inflow as there is no allocation available in multiple of the potentially impacted aquifers. The mitigation of this risk is not considered in the draft EIS.	The draft EIS should identify measures to mitigate the possibility of not obtaining a groundwater allocation or temporary permit under the Water Plans.

Section 11.2 – Proposed mitigation measure Table 11		
Chapter 14 Section 14.8.2 – Proposed mitigation measures		
Appendix N Groundwater Technical Report, Section 11.2 – Proposed mitigation measure Table 11	The mitigation measures for potential impacts to water resources during operation only include monitoring. This is considered insufficient for long term operation, especially since the construction of the tunnel will impart a significant stress on the groundwater system that will enable the model to undergo transient calibration.	The proponent should include transient calibration of the model and re-prediction of operational impacts to water resources following the construction of the tunnel with associated implementation of the GMMP. This calibrated model should be used to inform future make good, water licensing requirements and updates to the GMMP.
Chapter 14 Section 14.8.2 – Proposed mitigation measures		
Appendix N Groundwater Technical Report, Section 11.3 – Groundwater management and monitoring program	While the draft EIS provides an indicative minimum monitoring network, it is tabulated only and is difficult to compare against the conceptual model and numerical model predictions. The network will be revised after completion of the revised model	The final EIS should include a map that identifies the bore locations and their primary purposes for inclusion in the monitoring network

Appendix N Groundwater Technical Report, Section 11.3 – Groundwater management and monitoring program Table 11.3	Table 11.3 of the draft EIS includes duplicate entries of the same bores (including but not necessarily limited to RN56783, RN173789, BH2203, RN172087, RN172088. While it is agreed that one bore may achieve multiple objectives, duplicating the bores is considered misleading.	Table 11.3 should be reformatted to identify the planned monitoring bores only once each.
Chapter 14 Section 14.8.3.1 Baseline Groundwater Management and Monitoring Program Table 14.30		
Appendix N Groundwater Technical Report, Section 11.3 – Groundwater management and monitoring program	The primary proposed mitigation measure during operations is monitoring. This is not considered a mitigation measure, rather an indicator of mitigation measure performance.	Given the uncertainties relating to model predictions, it is recommended that the monitoring program include a series of bores along the tunnel alignment and between the tunnel and the Toowoomba City water supply bores to provide an early warning system of potential impacts to the town water supply. It is recommended that a trigger response system is developed that will ensure the proponent will implement mitigation measures prior to drawdown impacts being realised at the town supply bores. It is recommended that the water level sensors are telemetered and the live monitoring data is made publicly available in a graphical and raw (data) format.
Chapter 14 Section 14.8.3 - Groundwater management and monitoring program		
Appendix N Groundwater	The suite of analysis is generally considered appropriate for establishing a baseline water quality for a linear infrastructure construction project.	Since the proposed project traverses a range of different land-uses, it is recommended that initial samples include the analysis

Technical Report, Section 11.3.2 – Groundwater quality monitoring		of PFAS to ensure that proposed water management options do not result in a secondary contamination issue.
Appendix N Groundwater Technical Report, Section 11.3.1 – Groundwater level monitoring and Section 11.3.2 – Groundwater quality monitoring	While the draft EIS commits to establishing baseline groundwater conditions prior to the start of construction, it does not quantify what constitutes a baseline in terms of duration	The draft EIS should state the minimum duration of baseline monitoring. It is recommended that this is a minimum of one year to ensure that a wet season and dry season are included.
Chapter 14 Section 14.8.3.1 Baseline Groundwater Management and Monitoring Program Groundwater level monitoring and Groundwater quality monitoring		
Chapter 14 Section 14.9 - Impact Assessment Table 14.31	The draft EIS identifies the residual significance of reduced groundwater levels affecting groundwater users due to the Toowoomba Range Tunnel as moderate for both construction and operations. The groundwater assessment and modelling undertaken for the draft EIS is considered insufficiently robust to reduce the significance.	In accordance with the proponent's commitments throughout the draft EIS, the groundwater modelling should be updated, with the recommendations outlined herein. It is recommended that revised modelling include a basecase scenario incorporating those mitigation measures to which the

			proponent has committed to incorporating in the design and construction. It is recommended that additional scenarios are modelled to incorporate the proposed (but uncommitted) mitigation measures to assess the reduction in potential impact. It is recommended that the physical removal of GDEs is included as a potential impact.
Chapter 14 Section 14.9 - Impact Assessment Table 14.31	The draft EIS does not identify the physical removal of GDEs as a potential impact		
G2H Volume 1: Feasibility Design Report (02-0001- 320PEN-10-RP- 0001, Rev0) Section 10.3.9 – Desktop groundwater assessment	No site-specific data exists for the connectivity between the basalt and the sandstone groundwater systems.	It is recommended that field investigations are undertaken to explicitly investigate the potential connectivity of the basalt and sandstone groundwater systems at all locations where there is an anticipated change to the geology along the tunnel alignment.	
G2H Volume 1: Feasibility Design Report (02-0001- 320PEN-10-RP- 0001, Rev0) Section 10.3.9 – Desktop groundwater assessment	The available groundwater quality results are found to generally meet the EPP Water 2009 Basin No. 143 WWQ (DNRM, 2020) discharge criteria, but there could be some exceedances of salinity and nutrients for discharge to streams	The proponent should identify how inflow water quality will be monitored in real time and, if necessary, how the water will be treated prior to discharge to ensure that it meets the discharge criteria.	
G2H Volume 1: Feasibility Design Report (02-0001- 320PEN-10-RP- 0001, Rev0) Section 10.3.9 – Desktop	Hydrogeological modelling predicts that a long-term inflow of approximately 77.5 and 10.5 L/s can be expected under drained conditions for the tunnel and intermediate shaft respectively. The drained tunnel design criteria are 0.3L/s and 0.0062 L/s respectively.	Council agrees with the design decision to construct an undrained tunnel.	

Groundwater assessment		
G2H Volume 1: Feasibility Design Report (02-0001-320PEN-10-RP-0001, Rev0) Section 10.3.9 – Desktop groundwater assessment	<p>The need for site specific investigations before Phase 3 Detailed Design and construction is identified. The requirements for these investigations included:</p> <ul style="list-style-type: none"> Installation of piezometers in identified geological structures, Borehole permeability testing A minimum of 3 aquifer pumping tests following detailed investigations to target identified geological structures Continuous recording of groundwater levels and assessment of recharge from water level records of <u>several</u> larger rainfall events and chloride concentrations in groundwater Site-specific installation of monitoring bores and groundwater sampling for water quality analysis <p>Conduct a pumping test(s) with the basalt and the Koukandowie Formation to determine the connectivity between units and aquifer characteristics</p>	<p>The proponent should ensure that all of the identified investigations are completed and the findings are incorporated into the groundwater model for the final EIS.</p>
Chapter 14 Section 14.5.4 Groundwater impact assessment	<p>This section states that:</p> <ul style="list-style-type: none"> Steady-state followed by transient model calibration was performed. This was not described – only steady-state calibration was performed. This was not described – only steady-state calibration was performed. Model parameterisation was determined using both the simple (homogeneous) and complex (heterogeneous) approach. Appendix N Section 9.3.4 indicates that a single hydraulic conductivity value was assigned to each layer. There is no heterogeneity within each model layer. <p>Model parameters were determined using PEST. There is no mention of using PEST in Appendix N.</p>	<p>This section is factually incorrect with respect to model calibration and is misleading in the veracity of the modelling effort. The draft EIS must be revised to represent what was actually performed.</p>
Chapter 14 Section 14.6.4.2 Groundwater characterisation	<p>This section starts with describing a Piper diagram, however no piper diagram is presented. It is confusing.</p>	<p>Remove all references to a piper diagram or present a piper diagram.</p>
Appendix O Section 6.1.1.3	<p>Tunnel Infrastructure Noise – receptors are identified for assessment of tunnel infrastructure noise, with RES2573 identified as a residential receptor at the eastern entrance to the tunnel. Section 6.1.1.3 states that the receptors are shown</p>	<p>The draft EIS requires update to meet the requirements of the OCG's TOR specify the locations on a map for the fixed infrastructure receptors and include maps with searchable text.</p>

Identification of Receptors	in Appendix F (of Appendix O), and it is noted that receiver locations are shown in Appendix B, however it is unclear where RES2573 is located by referencing either Appendix. The receptor location maps are included as bitmaps and the text on the map is not searchable, which is not good practice for a document with such a large amount of information. It is noted that the operational noise assessment Appendix P includes maps with searchable text labels. As a result, the draft EIS fails to meet the requirements of TOR 11.115.	
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Inland Rail Position Paper

Introduction

The Australian Government has proposed the construction of the Inland Rail Project from Melbourne to Brisbane. The Australian Rail Track Corporation (ARTC), an Australian government owned corporation, has been tasked with the delivery of the Inland Rail. This Inland Rail Program has been divided into 13 projects. Two of these component projects, the Gowrie to Helidon (G-H) and Helidon to Calvert (H-C) directly involve the Lockyer Valley Region.

While recognising that national benefits can be achieved, the Lockyer Valley Regional Council and the communities that make up the region, have serious concerns over the impacts that the projects will cause.

Purpose

The purpose of this paper is to:

- (1) Articulate and coordinate Council's response to the proposed Inland Rail Project.
- (2) Provide strategic direction for Council officers consulting with the Australian Government, ARTC, Queensland Government and other stakeholders
- (3) Provide a policy context for the proponent's more detailed design work
- (4) Focus community attention on widely held concerns.

Background

Previous railway planning through the region was the Gowrie to Grandchester Rail Corridor Study which identified a preferred route from Gowrie (west of Toowoomba) to Grandchester through the Great Dividing and Little Liverpool Ranges. This Gowrie to Grandchester alignment has generally been adopted by ARTC.

A significant aspect of the design criteria for that study was that it involved planning for both passenger and freight trains. This has led to a project alignment that is directed at communities and designed to attract patronage for passenger services. This is despite the fact that Inland Rail is only designed for freight services.

Current Design Project

Inland Rail is a proposed railway travelling 1700 km from Melbourne to Brisbane via regional Victoria, New South Wales and Queensland. Key design specifications are listed below to provide context for an understanding of the impacts:

- Corridor minimum width 40 metres
- Dual Gauge with axle loads sufficient to provide for coal/bulk product
- Clearance to allow for double stacked containers (min 7.1M above rail)
- Train maximum speed of 115 km/h
- Trains 1.8 km long (potentially 3.6km)

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Impacts

The Queensland Coordinator-General is preparing the Environmental Impact Statement (EIS) for the G-H and H-C Projects. The Lockyer Valley Regional Council identified a broad range of impacts which were included in its submission to the Coordinator General for consideration in the Terms of Reference for the EIS work. That submission and other pertinent information on the projects impacts can be found on Council's web site via the following link:

<http://www.lockyervalley.qld.gov.au/our-services/community/Pages/Inland-Rail-Information.aspx#link6>

This Position Paper is not intended to provide a complete list of project impacts and the means to mitigate those impacts – that is the role of the Coordinator-General. Rather this Paper seeks to identify broad areas of concern that the community is expressing to Council. This is to ensure that decision makers in State and Federal governments are fully aware of the concerns and comprehend the effects such projects will have on our communities when considering what Inland Rail will do to this region and its future.

Clearly a 40m wide freight line (suitable for coal trains and 1.8km long, double-stacked, container trains) that traverses the entire Lockyer Valley Region will have enormous severance impacts. It will split the entire region, divide communities and introduce a serious flood threat. This corridor will create a physical barrier and the community is most concerned about loss of connection and access as well as the dangers of increased flooding impacts.

Our Lockyer Valley communities have been severely impacted by floods in 2011 and 2013. In some locations in the region the existing railway played a role in exacerbating the impacts of those floods. Clearly, a new rail corridor with significant green field construction is a concern to our community. This concern is heightened when it is noted that the Inland Rail project as currently designed indicates embankments on a scale not previously witnessed in Queensland.

For example the indicative design through Laidley shows embankments gradually rising from the existing rail embankment height at Forrest Hill to a height of 8 metres at the Plainland Road and continuing to rise as it approaches the Little Liverpool Range. In communities, still very aware of the dangers of flooding, such a wall creates serious concerns.

Safety concerns around level and occupational crossings are self-evident when considering a design train of those dimensions travelling at 115 km/h. Clearly the economic costs associated with time delays at these crossings will also be a consideration.

The design train is intended to operate 24/7 across the valley. This clearly has raised community concern around noise, light, dust, smell, vibration and visual amenity. This substantial loss of amenity will need to be mitigated as far as possible. It is noted that our communities will be impacted regardless of any design measures that can be introduced. This raises broad social, community health and wellbeing concerns.

Regional economic impacts identified include loss of productive land including good quality agricultural land, direct costs associated with severance such as increased transportation costs, reduction in property values, direct business impacts and loss of Gross Regional Product.

ARTC have reiterated that their interest is purely in terms of freight operations. Nevertheless residents of the Lockyer Region and beyond have a legitimate interest in future rail passenger transport and active transport solutions. It is pleasing to note that the Commonwealth Budget announced funding for a business case for passenger transport between Toowoomba and

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Brisbane. However, that work is outside the scope of the existing Inland Rail EIS. It is considered that this business case work being carried out in conjunction with the EIS would be more beneficial and may deliver more integrated solutions.

The EIS and existing legislation provides a framework to deal with environmental assessment and aspects such as compulsory acquisition of land. However, beyond that framework and given the extent of the potential impacts, Council has worked with the State Member and the Federal Member to identify some key principles that need to be applied by the ARTC project proponents, decision makers and considered in any assessment of the EIS by the Coordinator-General.

These are by no means the only aspects that need consideration, but reflect areas of concern that have been frequently expressed by members of the community.

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 the application by decision makers of these principles will assist in defining better projects that will limit as far as practicable the impacts on the Lockyer Valley communities in the long term.

Council is prepared to discuss these matters with decision makers to determine how these long term impacts may be mitigated across the broader region. For example issues of severance can be dealt with on a case by case basis to ensure no loss of connectivity and access.

Solutions to potential flooding issues can be informed by Council's flood modelling and alternate projects may be identified that can make communities, and the rail corridor itself, more flood resilient.

The amenity impacts of such a freight railway will never be removed. However, these must be reduced as far as possible to minimise harm; decision makers must consider how to compensate those affected.

The loss of any productive land is detrimental, but the loss of good quality agriculture land to a proud agriculturally based region is severe. The impact must be minimised so we can continue to feed the nation.

Passenger transport solutions must be part of the decision making process for a railway that traverses our region. Council will work with the state Government and ARTC with the expectation that passenger transport and active transport options can be part of the future transport solution for the Lockyer Valley region.

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**Submission to the Senate Standing Committee on Rural and Regional Affairs and Transport
on Management of the Inland Rail project by the Australian Rail Track Corporation and the
Commonwealth Government.**

5 December 2019

Introduction

This Submission has been made by the Lockyer Valley Regional Council (Council) to the Senate Standing Committee on Rural and Regional Affairs and Transport (the Committee) to:

- emphasise the concerns Council hold over the project,
- give examples from our regional context,
- recognise the potential for national benefit - but highlight the apparent net disbenefit to the Lockyer Valley, and to
- seek ongoing meaningful engagement as the project proceeds.

Council has long recognised the potential for national benefits from an Inland Rail Project. Our approach has always been to reduce and mitigate as far as possible the negative impacts of the project on our communities and to look for any potential benefits from the project. To date these benefits have proved elusive, however the impacts of the proposed railway are already being felt in our communities.

This Submission will provide some brief information on the Lockyer Valley to provide context and will then respond to the Headings/Questions posed in the Terms of Reference.

Lockyer Valley Region

For the Committee's benefit and by way of context, the Lockyer Valley is a modestly sized local government area in South East Queensland. The region is a key agricultural area for the State and Nation growing produce for domestic and international markets. The region also has significant manufacturing, construction and transport industries. Some relevant statistics include:

- A population of just over 40,000 people - growing by approximately 2.2% per year
- An expected population by 2036 approaching 60 000 people
- A workforce with strong ties to agriculture, manufacturing, construction and transport
- Unemployment since Dec 2015 approximately 1-2% higher than the State average of 6%
- 18.7% of families have children under 15 and no parent employed (State 13.8%)
- Significantly lower median family income than the State and National averages.

Key Project Characteristics

While the Committee will be familiar with the project, some project specifications and details are provided below as context for the responses on the Terms of Reference.

Inland Rail is a proposed railway travelling 1700 km from Melbourne to Brisbane via regional Victoria, New South Wales and Queensland.

Key design specifications are listed below to provide context for an understanding of the impacts:

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- Corridor minimum width 40 metres
- Dual gauge with axle loads sufficient to provide for coal/bulk product
- Clearance to allow for double stacked containers (min 7.1M above rail)
- Train maximum speed of 115 km/h
- Trains 1.8 km long (potentially 3.6km)

The current reference design indicates the railway traversing the entire Lockyer Valley local government area from west to east. This involves two of the projects Gowrie to Helidon (G2H) and Helidon to Calvert (H2C). The corridor is to enter the valley from the west emerging from the Great Dividing Range at Toowoomba via a 6km tunnel - crossing the entire region through the townships of Helidon, Gatton, Forest Hill and Laidley - to exit the Valley through another tunnel in the Little Liverpool Range where it enters the Ipswich City local government area.

The route will both utilise some existing rail corridor and will also have significant greenfield rail corridor development. For example, on the H2C corridor there will be more than 100 freehold titles that will require complete or partial acquisition and clearly far more properties affected by loss of amenity caused by the railway construction and operation.

In July 2018 Council adopted a Position Paper to clearly articulate Council and community concerns over the project. That Policy Paper highlighted 5 key principles to be considered with respect to Inland Rail and it is requested that the Committee reflect on these principles in your deliberations.

The 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)**

A link to the Position Paper on Council's website is found below.

<https://www.lockyervalley.qld.gov.au/our-services/community/Documents/Inland%20Rail/LVRC%20Position%20Paper%20on%20Inland%20Rail%20-%20Final.pdf>

The following submission sections are provided under headings specified in the Terms of Reference for the Inquiry.

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Financial arrangements of the project

The Australian Rail Track Corporation (ARTC) has indicated that the key section of the Inland Rail Project (the Project) from Gowrie to Kagaru (G2K) will be delivered by a Public Private Partnership (PPP). The successful consortium will design, build, finance and maintain this section of the Inland Rail for a specified period. It is understood that the basis for this delivery mechanism is in recognition of the technical complexity of the project in this location and to effectively allocate risk. The PPP is seeking innovative design to deliver the reference project cost effectively.

Council holds strong reservations over this model of project delivery given the anticipated life of the project and of the infrastructure. The concern held by Council is that bidders, in seeking to win the bid will deliver inferior infrastructure and place communities on this alignment at risk. As ARTC have indicated, the project in this location is complex and accordingly there is capacity for serious disbenefit to the community in terms of amenity, safety, flood impacts etc.

It is well understood that PPP bids are based on bidding consortia looking to design the reference project to minimise their respective costs - to deliver 'value for money'. This can lead to innovative design. However, it can also potentially lead to significant community impact. One concern is the trade off between cost and quality that may arise with a private sector entity that only intends to operate the infrastructure for a limited time while the infrastructure may be expected to provide service for 100 years. This also translates potentially into the delivery of substandard road transport infrastructure to be managed and maintained by local governments long into the future.

For example, tunnels, large cuttings and structures will be targeted for cost reduction in design. The concern is that with a PPP the impacts of the project on the community will be of secondary importance to a private sector entity with a profit motivation.

Council is concerned that there is a significant risk that, without appropriate government oversight and without ongoing local government input, there will be substantial negative impacts on the community and direct cost to local governments.

Council is working closely with ARTC seeking to minimise impacts in the concept design process. While Council has been engaged in the concept design process, there remain significant unknowns which will not be well understood until detailed design is undertaken by the successful consortium. By that stage there is a real concern that Council will have limited opportunity to influence design outcomes.

As indicated above, it is difficult to anticipate with confidence what agreements will be required into the future when, under this PPP model, agreement needs to be reached up front for a consortium that may have operational rights for decades and for infrastructure that may be operational for a century. It is impossible to quantify unknowns over that time period and without the relative security of government oversight. It is unknown what ability (if any) the Commonwealth government will retain to step-in and resolve serious issues.

Council is seeking reassurance that the quality of the delivered infrastructure and services can be clearly defined in the PPP agreements and the government will retain the ability to step in and address future problems that may arise over the life of the infrastructure.

It is understood that the decision to undertake a PPP has already been taken. The issue is raised here to document Council's concern and highlight the need for governments of all levels to appreciate how difficult it will be to document up-front agreements that lock in place infrastructure and services over the full operational life of this infrastructure. This project will impact the Lockyer Valley for generations.

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Route planning and selection processes;

ARTC project teams and design consultants have engaged with Lockyer Valley during the concept design phase. At an officer level these interactions have been professional and cooperative and Council has appreciated ARTC's willingness to meet and discuss aspects of the concept design. Nevertheless, Council retains serious concerns over the route planning and selection processes and the level of impact on our communities.

For many years Lockyer Valley Regional Council has been advocating for improved public transport including planning for the introduction of passenger rail. Council is realistic and appreciates that a "bullet train" is unlikely to be viable in the foreseeable future. However, the introduction of rail services in the region and a faster rail service beyond Ipswich is certainly foreseeable. 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 this rail infrastructure 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 ARTC readily acknowledges that this is not their core business and that passenger rail is simply not in their scope.

Accordingly, 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.

Council raises this issue, not in order to apportion blame between Commonwealth and State levels of government but to seek a determination of the optimal route through the Lockyer Valley for a freight railway. It will be of significant interest to Council to see if the Coordinator-General's view of the EIS will deem these alignments as appropriate given the level of impact that will need to be mitigated.

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. Council was invited as an observer to the ARTC MCA sessions looking at alternative alignments for the communities of Gatton and Forest Hill and also for alternative alignments near Helidon. 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.

Council was provided observer status at three MCA sessions. 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

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options this was far from representative. (Refer also the section on community engagement below). Accordingly, the utility of such input and of the MCA process is questioned.

A further concern is that Lockyer Valley communities have lived for some time now with the uncertainty of just how the project will impact their households and communities. This uncertainty will continue during the next phases as the EIS process continues and then a process of PPP procurement. That in turn will be followed by detailed design and potentially supplementary EIS processes. All of this places community members in an extremely uncertain and stressful situation. While it is recognised that the processes must be undertaken, the impact of this uncertainty on communities needs to be acknowledged.

Connections with other freight infrastructure, including ports and intermodal hubs;

The Budget 2019 provided \$44M for the Inland Rail Interface Improvement Program (IRIIP) to identify additional connections to the Inland Rail Spine. This is critical to the ultimate success of the Inland Rail concept and the national benefits that will be accrued.

The Lockyer Valley community has voiced to Council many negative consequences of the Inland Rail project. However, as indicated above, benefits to date have been difficult to identify. Council would hope to access funding under the IRIIP Program to identify opportunities for both business and potential employees.

One area where some benefit may be found is through potential development of industrial land in the region. In ShapingSEQ (the SEQ regional plan) Council has a Major Enterprise and Industry Area identified at Gatton. This is intended to be a major driver of economic growth in the region. Council also has a significant holding of land in this location that could be utilised for future industrial use or even potentially for Inland Rail construction and operation.

Engagement on route alignment, procurement and employment;

Concerns have been raised about the level of meaningful community engagement that has been achieved throughout the Lockyer Valley. Anecdotally, Council officers are also aware of these concerns in other local government areas. At an ARTC officer level there appears to have been strong efforts made and there is responsiveness and genuine concern for impacted communities. It is understood local ARTC officers have individually contacted all directly-affected people on a 'one on one' basis.

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. Many residents and businesses have expressed publicly and to Council that the community engagement sessions have seemingly been held to 'tick the boxes' to enable ARTC to point to these sessions as community engagement.

Clearly members of our communities also have a responsibility to respond to genuine, informed engagement sessions. The lack of available information has meant that this has simply not been possible. Mr Richard Wankmuller, CEO of Inland Rail acknowledged this at a Community Consultative Committee Meeting at Helidon where he presented a graph showing the passage of time and the slow increase in information which was only then becoming available through EIS work and through refinement of concept designs. While the CEO's candour was appreciated, it is only now becoming clear where a reference design may be located and what properties are likely to be impacted (and what those impacts may be like).

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Genuine community engagement is not achieved when limited information is available and generic messaging is delivered. Such sessions have led to disengagement by sections of the affected community resulting in poor attendance at subsequent information and consultation sessions, particularly in Gatton. When community members feel their time and interest is disrespected, they tend to remove themselves from the process.

One specific example of this relates to an information session for Gatton to discuss and hear community thoughts on a preferred route. The options provided were limited and did not include information on the significant impacts to the Gatton community of ARTC's preferred route. Without this important information, a preference was expressed by the community members present to protect farmland (which is admirable) but without the knowledge that their choice would create high levels of long-term disruption to the town for generations to come.

It should be emphasised that the local ARTC staff have been very helpful and the project teams have been seeking to assist Council during the concept design process. Council also acknowledges the opening of a local ARTC office in Gatton to assist. (Although again this would have been more effective if it had opened 14 months earlier when initially suggested).

However, at the community engagement level it can be concluded that there has been limited meaningful engagement and therefore, ultimately, limited community input into the reference design. A key example of this was sessions held to consider alternate alignments around the communities in Gatton and Forest Hill. These sessions (particularly Gatton) were poorly attended yet it appears this relatively unrepresentative feedback was utilised in the MCA. Those alternate options have seemingly not been further considered.

Early in process Council made numerous offers to ARTC to assist with community engagement and to utilise our own community engagement networks and local expertise. This offer was not taken up beyond a list of possible venues to hold meetings and the identification of key community groups.

The Community Consultative Committee (CCC) meetings were an effort by ARTC to seek improved community engagement. It is understood that the intention was to utilise the members of those Committees to act as conduits back to their respective networks. Council is not represented on the Committee, but officers have attended meetings as observers.

It is understood that the CCC approach is under review. It is not clear to Council that this is an effective means of engagement. Observer numbers for the Lockyer Valley CCC varied from 3 up to more than 60 people. It appeared at times that there was a level of frustration by both CCC members and observers about the scope of the meeting and the limited level of detail that was able to be discussed. Members also seemed to lack role clarity and there appeared to be limited community feedback to stakeholders. Some ideas put forward by CCC members may have been personal views rather than views more representative of the wider community.

It is considered that having significant numbers of community members in attendance but unable to contribute meaningfully was a wasted opportunity for engagement. This in turn has led to some degree of consultation frustration and fatigue. This may have contributed to poor attendance levels at subsequent community engagement sessions.

There also remains a perception in some parts of the community that the vast majority of the project will proceed in line with ARTC's designs regardless of community concerns.

From a future employment perspective, it is hoped that there may be short to mid-term employment opportunities for local residents arising from the Inland Rail construction provided

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local employment is genuinely 'local'. Some major projects take a global perspective and consider 'local' as being Australia/New Zealand. For the Lockyer Valley 'local' must mean Lockyer Valley residents.

ARTC report that for existing projects under construction in the Parkes to Narromine section, local employment statistics have been good. This is clearly a benefit for that region. However, such statistics may be more readily achieved when a labour market is geographically remote, less competitive and somewhat captive.

The risk for the Lockyer Valley is that we are surrounded by potential employees in Ipswich, Toowoomba and Brisbane and genuine 'local' employment opportunities may be lost. Clear requirements will need to be implemented to ensure local employment is utilised from within the immediate local government area.

Urban and regional economic development opportunities;

As indicated above, regional economic benefits to date have been difficult to identify. Council would hope to access funding under the IRIIP Program to identify opportunities for both business and potential employees.

It is hoped that this funding will be provided given the extent of the regional economic impacts previously identified. Council has been so concerned about these impacts that a motion was put by LVRC to the National General Assembly of the Australian Local Government Association as follows:

That the National General Assembly call on the Australian Government to establish a fund specifically targeted at those local government areas that are bearing the brunt of significant impacts of the Inland Rail project to partly compensate for their loss, hardship and the long-term amenity impacts.

The motion was carried by the Assembly which recognised that clearly this is a "one-off" national project with identified national benefits for industry, freight forwarders and producers.

It was also recognised that there will be enormous impacts on communities along the alignment. These communities are currently suffering impacts relating to the uncertainties of the rail alignment and how it will impact their homes and businesses. In the mid-term there will enormous impacts during construction. In the long-term communities on the alignment will suffer impacts to amenity, connectivity and safety "for the next century and beyond."

The logic underpinning the motion was that there is currently no funding mechanism to compensate such communities. A national fund is required that can utilise benefits achieved by Inland Rail to compensate the communities that have significant net dis-benefits.

The regional economic impacts have been outlined above but include: loss of productive land (including good quality agricultural land) direct costs associated with severance such as increased transportation costs, reduction in property values, direct business impacts and loss of Gross Regional Product.

Most infrastructure projects such as roads or passenger rail do have community impacts - but the projects are generally welcomed by communities as they bring community benefits such as improved access or enhanced economic activity. For Inland Rail there will be negligible benefits and significant costs to regions such as ours. While the Inland Rail business case identifies

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national benefits, some individual communities will suffer the costs with apparently limited meaningful benefit.

The project is predicated on a business case that identified national benefits. Like any significant infrastructure the economics are based on net benefits – ie that the benefits will outweigh the costs. In economic terms (theoretically) the winners from the project would be able to compensate the losers. There is a net benefit to society. Though it should be noted that this is economic theory rather than practice - losers are not actually compensated and communities such as ours suffer real loss.

The Inland Rail project is a freight transport project on a scale not previously witnessed in Australia. This project is a one-off that will have enormous short and long term impacts. On that basis it is distinguished from normal infrastructure projects. It is considered that special funding needs to be identified for communities on the alignment that will have significant and identifiable net economic losses. This will enable a component of the national benefits forthcoming from the project to be distributed to those affected communities.

Collaboration between governments;

While Council has made its concerns over the project well known, we have worked collaboratively with the Project teams seeking to minimise impacts on the community and on council assets. While a number of issues remain unresolved, Council has been satisfied with commitment shown by the Project teams and their consultants.

However, the Inter-Government Agreement (IGA) between the Commonwealth and Queensland was only signed in late November 2019. It is understood that this has led to the concept design for the Queensland projects being undertaken with minimal engagement with Queensland Rail. Clearly this is unsatisfactory when the intention for much of the alignment is to share corridor with that railway manager. Fundamental design requirements were simply unknown.

If this leads to additional delays it would represent a poor outcome for communities who are facing life changing impacts and seeking to reduce as far as possible impacts on their homes, families and businesses.

It is understood that the delay in signing the IGA has also contributed to the delay in undertaking the Commonwealth funded business case for Passenger Rail between Toowoomba and Brisbane. This was included in the Commonwealth Budget in 2018, yet Council is unaware of any progress on this important work. Council is yet to be consulted on the scope of this work, despite any alignment necessarily going through the local government area.

This lack of collaboration is brought to the Inquiry's attention - not to allocate blame between the Commonwealth and the State - but to recognise the impacts and hopefully to seek a commitment from both levels of government to progress this business case with priority and local government input.

Any other related matters.

A key concern for the Lockyer Valley remains the potential impact of flooding. Following the catastrophic floods of 2011 and 2013, and two Commissions of Inquiry, communities in the Lockyer Valley remain extremely sensitive to the contribution railways may have to the impacts of flood events. This issue has been raised consistently throughout the design process to date. It remains of fundamental importance to the region.

Attachment C

Lockyer Valley Regional Council



For the Inland Rail projects in the Lockyer Valley there has been flood modelling conducted to inform the concept design. Assurances have been provided that further, more detailed modelling will be conducted during detailed design. The concern held by Council is that at that point in time the modelling will be the responsibility of the successful private sector entity appointed by ARTC. That consortium will be both seeking to minimise costs through design and seeking to design and construct without delay.

Council will be seeking a thorough review of both the flood model outputs and a review of the model itself to confirm adequacy. That review should be independent, thorough and not constrained by the threat of compensation to the consortium for time delay.

On similar grounds (the role of the PPP) community concern has been expressed over the potential for a catastrophic rail incident given alignment and geography of the route.

Appendix C: Oaky Creek Models Review – Draft Report on Review of Gowrie to Helidon Section
Independent International Panel of Experts for Flood Studies of Inland Rail in Queensland

Table 2: Summary of Identified Issues

Item No.	Item/Issue	Reference Section	Relevance to Assessment	Impact on Design	Level of Importance	Reason for Adopted Level of Importance
Assumptions						
OKY1	Justification of adopted URBS parameters.	2.3.1	Will influence peak flow and therefore velocity at railway corridor	A change in peak flow rate would affect the detailed design of scour protection/piers	Medium	Although peak flow is of limited relevance in relation to impacts in this case, the associated flow velocity will influence the design of piers with respect to scour.
OKY2	Model validation	2.4, 2.6	Due to the lack of calibration data, need to validate data to other flow estimation methods	The design flows may change, resulting in different flow velocities which in turn could affect pier/scour protection design	Medium	Reasonableness of peak flows predicted using URBS and TUFLOW needs to be confirmed against other flow estimation methods.
OKY3	Roughness Values	3.3, 4.5.6	Roughness values affect flows/ velocities at crossing	Lower roughness values could produce higher flows and velocities at corridor	Low	Need to consider potential variation in flow velocity in pier design as part of detailed design.
Application						
OKY4	TUFLOW Version	3.1	Version of software affects run times and modelling of flood levels and flows	Minimal	Low	Preferable to use latest version of TUFLOW HPC solver due to improvements in software since the time modelling was undertaken.

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Appendix C: Oaky Creek Models Review – Draft Report on Review of Gowrie to Helidon Section
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Item No.	Item/Issue	Reference Section	Relevance to Assessment	Impact on Design	Level of Importance	Reason for Adopted Level of Importance
OKY5	Temporal patterns	2.6	Temporal pattern will influence peak flow at corridor- median temporal pattern adopted	The use of different temporal patterns could reduce in a small change in flow/ velocity at corridor	Low	Method of temporal pattern selection not unreasonable. However, alternate temporal patterns in accordance with latest TMR guidelines can be considered as part of further design.
OKY6	Calculation of critical storm duration	2.6	Necessary to determine critical duration for determination of peak flows at corridor	The consideration of the critical duration for a point downstream of the corridor could result in the critical duration at the corridor not being considered	Medium	Clarification sought in relation to the location for the calculation of the critical duration and the implications for the critical duration at the corridor, clarification requested.
OKY7	Modelling of bridge losses	4.4, 4.5.4	Modelling of bridge losses could affect calculation of flow velocities	Need to ensure reliable flow velocity estimates are used for scour/ pier design	Low	Modelling of piers is necessarily limited due to current level of design. Will need to revisit losses as part of detailed design when more information is available with respect to pier location and shape (noting intent to avoid main channels).
<i>Interpretation</i>						
OKY8	Afflux reported downstream of railway	4.5.1	Necessary to understand source of afflux in area downstream of viaduct	Need to ensure model is robust for subsequent detailed design	Medium	Clarification sought as to the cause of the increase downstream of the crossing and its appropriateness.

Appendix C: Oaky Creek Models Review – Draft Report on Review of Gowrie to Helidon Section
Independent International Panel of Experts for Flood Studies of Inland Rail in Queensland

Item No.	Item/Issue	Reference Section	Relevance to Assessment	Impact on Design	Level of Importance	Reason for Adopted Level of Importance
OKY9	Velocity/ changes in peak	4.5.4	Flow velocities are of significance to scour/ pier design	Flow velocity and any change in velocity associated with piers needs to be considered in scour/ pier design.	Low	As the area is relatively steep, attention will need to be paid to flow velocities for future design.
OKY10	Increase in duration of inundation at 320-BR05	5	Works not expected to result in a change in duration of inundation	Minimal	Medium	The reported change in duration is not expected and clarification is sought in relation to whether the increase is real and if so, the cause of the increase.
OKY11	Redirection of flow at Ch 15.05	5	Redirection of flow is potentially anomalous or could result in scour of channel	May need to consider change in design to remove redirection	Medium	The mapping indicates the redirection of runoff from one watercourse to a watercourse to the east. Whether this is to occur in practice and any potential impacts need to be considered.

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Appendix D: Six Mile Creek Models Review – Draft Report on Review of Gowrie to Helidon Section
Independent International Panel of Experts for Flood Studies of Inland Rail in Queensland

Table 2: Summary of Identified Issues

Item No.	Item/Issue	Reference Section	Relevance to Assessment	Impact on Design	Level of Importance	Reason for Adopted Level of Importance
Assumptions						
SMC1	Justification of adopted URBS parameters.	2.3.1	Will influence peak flow and therefore velocity at railway corridor	A change in peak flow rate would affect the detailed design of scour protection/piers	Medium	Although peak flow is of limited relevance in relation to impacts in this case, the associated flow velocity will influence the design of piers with respect to scour.
SMC2	Model validation	2.4, 2.6, 3.7	Due to the lack of calibration data, need to validate data to other flow estimation methods	The design flows may change, resulting in different flow velocities which in turn could affect pier/scour protection design	Medium	Reasonableness of peak flows predicted using URBS and TUFLOW needs to be confirmed against other flow estimation methods. Similarly, flood levels and flows can be compared against those calculated during other investigations.
SMC3	Roughness Values	3.3, 4.5.6	Roughness values affect flows/ velocities at crossing	Lower roughness values could produce higher flows and velocities at corridor	Low	Need to consider potential variation in flow velocity in pier design as part of detailed design.
Application						
SMC4	TUFLOW Version	3.1	Version of software affects run times and modelling of flood levels and flows	Minimal	Low	Preferable to use latest version of TUFLOW HPC solver due to improvements in software since the time modelling was undertaken.

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Appendix D: Six Mile Creek Models Review – Draft Report on Review of Gowrie to Helidon Section
Independent International Panel of Experts for Flood Studies of Inland Rail in Queensland

Item No.	Item/Issue	Reference Section	Relevance to Assessment	Impact on Design	Level of Importance	Reason for Adopted Level of Importance
SMC5	Temporal patterns	2.6	Temporal pattern will influence peak flow at corridor- median temporal pattern adopted	The use of different temporal patterns could reduce in a small change in flow/ velocity at corridor	Low	Method of temporal pattern selection not unreasonable. However, alternate temporal patterns in accordance with latest TMR guidelines can be considered as part of further design.
SMC6	Calculation of critical storm duration	2.6	Necessary to determine critical duration for determination of peak flows at corridor	The consideration of the critical duration for a point downstream of the corridor could result in the critical duration at the corridor not being considered	Medium	Clarification sought in relation to whether the critical duration differs for the eastern tributary.
SMC7	Downstream model boundary	3.5	Conditions at boundary could affect flood levels at corridor	Could affect flow velocities and pier design	Low	Unlikely that current boundary location will affect results but recommend that boundary be moved downstream as part of further design.
SMC8	Modelling of bridge losses	4.4, 4.5.4	Modelling of bridge losses could affect calculation of flow velocities	Need to ensure reliable flow velocity estimates are used for scour/ pier design	Low	Modelling of piers is necessarily limited due to current level of design. Will need to revisit losses as part of detailed design when more information is available with respect to pier location and shape (noting intent to avoid main channels).

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Appendix D: Six Mile Creek Models Review – Draft Report on Review of Gowrie to Helidon Section
Independent International Panel of Experts for Flood Studies of Inland Rail in Queensland

Item No.	Item/Issue	Reference Section	Relevance to Assessment	Impact on Design	Level of Importance	Reason for Adopted Level of Importance
<i>Interpretation</i>						
SMC9	Velocity/ changes in peak	4.5.4	Flow velocities are of significance to scour/ pier design	Flow velocity and any change in velocity associated with piers needs to be considered in scour/ pier design.	Low	As the area is relatively steep, attention will need to be paid to flow velocities for future design.
SMC10	Increase in flood levels downstream of Ch 17.08 km	5	Increase in level could be accompanied by increase in velocity which could result in scour	May need to adjust design to minimise impacts	Medium	Diverting more water (particularly for more frequent events) could result in waterway stability issues.

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

Table 7: Summary of Identified Issues

Item No.	Item/Issue	Reference Section	Relevance to Assessment	Assumptions	Impact on Design	Level of Importance	Reason for Adopted Level of Importance
UL1	The BRQFS model has been used with minimal alterations to account for local features.	2.3	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.	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.	Low	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 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).	
UL2	The adopted IFD values may not be the most current.	2.2.2	IFD values are a key component of developing design event flows, which are used to assess the design.	The adopted flow rates may be too low or too high.	Low	The latest values at the time of the project inception were adopted. The study that reviewed IFD values within the Brisbane, Ipswich, Lockyer Valley and Moreton Bay catchments should be reviewed and incorporated in the Detailed Design stage of the project, if appropriate.	
UL3	A lower beta value was adopted for local inflows than what was used for regional inflows.	2.4	The beta parameter of the URBS model affects the shape and peak flow of the hydrographs that were used in the hydraulic model.	The reported calibration and impacts could be an inaccurate representation of the catchment.	Medium	Clarification and sufficient justification should be provided regarding the use of two different beta values. The use of two values undermines the validity of the joint calibration approach.	
UL4	The joint hydrologic/hydraulic model uses different hydrologic parameters to the hydrologic design model.	2.4, 4	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.	This approach undermines the calibration process and overall applicability of its parameters between models indicates that either one model or both models are potentially incorrectly setup, which may affect the results presented.	High	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.	
UL5	The adopted ARF value is not appropriate for assessing flows at the G2H crossing of Lockyer Creek.	2.5	The correct application of the ARF value (in accordance with ARR) ensures the project approach conforms to industry standard and guidance.	The use of a single gauge location (downstream of the alignment) for the calculation of the applied ARF results in an underestimation of flow rates at the G2H crossing of Lockyer Creek.	High	Sensitivity testing should be performed to determine the impacts associated from using an inappropriate ARF parameter for assessing the G2H section of the alignment.	
UL6	Limited discussion regarding hydrologic model loss parameters and their impact on design flows.	2.5, 4	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 km ² . The G2H crossing has an upstream catchment area of 275 km ² , which further highlights how loss parameters that achieve a good calibration at Glenore Grove (near the bottom of the catchment) may not be appropriate for the G2H section of the Lockyer Creek model.	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.	High	This issue is linked to item UL5 where both items and limited documentation indicates that limited changes were made (UL1) to ensure that the design flow estimates provided agreement with recorded data.	

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

Item No.	Item/Issue	Reference Section	Relevance to Assessment	Impact on Design	Level of Importance	Reason for Adopted Level of Importance
UL7	The topographic setup is deemed acceptable 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 limited to, the Lockyer Valley LGA LIDAR dataset flow in 2016.	3.3	Future stages of the assessment should use the most up-to-date available data	The use of the latest available topographic data may improve model validity in areas	Low	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.
UL8	Several issues with the model calibration.	3.5, 4	The model parameter values are based on the BRCP's model calibration. The BRCP's model did not focus on the Lockyer Valley area, which is dominated by flood events. Additional issues with the calibration include limited FFA documentation and verification, lack of reporting on calibration at other gauges in the catchment, poor flow correlation at Glenore Grove gauge (TUFLOW compared to observed), poor correlation with historic gauge levels and poor correlation with recorded flood levels (especially between Helidon and Grantham).	The joint calibration informs the hydrologic and hydraulic parameters adopted in the modelling approach. The poor calibration fit undermines the design event modelling results and subsequently the flood assessment of the rail alignment.	Very High	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.
UL9	The flood frequency analysis was only performed at one stream gauge (far downstream of the G2H crossing of Lockyer Creek), despite several other stream gauges having data available.	4	A single FFA may not represent the design event hydrology of the catchment well.	Without calculating the FFA at all stream gauges of sufficient record, there is lower certainty in the validity of design storm event results.	High	The adopted gauge does have a long stream record, but its accuracy is limited by the ageing of the gauging infrastructure, which reduces the risk of overestimating flows and water levels.
Application						
UL10	The adopted TUFLOW HPC engine was not the latest version	3.2	The latest TUFLOW HPC engine contains many significant improvements and it has been benchmarked better than the 2018 version of HPC.	The change in the hydraulic model solver could result in slightly different peak water levels, velocities and discharges.	Low	Normally high because the latest version contains several significant improvements in accuracy, but because the adopted version was the latest at the time of the modelling, it is reasonable. It should, however, be updated in the next design stage.
UL11	Issues surrounding the application of hydraulic roughness.	3.4	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.	Unlikely to cause significant changes to results but may cause minor changes.	Low	Unlikely to cause significant change to current reported levels but should be corrected in future project stages
UL12	Varied and inconsistent approaches adopted to apply inflows within the hydraulic model	3.5	2D source area inflows are not applied in a consistent manner (e.g. not at catchment centroid). Furthermore, it appears that several of the subcatchment inflows are "double routed", meaning inflow routing is performed twice. The 2D model is the adopted model which is likely to be 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. Some source area inflows have also been split in an attempt to replicate smaller subcatchment sizes.	Inconsistent application of inflow may impact the assessment of the calibration, FFA and the resulting design storm. A justified, consistent approach would provide rigor to the assessment.	Medium	Normally a high level of importance, but because the application is unlikely to affect results near the G2H alignment, its level of importance was reduced to medium.

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

Item No.	Item/Issue	Reference Section	Relevance to Assessment	Impact on Design	Level of Importance	Reason for Adopted Level of Importance
UL13	Differing source area inflows used between historic and design models	3.5	The 2D source area inflow locations are slightly different between the calibration model and the design storm event models.	This difference may undermine the joint calibration approach used to define the design model.	Low	Normally a medium level of importance due to its potential impacts on the validity of the design storm event models, but because it would not meaningfully affect results at the G2H section of the alignment, its level of importance was reduced to low.
UL14	Missing hydraulic structures in existing model.	3.6	A preliminary review has identified some missing hydraulic structures within the model extent.	The absence of these structures in the model may be causing artificial blockage in some areas. However, it is unlikely that this will have significant impact on results (once included) to events, such as the 1% AEP, and may only influence frequent events.	Low	It is recommended that an assessment of missing existing structures is undertaken in future project stages to ensure water is not being artificially blocked from the model (which may impact the results of frequent events).
UL15	Bridge losses are identical at all bridges.	3.7.2	Bridge loss inaccuracies could result in reported changes in water level (and other flood impact objectives) being too low or too high.	The design may not properly mitigate flood impacts at all locations.	Medium	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.

10.7 2021-2026 Community Development and Engagement Strategy

Author: Neil Williamson, Coordinator Community Activation

Responsible Officer: Ian Church, Chief Executive Officer

Purpose:

The purpose of this report is to present the 2021-2026 Community Development and Engagement Strategy for adoption by Council.

Officer's Recommendation:

THAT Council adopt the 2021-2026 Community Development and Engagement Strategy as attached to this report.

Executive Summary

A Community Development and Engagement Strategy (see attached) has been prepared which outlines Council's vision for growing a healthy, diverse, connected and involved community.

Proposal

The vision for community development and engagement in the Lockyer Valley has been informed by the Community Plan 2017-2027 and is:

The Lockyer Valley community is diverse, connected and participates in bringing to reality a shared vision of a vibrant region.

The Community Development and Engagement Strategy shows how Council's vision for connecting with the community will be realised by identifying:

- Key themes (from Council's Community and Corporate Plans);
- Strategic priorities;
- Key Pillars;
- Key stakeholders; and
- Performance measures.

This Community Development and Engagement Strategy provides a clear and concise vision for how Council will work with key stakeholders to grow a healthy, diverse, connected and involved community.

Quarterly action plans will be developed to support the Strategy, including actions and projects aligning with the strategic priorities. The quarterly action plans will also inform the budget. Performance against the strategic priorities will be measured and reported to Council.

Options

1. Council adopt the 2021–2026 Community Development and Engagement Strategy as attached.
2. Council adopt the 2021–2026 Community Development and Engagement Strategy with amendments.
3. Council does not adopt the 2021–2026 Community Development and Engagement Strategy.

Critical Dates

There are no critical dates.

Strategic Implications

Corporate Plan

Lockyer Community

- Advocate on behalf of the community for access to services and facilities.
- Support community groups by helping them develop skills including networking, governance, grant writing, engaging volunteers and business management.
- Advocate on behalf of and support community groups to access funding streams.
- Foster community resilience and coordinate the community's response to disaster events.

1.1 A community with fair and reasonable access to services.

1.3 Enhanced wellbeing and safety of the community.

1.4 Council seek to understand community needs, resulting in partnerships that realise long-term benefits for the community in a timely manner.

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

1.6 The community's preparedness for disasters is improved through community education, training and strong partnerships between Council and other agencies.

Lockyer Leadership

- Compliance with the Community Engagement Policy and Plan.

5.3 Actively engage with the community to inform council decision making processes.

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

Operational Plan

1.5.1 Develop a yearly action plan outlining projects and initiatives that deliver on the strategic priorities of the Community Activation Strategy.

Finance and Resource

There are no financial implications associated with the adoption of the strategy. The quarterly action plan will outline community development and engagement activities and projects for which budget has been, or will be, sought.

Legislation and Policy

The Community Development and Engagement Strategy is part of a suite of strategic documents which includes the Economic Development Strategy, the Environment Strategy and the Tourism Strategy adopted by Council in May 2021.

Risk Management

Key Corporate Risk Code and Category: EC1 and R1

Key Corporate Risk Descriptor: Environment and Community, and Reputation
Environment and the community, including sustainable development, social and community wellbeing, relationships, public health, recreation, regional profile and identity.

Reputation and goodwill.

Consultation

Councillor Consultation

The draft strategy was discussed with Councillors at a workshop on 28 September 2021.

Attachments

1 [!\[\]\(830769b31eeeaca920791081939ff8ba_img.jpg\)](#) Community Development and Engagement Strategy 2021-2026 1 Page



Community Development and Engagement Strategy

2021 - 2026

The Lockyer Valley community is diverse, connected and participates in bringing to reality a shared vision of a vibrant region.



Key Theme Lockyer Community

Our healthy community welcomes the spirited diversity found within our region. Times of hardship highlight our resilience.

Our high standards support our quality of life and vibrancy while providing a dynamic and safe place full of opportunity. We strive to build on who we are and all that our region has to offer by connecting business, the community and government.

Strategic Priorities

SP 1

Engage with the community to ensure the community's views, values and aspirations inform Council decision-making.

SP 2

Support community groups to increase their capacity, resilience and sustainability.

SP 3

Develop and deliver programs, in consultation and collaboration with stakeholders, to promote community wellbeing and resilience, including recovery from adverse events.

SP 4

Strengthen and utilise partnerships with NGOs and government agencies to improve support services and programs for vulnerable members of the community.

Key Stakeholders

- Community interest groups
- Children, Youth, Families, Seniors
- Cultural and Linguistically Diverse Communities
- Aboriginal and Torres Strait Islanders
- Schools
- Local and Regional NGOs
- Government agencies
- Council business units

Performance Measures



Community involvement in Council decision making



Level of participation in community activations



Strong and vibrant community groups



ECONOMIC
SOCIAL
ENVIRONMENT

10.8**Major Community Grants Program - Round 1 2021/22**

Author: Tye Casten, Community Activation Officer
Responsible Officer: Ian Church, Chief Executive Officer

Purpose:

Applications for Round 1 of Council's 2021/22 Major Community Grants Program were called on 1 September 2021 and closed on 30 September 2021. Sixteen (16) applications were received, requesting a total of \$52,167.99 in grant funding from a total pool of \$40,000. The purpose of this report is to present the recommendations of the Grant Assessment Panel to Council for adoption.

Officer's Recommendation:

THAT Council approve funding for Round 1 of the 2021/22 Major Community Grants Program allocating a total of \$40,000.00 to the following applicants:

St Vincent de Paul Society QLD – Vinnies Gatton	\$3,000.00
Lockyer Creative Collective Incorporated	\$2,000.00
Spirit of the Valley Events Inc.	\$3,600.00
Laidley Golf Club Inc.	\$1,200.00
Laidley Bowls Club Inc.	\$3,000.00
Gatton Campdraft Association Inc.	\$2,000.00
The Returned and Services League of Australia (Qld Branch) Laidley Sub-Branch Inc.	\$1,500.00
Withcott & District Progress Association Inc.	\$3,000.00
Hatton Vale Community Uniting Church	\$2,850.00
Lockyer Valley Art Society Inc.	\$2,000.00
Gatton Ma Ma Creek RSL Sub-Branch	\$1,000.00
Laidley Uniting Church Australia	\$2,850.00
Gatton Pony Club Inc.	\$3,500.00
Laidley District Historical Society Inc.	\$2,000.00
Hatton Vale and District Pony Club Inc.	\$3,000.00
Laidley District Cricket Club	\$3,500.00

Executive Summary

For the 2021/2022 financial year, Council allocated \$80,000 across two rounds of the Major Community Grants Program. For Round 1 Council received 16 applications, requesting a total of \$52,167.99 in funding from a total pool of \$40,000.

This report outlines the evaluation process undertaken by the Grant Assessment Panel and the recommendations of the Panel for distributing the available funding to eligible organisations.

Proposal

The applications were assessed by Mayor Milligan, the Chief Financial Officer, the Manager Communities, the Senior Community Development and Engagement Officer and the Community Development and Engagement Officer against the assessment criteria, funding requirements, each community group's capacity to finance their project and the available funds.

Mayor Milligan declared a conflict of interest in regard to an application from The Returned and Services League of Australia (QLD Branch) Laidley Sub-Branch Inc. and left the room during the discussion and recommendation process in relation to this application.

The following two applications have not been recommended to receive funds in this Round due to not meeting the criteria or conditions:

- **Mulgowie Public Hall Association** – This application was to undertake small facility upgrades to the hall. This application was rejected as the applicant failed to provide formal quotes for their project. Providing formalised quotes is a mandatory requirement for this funding program. The applicant can apply for funding under future grant rounds.
- **Withcott State School P&C Association** – This application was to construct a new footpath within the grounds of Withcott State School to provide a safe access for families to access classrooms. This was rejected on the basis that safety of school facilities is a Department of Education responsibility.

The 16 applicants below are recommended to receive funding toward their designated project.

ROUND 1 – 2021/22 Major Community Grants Program			
Organisation	Project Description	Amount Requested	Recommended Grant
St Vincent de Paul Society QLD – Vinnies Gatton	CCTV Security Equipment	\$3,607.00	\$3,000.00
Lockyer Creative Collective Incorporated	Valley Vibe Arts Trail	\$4,000.00	\$2,000.00
Spirit of the Valley Events Inc.	Community Event Equipment	\$3,627.23	\$3,600.00
Laidley Golf Club Inc.	Recycling Storage Shed	\$1,216.32	\$1200.00
Laidley Bowls Club Inc.	Security Camera Installation	\$3,960.00	\$3,000.00
Gatton Campdraft Association Inc.	Water Troughs	\$2,600.00	\$2,000.00
The Returned and Services League of Australia (Qld Branch) Laidley Sub-Branch Inc.	Drop-In Centre Seating and Crockery	\$3,070.10	\$1,500.00
Withcott & District Progress Association Inc.	Toilet Facility Upgrade	\$4,000.00	\$3,000.00
Hatton Vale Community Uniting Church	Community Event Equipment	\$4,000.00	\$2,850.00
Lockyer Valley Art Society Inc.	Purchasing of Equipment	\$2,265.88	\$2,000.00
Graham Ma Ma Creek RSL Sub-Branch	Flags for Ceremonies	\$574.49	\$1,000.00
Laidley Uniting Church Australia	Children's Playground Equipment	\$4,000.00	\$2,850.00
Gatton Pony Club Inc.	Marquees	\$3,699.97	\$3,500.00
Laidley District Historical Society Inc.	Kitchen Upgrade	\$4,000.00	\$2,000.00
Hatton Vale and District Pony Club Inc.	Replace Show Jumps	\$3,920.00	\$3,000.00
Laidley District Cricket Club	Surveys for Lease Renewal	\$3,627.00	\$3,500.00
TOTAL		\$52,167.99	\$40,000.00

Under the *Community Grants and Assistance Procedure*, when awarding Major Community Grants, Council has the right to award funding above or below the amounts requested in the applications.

[Previous Council Resolutions](#)

There is no previous Council resolution relating to this round of funding.

Critical Dates

In accordance with the Community Grants and Assistance Procedure, grant funding must be spent within 12 months of the applicant receiving advice that their application has been successful.

Strategic Implications

Corporate Plan

Lockyer Community 1.1 - A community with fair and reasonable access to services.

Finance and Resource

A budget of \$80,000 is provided for Category 1 - Major Community Grants Program, with two rounds of \$40,000 each. The Major Community Grants Program is for non-recurrent grants of between \$500 and \$4,000. The total funding recommended is \$40,000.00 which is within the budget for Round 1.

Legislation and Policy

There is no legal implication associated with this report.

The applications received under Round 1 of the 2021/22 Major Community Grants Program have been assessed in accordance with the *Community Grants and Assistance Policy* and the *Community Grants and Assistance 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), stress the importance that there be a separation of responsibilities so that the person making the decision is different from the person assessing the applications.

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

Consultation

Portfolio Councillor Consultation

All applications discussed with the Mayor in the Assessment Panel held on 12/10/2021.

Internal Consultation

Assessment Panel held with the Mayor, Chief Financial Officer, Manager Communities, Senior Community Development and Engagement Officer and Community Development and Engagement Officer on 12/10/2021.

External Consultation

No External Consultation applicable for this grant program.

Community Engagement

A media release was published regarding the opening of Round 1 of the 2021/22 Major Community Grant Program. This was also published on Council's website and Facebook page and a special grant funding Community Connect newsletter was sent out to all community groups on that mailing list.

Attachments

There are no attachments for this report.

11. PEOPLE & BUSINESS PERFORMANCE REPORTS**11.1 Request to Lease part of Reserve described as Lot 999 on CP CC3409****Author:** Julie Lyons, Property Officer**Responsible Officer:** Dan McPherson, Group Manager People and Business Performance

Purpose:

The purpose of this report is for Council to consider a request from the Lockyer Jump Club to lease part of Council owned land situated at 24 Bertrand Avenue, Kensington Grove described as Lot 999 on CC3409 to carry out show jumping and eventing activities.

Officer's Recommendation:

THAT, with respect to the request by the Lockyer Jump Club to enter into a lease over part of Lot 999 CC3409, 24 Bertrand Avenue, Kensington Grove, Council resolve to:

- (a) decline the Lockyer Jump Club's request to lease this land as it is required by Council for environmental purposes; and**
- (b) advise the Lockyer Jump Club that Council will investigate whether Council has any other parcels of land that may suit the Lockyer Jump Club's requirements.**

Executive Summary

The purpose of this report is for Council to consider a request from the Lockyer Jump Club (Club) to lease part of Council owned land situated at 24 Bertrand Avenue, Kensington Grove described as Lot 999 on CC3409 (the Land), to carry out show jumping and eventing activities.

Proposal

The Club is an Equestrian Queensland affiliated club of 178 members who has been operating out of the Laidley Showgrounds. The Club has presented a proposal to Council to lease the Land for the purpose of building infrastructure to hold show jumping and eventing.

Proposed infrastructure that would be built by the Club include:

- A 60m x 80m fenced arena to be used for show jumping
- The development of an eventing course throughout the parklands with moveable jumps
- The construction of a storage shed to store club equipment

The Land details are:

Total Reserve Area	18.86 Hectares
Tenure	Reserve for Park and Recreation
Zoning	Open Space and Reserve

Flood Risk

Nil



TLPI 2020 applies

No

The Land is improved by a building which is currently leased by the Lockyer Valley Art Society Inc (Old Childcare Facility), a Community Hall (which is largely unused), a sealed car park, playgrounds, skate park, BBQ and seating areas and toilet amenities.

The Council Community and Regional Prosperity team have identified this parcel of land for future environmental sustainability initiatives. The property contains vegetation consistent with the regional ecosystem 12.9-10.2 which is primary habitat for threatened koalas. Numerous, large preferred feed trees for koalas cover the site and there have been records of koalas in the immediate area. All surrounding remnant and regrowth regulated vegetation has been identified by the State Government as core koala habitat. A detailed koala survey over the site has not yet been conducted. In addition, the property provides key habitat and local ecological connectivity between large remnant vegetation areas to the north and south. With enhanced management techniques, it is anticipated that the disturbed habitat within the site will eventually qualify as core koala habitat also and enhance the local ecological connectivity of the area.

The property currently provides passive nature based recreational values to residents (primarily bush walking). The reserve is surrounded by a growing number of rural residential parcels and provides an essential safe and relaxed nature based recreation service to the local community. The property has not yet been widely promoted for community use, as a formal property management plan will be developed through Council's integrated land management program and future nature based recreation strategy. The intention of this management plan will be to enhance the important ecological values of the park and develop a list of suitable community use activities that are compatible with the flora and fauna of site and surrounds. Council have been undertaking management actions recommended in a bushfire management plan to ensure bushfire threats to surrounding residents are adequately managed while enhancing the ecological values of the site.

It does not appear that the proposed exclusive use of the park by the Lockyer Jump Club would be suitable for the parks intended wider community use, and may contradict Councils intended native habitat and ecological connectivity enhancement ambitions

Options

- Option 1 Offer the Club a lease over the Land.
- Option 2 Advise the Club that the Land is required by Council for environmental purposes and investigate whether Council has any other land available that may suit the requirements of the Club and if the other land can be offered by exception or public tender.

Strategic Implications

Corporate Plan

Lockyer Community 1.2 - Council optimises the use of its open spaces and facilities by improving access to and the quality of the facilities for individuals and groups for cultural, recreational and community activities.

Finance and Resource

The Club would be responsible for all repairs and maintenance to its improvements, all outgoings, maintenance of the Land, as well as survey plan costs and lease registration costs. The Club is entitled to apply for grants and other funding to assist with covering these expenses.

Rent payable would be negotiated as part of any lease agreement between Council and the Club. The Club has offered to pay \$800.00 per annum.

No further financial implications are anticipated for Council as the Trustee Lease documents or Public Tender Documents can be prepared internally by Council's Property Officer.

Legislation and Policy

In accordance with Section 236(1)(b)(ii) of the *Local Government Regulation 2012*, Council may lease the facility to a community organisation, such as the Club, without having to go through a tender process. There may however be other community groups interested in leasing the Land therefore it would be more fair and transparent to offer the Land through a public tender process so that all community groups have the opportunity to apply.

The proposed use is required to be consistent with the purpose of the reserve but in some cases an inconsistent use may be approved by the Department of Resources if the use does not adversely affect the reserve's purpose.

A Land Management Plan will be required to be prepared and registered with the Department of Resources which can identify any environmental values and how they can be protected during the lease.

A Trustee Lease must not be for more than 30 years (only 20 years is allowed for sporting clubs) but cannot contain any renewal options.

Further, as the Trustee Lease would be for only part of the reserve the Trustee Lease must also include a lease sketch plan/survey plan. These costs and lease registration costs are to be paid by the Club/Lessee.

Risk Management

Key Corporate Risk Code and Category:	Environment and Community (EC1)
Key Corporate Risk Descriptor:	Environment and the community, including sustainable development, social and community wellbeing, community relationships, public health, recreation, regional profile and identity
Key Corporate Risk Code and Category:	Infrastructure and Assets (IA1)
Key Corporate Risk Descriptor:	Planning, managing and maintaining assets for the future

Consultation

Internal Consultation

Council officers from Community Facilities, Community Wellbeing and Growth and Policy as well as Councillor Hagan attended a meeting with representatives from the Club on the 24 August 2021 to discuss their proposal in further detail. The Club was informed that the Land has been identified as a parcel of land that could be considered for further environmental works in the future and that Council officers would review Council's land bank to see if there may be other suitable locations.

The following teams have been consulted in the preparation of this Report:

- ✓ Growth and Policy
- ✓ Development Assessment
- ✓ Community Wellbeing
- ✓ Finance
- ✓ Community Facilities
- ✓ Technical Services
- ✓ Community Activation

Council's Property Officer is currently investigating other parcels of land that may be suitable for the Club and if so, whether or not the parcels of land can be offered by way of exception or a public tender process.

Attachments

1 [1](#) Attachment 1 2 Pages

To: Lockyer Valley Regional Council

From: Lockyer Jump Club Inc

Lease proposal for the Kensington Grove Park - 24 Bertrand Avenue, Kensington Grove QLD 4341, Lot
Description 999C3409.

We are an Equestrian Queensland affiliated club of 178 members currently looking for an area to become our home grounds and develop into a multi use equestrian facility for the area. The Lockyer Valley is a large community of horse enthusiasts. A few of our committee members regularly frequent Kensington Grove Park for riding purposes and feel it would be a perfect space for our club. While we have a large membership base which finance our needs, our training days usually only consist of around 40-50 people.

Our goal is to develop a small section within the large grounds into a flat usable area of approximately 60x80m to use for showjumping to be fenced off for safety purposes following the natural fencing trend. We have secured funding for this already but also have access to several grant opportunities and sponsors as well. Long term we would like to add cross country jumps creating a course around the property while leaving everything else undisturbed. In addition to this we would be looking to the future of adding some form of storage to secure our equipment and some lighting. This would be a fantastic opportunity to add an establishment like this to the Lockyer Valley. There are currently no other local cross country courses within the council area and no plans of adding one by any other local club.

After researching and enquiring with clubs with other similar arrangements with Brisbane City Council and Toowoomba Regional Council we have prepared an offer. We propose a shared lease of the Kensington Grove Park of \$800 per annum payable by us Lockyer Jump Club to the Lockyer Valley Regional Council to be reviewed as improvements/developments are made. A shared lease maintains the park status of the grounds by pedestrians and the open space requirement of council. Lockyer Jump Club maintains their fenced off area and fencing. Council maintains their required boundary fencing and surrounding land. Any additional maintenance such as mowing that is needed outside of councils usual maintenance will be done by Lockyer Jump Club eg. mowing for parking, mowing or weeding around future cross country jumps. Access by vehicles with floats will be required to the grounds by members via Bertrand Avenue as this disturbs the least amount of neighbours. We only allow members to attend all of our events or those who are members of Equestrian Queensland so they are all covered under our current \$20 million public liability and/or personal accident insurance included in their memberships. Any damage to the grounds by our members will be our responsibility.

We have notified all neighbouring properties sharing a fence line with the Kensington Grove park and have not received any objection to our use proposal. I have attached diagrams of proposed use and we would be happy to attend a council general meeting or private meeting to discuss any further particulars.

Kind regards,

Jessica Newport, President

on behalf of the

Lockyer Jump Club

The entry off Bond court for parking is most suitable for us but can certainly make the entry off Bertrand Avenue work as well.



11.2 Application for Permanent Road Closure - Part of Road Reserve Adjoining Lot 44 on SP 222573, Lot 143 on CP CC354 and Lot 24 on SP 140220**Author:** Julie Lyons, Property Officer**Responsible Officer:** Dan McPherson, Group Manager People and Business Performance

Purpose:

The purpose of this report is to consider an application made by an adjoining landowner for permanent road closure of the road reserve adjoining Lot 44 on SP 222573, Lot 143 on CP CC354 and Lot 24 on SP 140220 situated at Kiepes Road, Upper Flagstone.

Officer's Recommendation:

THAT with respect to the request received from the owner of Lot 44 on SP 222573 for Council's views as road manager in relation to the proposed permanent road closure of the road reserve adjoining Lot 44 on SP 222573, Lot 143 on CP CC354 and Lot 24 on SP 140220, Council resolves to respond to the Applicant by completing the Part C Statement in relation to an application under the *Land Act 1994* and advise that:

- (a) the road closure area is not required to provide legal or practical access to any land parcels as Lot 143 on CP CC354 will still have legal access from Kiepes Road and Lot 24 on SP 140220 already has legal constructed access from Hell Hole Creek Road; and**
- (b) if the application is approved, the road closure area is required to be amalgamated into Lot 44 on SP 222573.**

Executive Summary

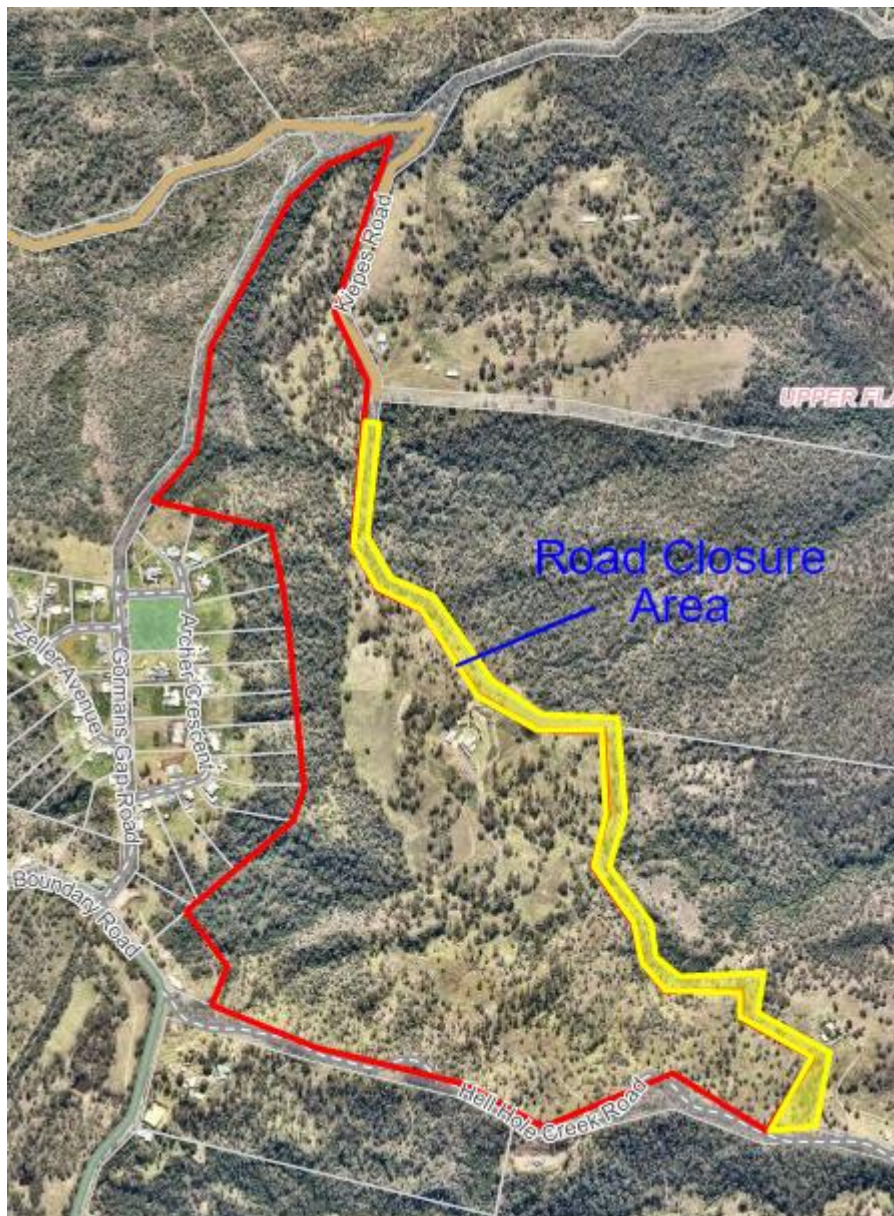
The purpose of this report is to consider the proposed application for permanent road closure of the road reserve adjoining Lot 44 on SP 222573, Lot 143 on CP CC354 and Lot 24 on SP 140220 situated at Kiepes Road, Upper Flagstone.

Proposal

On 29 September 2021, Council received a request from the owners of Lot 44 on SP 222573 (Applicants) for Council to provide its views in relation to the proposed application for permanent road closure of the road reserve adjoining Lot 44 on SP 222573, Lot 143 on CP CC354 and Lot 24 on SP 140220. This is a pre-requisite step before an application can be lodged with the Department of Resources (DR) for consideration. Council is required to complete the "Part C Statement in relation to an application under the *Land Act 1994* over State Land" with its views so that the relevant form can be submitted with the application.

The area of road to be permanently closed is shown below:

Area Approximately 6.91 hectares



Correspondence with Proposed Road Closure Plans received from the Applicants is **Attachment 1** to this Report.

The area of road proposed to be closed does provide legal access to Lot 143 on CP CC354 and Lot 24 on SP 140220 however Lot 143 on CP CC354 will still have legal access from Kiepes Road and Lot 24 on SP 140220 has legal constructed access from Hell Hole Creek Road as shown on the attached Aerial Map which is **Attachment 2** to this Report.

The Recommendation in this Report will enable the Applicants to make a formal application for permanent road closure to the DR for consideration. Ultimately, whether or not the application is approved is a decision that rests with the DR.

The DR is responsible for publishing the proposed road closure and engaging with any other interested parties and agencies to determine whether there are any objections to the application.

Any objections received by the DR may be viewed by other parties interested in the proposed road closure in accordance with the provisions of the *Right to Information Act 2009*.

Options

- Option 1 Council doesn't object to the Application for Permanent Road Closure.
- Option 2 Council objects to the Application for Permanent Road Closure and provides reasons.

Strategic Implications

Corporate Plan

Lockyer Leadership and Council

5.7 Compliant with relevant legislation

Finance and Resource

No financial or resource implications for Council have been identified.

If the application is successful, the DR will notify Council of any update to the land areas and values for rating purposes.

Legislation and Policy

If the Application is successful, the Applicants will be required to purchase the closed road area at market value from the DR. The Applicants will be required to amalgamate the road closure area into their adjoining property, Lot 44 on SP 222573.

Council's consideration of this application, and the issue of the completed Part C Statement in relation to an application under the *Land Act 1994* over State land with Council's views, comply with the DR's policy requirements for the assessment of such application.

Risk Management

Key Corporate Risk Code and Category: LCL1

Key Corporate Risk Descriptor: Legal Compliance and Liability
Compliance management – regulatory or contract compliance,
litigation, liability and prosecution

Key Corporate Risk Code and Category: IA1

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

Consultation

Internal Consultation

- ✓ Growth and Policy
- ✓ Development Assessment
- ✓ Community Wellbeing
- ✓ Finance

- ✓ Community Facilities
- ✓ Technical Services

No concerns or issues have been raised with the Application for Permanent Road Closure.

Attachments

- 1 [📄](#) Attachment 1 4 Pages
- 2 [📄](#) Attachment 2 1 Page

PROPOSED ROAD CLOSURE

KIEPES ROAD, UPPER FLAGSTONE

Keith Schulz & Tiffany Kearney are joint owners of Lot 44 SP222573 at 83 Hell Hole Creek Road.

We request Council's comment on the possible closure of part of the unmade section of Kiepes Road where it is adjacent to our property. These comments should take the form of a LA30 "statement in relation to an application under the Land Act (Part C)".

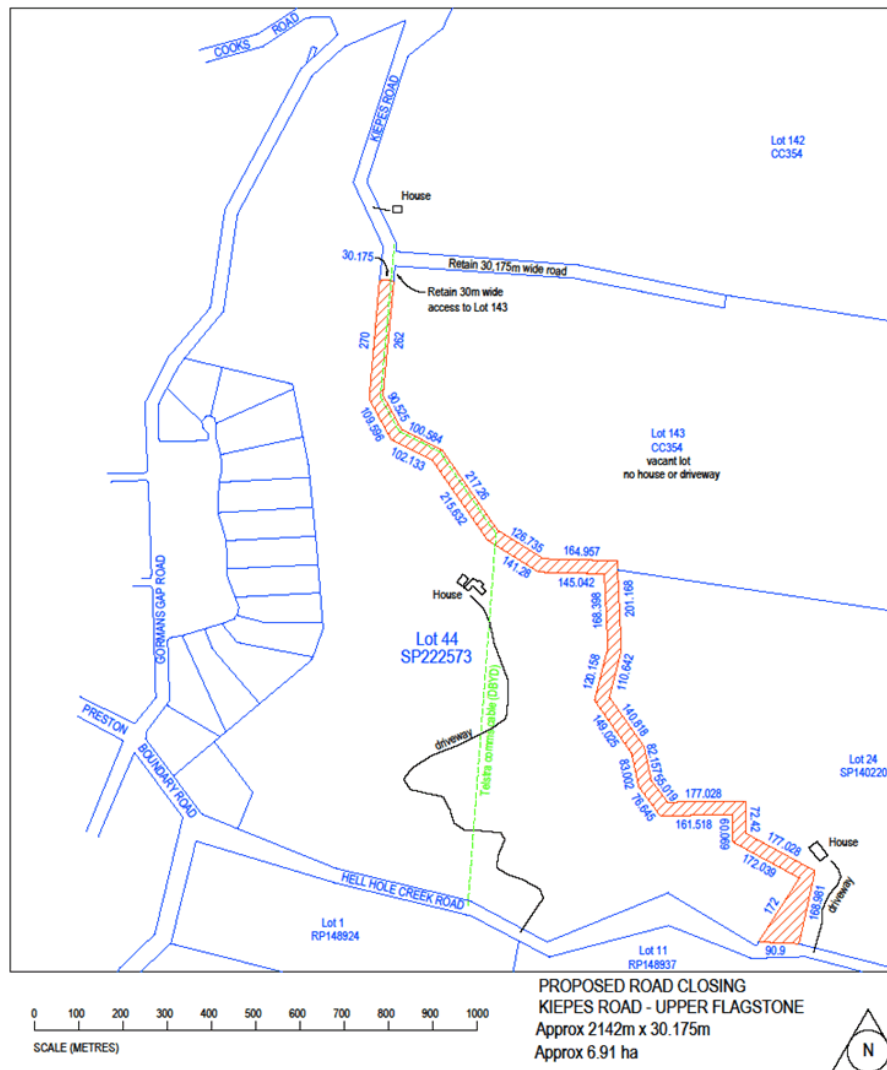
The maps below describe the area of interest:

Map #1 – showing Lot 44 SP222573 (83 Hell Hole Creek Road)



Kiepes Road

Map #2 showing dimensions of the Proposed Road to be Closed (hatched in red)



Kiepes Road is a legal road connecting Hell Hole Creek Road to Cooks Road and it runs adjacent to our eastern property boundary for its whole length (approx. 2.8km). The road is generally 30.175 metres wide, but widens out at the southern end where it meets Hell Hole Creek Road.

With reference to Map #1:

- (A-B): The northern 500 metres of the road is a formed gravel carriageway and supplies access from Cooks Road to our neighbour's house on Lot 142. This part will NOT be closed.
- (B-C): The next 150 metres to the south is unformed dirt track which is necessary to provide access to the uninhabited and undeveloped Lot 143. This part will NOT be closed.
- (C-D): The next 300 metres is unformed 4WD track providing access to our paddocks via a locked gate. This part WILL be closed.
- (D-E): The next 400 metres is overgrown with thick Lantana and Privet weeds. At some stage in the past, this part was used as a vehicle track, but it only went as far as our second gate at Point E. From there, the old track passed through our property back to Hell Hole Creek Road. This part of Kiepes Road WILL be closed.
- (E-F): The remaining 1.4 km shows no sign of ever being used as a road and is untrafficable due to steep country and gully crossings. This part WILL be closed.

If the Road Closure is supported, we propose to commence the formal process through DNRME and purchase the land to consolidate it with Lot 44. The approximate area of this section of road is 6.91 ha.

Our reasons for seeking this outcome are:

- At present, the southern section of Kiepes Road from Point C onwards is infested with weeds (Lantana, Privet and Prickly Pear) and becomes a hazard in fire season. Vehicle access is not possible along the whole route.
- Closure of the road will stop vehicles attempting to access this untrafficable route and damaging creeks and fences. It will also improve security for our house and machinery sheds. Biosecurity of our cattle grazing operation will also benefit by the restriction of unregulated traffic.
- Prevent illegal dumping.
- It is unlikely that the Kiepes Road carriageway will ever be extended through to Hell Hole Creek Road due to the rugged topography and lack of benefit. The only possible beneficiaries of such an action are the owners of Lots 142 and 143 who already have good road access to their properties via Cooks Road. Future subdivision or development of any kind on Lot 143 is very unlikely due to its topographic constraints.
- There seems to be very little benefit in providing a future access between Cooks Road and Hell Hole Creek Road. The residents on Hell Hole Creek Road have good sealed road access back to the New England Highway via Preston Boundary Road and no reason to travel to Cooks Road or Upper Flagstone Creek Road. The owners of properties on Cooks Road and Kiepes Road are unlikely to need to travel to Hell Hole Creek Road.

- Closure of the section of Kiepes Road and its consolidation with our neighbouring rural land will allow us to invest in fencing and for the land to be treated for weeds and erosion and to put it to good use. Our property is part of the Land for Wildlife program (#8108) so we are committed to responsible land use and native flora and fauna regeneration.
- We recognise that there may be some argument for interconnectivity in the road network that Kiepes Road theoretically provides, but construction of a trafficable road would be very expensive due to the rugged topography so it would be very unlikely to ever occur.
- Access for fire related activities will remain available through our property along our sealed driveway as is currently the case, as it is impractical for fire vehicles to travel along Kiepes Road.

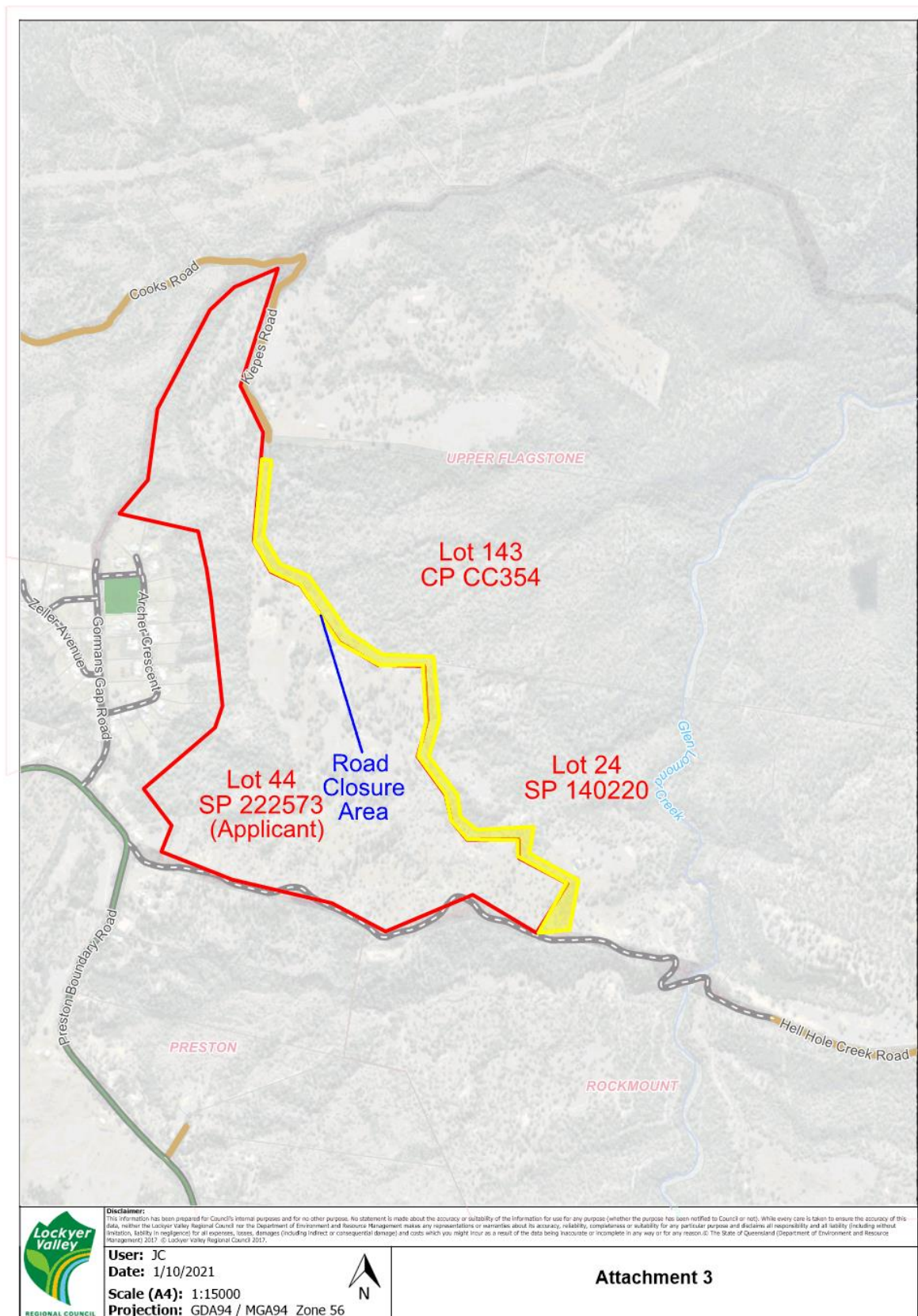
DBYD – Utility Services

A Dial Before You Dig search has been carried out and the only identified service that is within the affected part of Kiepes Road is an underground communication cable belonging to Telstra. This line was intended to service Lots 44 and our neighbours house on Lot 142. However, this service is not actually used by either property.

The communication cable runs from major cable pits in Hell Hole Creek Road, then through our property, before entering Kiepes Road near Point E. It then runs within the Kiepes Road reserve through to Point B (refer to Map #1).

Our opinion is that this communication cable should not present an impediment to the application to close the road as:

- Most of the alignment is already within our property (from Hell Hole Creek Road to Point E)
- The underground communication cable has legislated protection under the federal Communications Act even when within private property
- Low impact farming activities will not impact on the underground line
- The communication cable is not currently utilised by either property it services



12. COMMUNITY & REGIONAL PROSPERITY REPORTS**12.1 Application for Development Permit for Material Change of Use for Kennels and Dwelling House & Building Work not associated with a Material Change of Use for Pool and Shed Triggered by an Overlay (High Ecological Significance) at Qually Road, Lockyer Waters**

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 (MC2021/0044 & BW2021/0001) for a Development Permit for Material Change of Use for Kennels and Dwelling House & Building Work not associated with a Material Change of Use for Pool and Shed Triggered by an Overlay (High Ecological Significance) on Lot 5 CA31747 at Qually Road, Lockyer Waters.

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 (MC2021/0044 & BW2021/0001) for a Development Permit for Material Change of Use for Kennels (maximum 25 dogs) and Dwelling House & Building Work not associated with a Material Change of Use for Pool and Shed Triggered by an Overlay (High Ecological Significance) on Lot 5 CA31747 at Qually Road, Lockyer Waters be approved subject to the following conditions:

APPROVED PLANS

The following plans are Approved Plans for the development:

Approved Plans

Plan No.	Rev.	Plan Name	Date
202106291 – 1	-	<i>Site Plan</i> , prepared by ANG Building Design & Drafting	29/06/2021
202106291 – 2	-	<i>Ground Floor</i> , prepared by ANG Building Design & Drafting	29/06/2021
202106291 – 3	-	<i>Elevations</i> , prepared by ANG Building Design & Drafting	29/06/2021
202106291 – 4	-	<i>Elevations</i> , prepared by ANG Building Design & Drafting	29/06/2021
202106291 – 5	-	<i>Proposed Kennel Floor Plan</i> , prepared by ANG Building Design & Drafting	29/06/2021
202106291 – 6	-	<i>Proposed Kennel Elevations</i> , prepared by ANG Building Design & Drafting	29/06/2021
GTTN42058 Sheet 1 of 6	-	<i>Foundation Plan and Member Layout</i> , prepared by Fair Dinkum Sheds	27/4/2021
GTTN42058 Sheet 6 of 6	-	<i>Sidewall Exterior Elevation & Endwall Exterior Elevation</i> , prepared by Fair Dinkum Sheds	27/4/2021

REFERENCED DOCUMENTS

The following documents are referenced in the assessment manager conditions:

Referenced Documents

Document No.	Rev.	Document Name	Date
210210	3	<i>Ecological Impact Assessment & Bushfire Management Report</i> , prepared by Aquila NRM	19 July 2021

VARIATION APPROVAL

Not Applicable.

FURTHER PERMITS REQUIRED

- Development Permit for Building Work
- Plumbing and Drainage Permit
- Works on Road Reserve Permit
- Approval for Keeping of Animals under Local Laws

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 otherwise amended by conditions of this approval.	Prior to commencement of use and to be maintained thereafter.
2.	Maintain the approved 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.
4.	This approval is for a Dwelling House, Kennel and ancillary shed and pool. The Kennel use approval is for a maximum of 25 dogs over the age of three (3) months for breeding and show dogs. Any intensification of the use will require further planning approval.	At all times.
Alterations and/or Relocations		
5.	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 telecommunications authority, electricity authority or Council or other person engaged	At all times.

	in the provision of public utility services is to be carried out with the development and at no cost to Council.	
6.	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.
Damages to Services and Assets		
7.	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: (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.	At all times.
Kennel Operations		
8.	Obtain an approval for the keeping of animals in accordance with Local Law No. 1 (Administration) 2011 and Subordinate Local Law No. 15 (Keeping of Animals) 2011 from Council.	Prior to commencement of the Kennel use and to be maintained thereafter.
9.	Register each dog over the age of three (3) months kept at the property.	Within thirty (30) days of obtaining each dog and to be maintained thereafter.
10.	Solid waste (dog faeces) receptacles are to be sealed, weatherproof and located on hardstand, bunded areas. Collection of solid wastes must be regular (at least weekly) and disposed of off-site to a licensed facility. Evidence of waste collection, through receipt of purchase, must be retained for a minimum of twenty-four (24) months and made available upon request.	At all times.
11.	All dogs must be housed within the kennel buildings between 6:00pm and 8:00am.	At all times.
12.	No non-resident employees are to be employed by the use unless an imperviously sealed car parking space is provided for on-site for each non-resident employee.	At all times.
Kennel Building Design		
13.	The Kennels must be designed so that the materials and exterior colour is compatible with the surrounding land.	Prior to commencement of the Kennel use and to be maintained thereafter.
Lighting		
14.	The provision of security and flood lighting must be designed, constructed, located and maintained in accordance with Australian Standard 4282 Control of Obtrusive Effects of Outdoor Lighting so as not to cause nuisance to the occupants or nearby properties, passing traffic or native fauna. No lights are to be directed outwards into the surrounding bushland.	At all times.
Water and Wastewater		

15.	Provide a minimum 45,000L of potable water to supply the Dwelling House and Kennels.	Prior to commencement of use and to be maintained thereafter.
16.	Provide an on-site effluent disposal system to service the Dwelling House and Kennels. Note: a further Plumbing and Drainage Permit must be obtained for the on-site effluent disposal system.	Prior to commencement of use and to be maintained thereafter.
Fire Fighting		
17.	Provide bushfire mitigation in accordance with Section 11.0 Recommendations of the <i>Ecological Impact Assessment & Bushfire Management Report</i> , Reference No. 210210, Issue 3, prepared by Aquila NRM and dated 19 July 2021.	Prior to commencement of use and to be maintained thereafter.
Stormwater Management		
18.	All works associated with this development must be undertaken without resulting in stormwater damage or nuisance to surrounding and/or downstream properties or infrastructure.	At all times.
Car Parking, Vehicular Access and Driveways		
19.	All vehicular access, parking and manoeuvring areas must be designed and constructed to facilitate the safe and efficient movement of vehicles in accordance with: (a) AS/NZS2890.1 <i>Parking facilities Part 1: Off-street car parking</i> ; (b) AS/NZS2890.6 <i>Parking facilities Part 6: Off-street parking for people with disabilities</i> ; and (c) AS2890.2 <i>Parking facilities Part 2: Off-street commercial vehicle facilities</i> .	Prior to commencement of use.
20.	Construct an all-weather internal access driveway with a minimum width of 3.0m with passing bays every 200m, generally in accordance with the approved plans. The passing bays are to be a minimum of 6.0m wide.	Prior to commencement of use and to be maintained thereafter.
21.	Remove any redundant crossover and reinstate the existing road verge.	Prior to commencement of use.
22.	Obtain a permit to undertake Works on a Road (Vehicular crossover and traffic management) for access on to Qually Road prior to the construction of vehicular access.	Prior to commencement of works.
23.	The car parking and manoeuvring areas must facilitate the largest anticipated design vehicle to enter and exit the site in a forward gear.	Prior to commencement of use.
24.	Provide a minimum of two (2) car parking spaces, generally in accordance with the approved plans.	Prior to commencement of use and to be maintained thereafter.
25.	All internal driveways, car parking and manoeuvring areas must be all-weather.	Prior to commencement of use and to be maintained thereafter.
26.	The driveway must be designed, constructed and maintained so as to not impede the existing overland flow paths.	Prior to commencement of use and to be maintained thereafter.
Vegetation Clearing		
27.	All vegetation clearing for the Dwelling House, Kennel, shed, pool, asset protection zone, access and services is limited to the extent	At all times.

	identified in the <i>Ecological Impact Assessment & Bushfire Management Report</i> , Reference No. 210210, Issue 3, prepared by Aquila NRM and dated 19 July 2021.	
28.	All works are to be conducted generally in accordance with the <i>Ecological Impact Assessment & Bushfire Management Report</i> , Reference No. 210210, Issue 3, prepared by Aquila NRM and dated 19 July 2021.	At all times.
29.	<p>Ensure that an accredited fauna spotter/wildlife consultant* is present to check all potential habitat prior to vegetation removal or earthworks, including:</p> <ul style="list-style-type: none"> (a) inspect vegetation approved for removal and advise contractors when it is appropriate to commence works. (b) clearly mark (flag) vegetation found to contain fauna or fauna habitat (such as tree hollows, arboreal termite mounds, stick nests or possum drays with flagging tape), and visually and verbally communicate this information to the tree feller to ensure flagged trees are not felled until authorised by the fauna spotter; (c) where native vertebrate animals are found, clearing must only continue in coordination with a fauna spotter. All native vertebrate animals located within, on and amongst vegetation or areas of vegetation approved for clearing, are only to be managed under the guidance of the fauna spotter; and (d) the fauna spotter/wildlife consultant is to prepare a brief report detailing records of all animal captures, incidents and disposals for the site. This report is to be provided to Council and other relevant authorities within one month of the vegetation clearing or earthworks. <p>*An accredited Fauna Spotter/ Wildlife Consultant is a person or company holding a current Rehabilitation Permit – Spotter Catcher issued by the Department of Environment and Science under the <i>Nature Conservation (Administration) Regulation 2017</i>.</p> 	At all times.
30.	<p>Any clearing of koala habitat trees must ensure the clearing is carried out in a way the complies with the sequential clearing conditions in Part 3, Section 10 of the <i>Nature Conservation (Koala) Conservation Plan 2017</i>.</p> <p>Note: Koala Habitat Trees are defined as:</p> <ul style="list-style-type: none"> • a tree of the <i>Corymbia</i>, <i>Melaleuca</i>, <i>Lophostemon</i> or <i>Eucalyptus</i> genera that is edible by koalas; or • a tree of a type typically used by koalas for shelter, including, for example, a tree of the <i>Angophora</i> genus. 	At all times.
31.	<p>Limit the felling of habitat and hollow bearing trees to the following methods:</p> <ul style="list-style-type: none"> (a) segmental removal of the tree, with hollow-bearing limbs being checked by the wildlife spotter and cleared of fauna using a cherry picker; (b) segmental removal of the tree, with hollow-bearing limbs plugged and lowered to the ground for inspection by the wildlife spotter; 	At all times.

	(c) use of an excavator with vertical grab to lower the main trunk; or (d) a combination of the above methods.	
32.	Preserve valuable habitat features such as large fallen logs, rock piles or outcrops wherever practicable through the translocation and re-establishment in coordination with the wildlife spotter.	At all times.
33.	Ensure compliance with AS 4970 - 2009 Protection of trees on development sites, including but not limited to the implementation of a 'Tree Protection Zone' where trees are to be retained onsite and undertake the following: (a) install protective fencing/barriers to prevent any damage to areas not in the approved vegetation clearing area in general accordance with Section 4.3 of AS 4970 - 2009; (b) ensure all trees to be retained are protected from harm during works on site; and (c) ensure activities such as traffic, stockpiling and compaction are excluded from areas of retained vegetation particularly within the tree protection zones of retained trees.	At all times.
34.	Ensure vegetation and rubble piles are not left to serve as a refuge for displaced or roaming wildlife through the implementation of the following measures: (a) immediately (within 12 hours) remove or destroy such materials; or (b) ensure old (>12 hours) piles of felled vegetation are treated as potential wildlife habitat and inspected by a wildlife spotter catcher prior to removal or destruction.	At all times.
35.	Ensure all vegetation cleared as a result of this development approval and requiring disposal is disposed of: (a) on the premises for landscaping, and sediment and erosion control purposes (for example as mulch); and/or (b) at a waste disposal facility operated by Council, provided that the waste is delivered to the waste disposal facility in a manner and form which allows it to be mulched at the facility; and/or (c) in such other environmentally responsible manner as approved by Council; and (d) ensure any vegetation cleared as a result of this development approval is not burnt or incinerated except for the purpose of domestic heating inside a dwelling on the subject site.	At all times.
36.	All declared weeds are to be treated/removed from the site.	At all times.
Rehabilitation		
37.	Where dead or alive trees identified in Appendix 8 of <i>Ecological Impact Assessment & Bushfire Management Report</i> , Reference No. 210210, Issue 3, prepared by Aquila NRM and dated 19 July 2021 are required to be removed, plant one (1) compensatory tree from locally indigenous seed stock (either <i>Eucalyptus moluccana</i> (Gum-top Box), <i>Eucalyptus tereticornis</i> (Forest Red Gum) or <i>Eucalyptus crebra</i> (Narrow leaved Ironbark)) for each dead or alive tree cleared (1:1).	Prior to commencement of use.

38.	The compensatory trees are to be planted in a manner and in locations on the site that will ensure their long-term survival. In considering the precise planting locations, consideration must be given to the potential height of the trees at maturity, the locations of actual and future structures, fencing and bushfire exemptions, canopies of existing trees and the usage areas. Trees are to be planted in cleared or disturbed areas >10m ² or sufficient canopy gaps occur. Planting is to occur at least 1m beyond the drip line of all native vegetation and outside all areas that may be considered exempt clearing (e.g. within building envelopes, asset protection zones, close to houses, sheds, fence lines and firebreaks). Trees are to be planted at least 10m from boundary fences and are to be planted at least 1.5m apart.	At all times.
39.	Maintain the completed revegetation by watering, removing weeds, mowing and slashing, replacing dead or damaged trees which have been planted, as well as ongoing sediment and erosion control methods.	At all times.
40.	The compensatory trees are to be kept in perpetuity and replaced in the event of death.	At all times.
Fencing		
41.	The perimeter fence as shown on Figure 23 of the <i>Ecological Impact Assessment & Bushfire Management Report</i> , Reference No. 210210, Issue 3, prepared by Aquila NRM and dated 19 July 2021 is to be constructed and maintained as a koala exclusion fence in accordance with <i>Koala-Sensitive Design Guideline</i> , prepared by the Queensland Government and dated 01 February 2020, and Appendix 9 of the <i>Ecological Impact Assessment & Bushfire Management Report</i> , Reference No. 210210, Issue 3, prepared by Aquila NRM and dated 19 July 2021. The perimeter fence must be a minimum of 1.8m in height above ground level.	Prior to commencement of use and to be maintained thereafter.
42.	All gates to the perimeter koala exclusion fence are to be self-closing.	Prior to commencement of use and to be maintained thereafter.
43.	All property boundary fences are to allow safe and unimpeded wildlife movement. The use of barbed wire is not recommended but if required to keep stock in, a plain top wire is recommended.	At all times.
Erosion and Sediment Control		
44.	Erosion and sediment control methods are to be implemented during construction and ongoing operation of the development. The principles outlined in the <i>Ecological Impact Assessment & Bushfire Management Report</i> , Reference No. 210210, Issue 3, prepared by Aquila NRM and dated 19 July 2021 are to be followed at all times including but not limited to: <ul style="list-style-type: none"> (a) Minimise the area necessary to undertake building work; (b) Maximise retention of existing soil cover on the site; (c) Limit the length of time that the site is exposed. Only clear immediately before commencing building work, not weeks or months in advance; (d) Protect exposed / bare areas as soon as possible, rather than waiting for completion of building works; and 	At all times.

- | |
|--|
| (e) Rehabilitate disturbed areas in a timely and appropriate manner. |
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ADVISORY NOTES

- (i) Council will issue an Infrastructure Charges Notice. These charges are required to be paid prior to the commencement of Kennel use.
- (ii) All works associated with this approval may not start until all subsequent approvals have been obtained, and its conditions complied with.
- (iii) Any additions or modifications to the approved use (not covered in this approval) may be subject to further application for development approval.

(iv) 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](#).

(v) 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 [Business Queensland website](#).

(vi) 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 [Department of Aboriginal and Torres Strait Islander Partnerships](#) (DATSIP) website.

The DATSIP has established a [register and database](#) 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 (MC2021/0044 & BW2021/0001) for a Development Permit for Material Change of Use for Kennels and Dwelling House & Building Work not associated with a Material Change of Use for Pool and Shed Triggered by an Overlay (High Ecological Significance) at Qually Road, Lockyer Waters. The following table summarises the application details.

APPLICATION SUMMARY	
Applicant:	Katherine Wishart C/- Precinct Urban Planning
Landowner:	Daniel John Lang
Proposal:	Development Permit for Material Change of Use for Kennels and Dwelling House & Building Work not associated with a Material Change of Use for Pool and Shed Triggered by an Overlay (High Ecological Significance)
Properly Made Date:	7 June 2021
Street Address:	Qually Road LOCKYER WATERS
RP Description:	Lot 5 CA31747
Assessment Type:	Impact
Number of Submissions:	8 Properly Made Submissions
State Referral Agencies:	Not Applicable
Referred Internal Specialists:	<ul style="list-style-type: none"> • Development Engineer • Building Certifier • Plumbing Inspector • Senior Environmental Planner
Prelodgement Meeting:	Yes 27 January 2021
DA Stage:	Part 5: Decision
Information Request:	Yes 2 July 2021 – Response received 20 July 2021
Decision Due Date:	27 October 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

There are no existing approvals in effect for the premises. There are currently no structures on the property. A prelodgement meeting was held with the applicant prior to lodgement of the application. The current application is generally reflective of prelodgement meeting discussions.

Site Details

SITE AND LOCALITY DESCRIPTION

Land Area:	20.234ha
Existing Use of Land:	Vacant
Road Frontage:	Qually Road: 288m
Significant Site Features:	Heavily vegetated, no existing structures
Topography:	Generally level
Surrounding Land Uses:	Dwelling House, Vacant

Proposal

The application seeks approval for a Development Permit for Material Change of Use for Kennels and Dwelling House & Building Work not associated with a Material Change of Use for Pool and Shed Triggered by an Overlay (High Ecological Significance) at Qually Road, Lockyer Waters (refer to Figure 1).

The Kennel is proposed to house up to 25 dogs for either breeding or as show dogs. The dogs will be a mix of German Shorthaired Pointers and Basset Fauve de Bretagne. The Kennel will be operated by the residents of the Dwelling House. The dogs will be kept inside the Kennel building from 6:00pm to 8:00am.

The Kennel building will be constructed with besser block external walls and corrugated metal roof sheeting. The Kennel building contains 18 individual pens to house the dogs. Each pen will have a fenced, external run that has concrete floor. In addition, there will be four exercise run areas separate to the Kennel building, with three being 7m x 7m in size and one being 10m x 10m in size. These exercise runs will be fenced. In addition, fencing will be provided surrounding the entire kennel facility.

Waste generated by the Kennel will be collected daily by the operators and stored in waste bins. These waste bins will be collected regularly. Each of the pens will be mopped daily and hosed out weekly or as required.

The Kennel will be operated by the residents of the Dwelling House and there will be no other employees engaged in the Kennel use. There will be a limited number of customers that will come to the site as the show dogs are solely owned by the operators of the use. The breeding dogs are often purchased by clients that live interstate and rarely involve clients visiting the site to purchase these dogs.

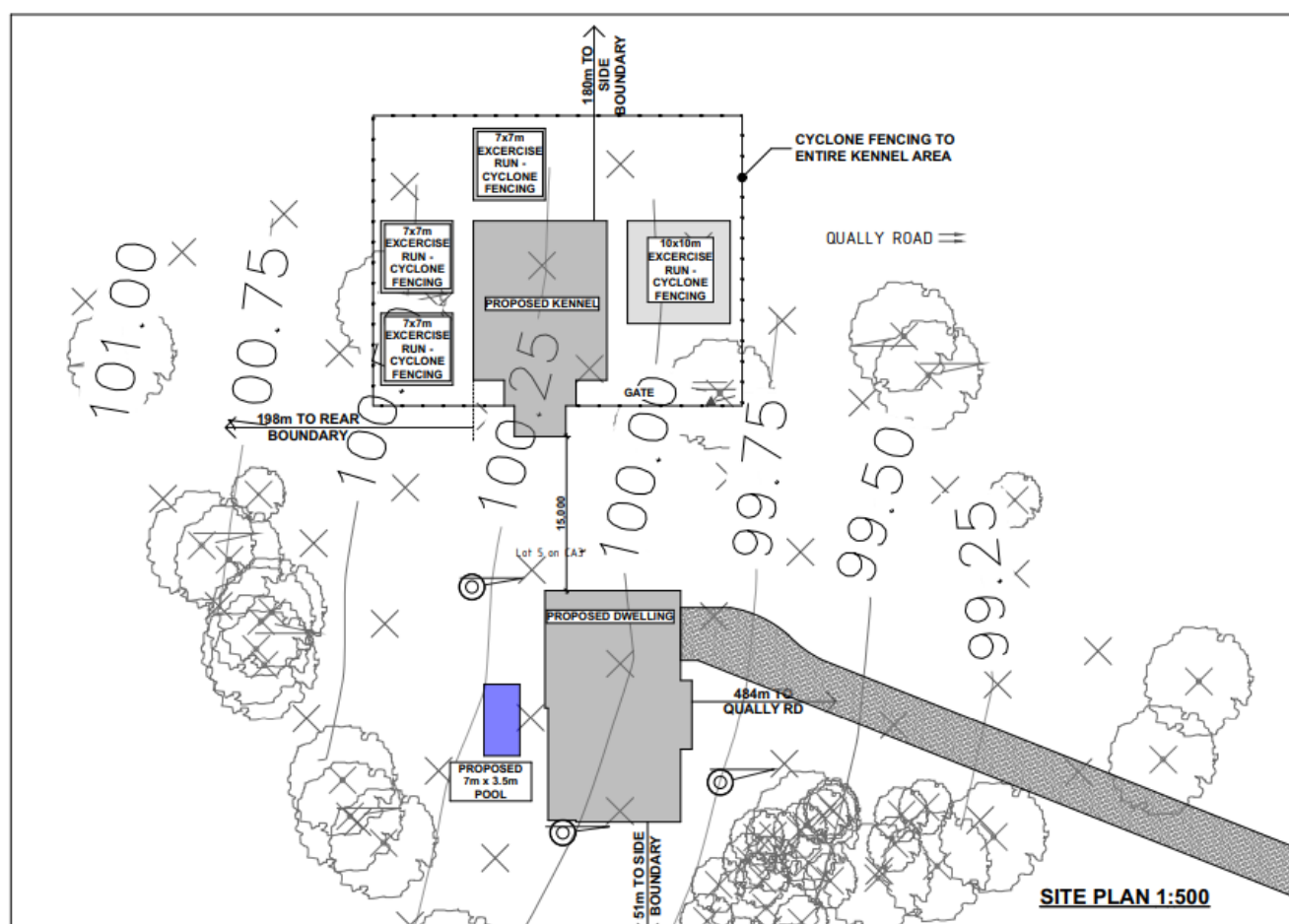
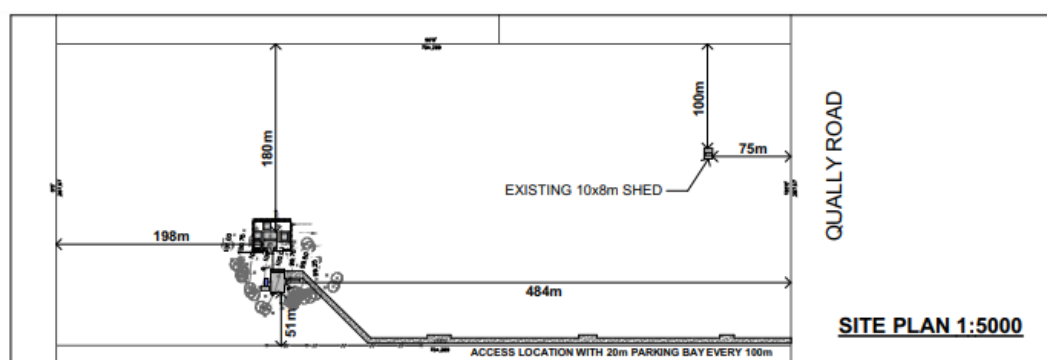


Figure 1: Proposed site plan

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

MATERIAL CHANGE OF USE	DEVELOPMENT PARAMETERS	
	Required	Proposed
Gross Floor Area	Dwelling House: minimum 60m ² Kennel: nil	Dwelling House: 192.45m ² Kennel: 126m ²
Building Height/ Storeys	Maximum 10m	Maximum 4.9m
Setbacks	Dwelling House: Front: 6m Side/Rear: 1,5m Kennel:	Dwelling House: Front: 484m Side: 51m (south), 214m (north) Rear: 206m

	Front: 250m Side/Rear: 30m	Kennel: Front: 479m Side: 89m (south), 180m (north) Rear: 189m
Parking	Dwelling House: 2 spaces Kennel: 3 spaces	2 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:	<ul style="list-style-type: none"> • State Planning Policy (Agriculture, Biodiversity, Water Quality, and Natural Hazards, Risk & Resilience)
SEQ Regional Plan Designation:	Regional Landscape and Rural Production

State Planning Policy*Agriculture*

The site is located within an Important Agricultural Area. Given that the site is heavily vegetated, use for agricultural purposes is constrained. In addition, the development will not impact upon any Good Quality Agricultural Land. The development will not impact upon any existing agricultural uses in the area. A Kennel use is generally preferred to be located within a rural area.

Biodiversity

The site is located within the following areas identified as Matters of State Environmental Significance (MSES):

- Wildlife habitat (special least concern animal)
- Wildlife habitat (koala habitat areas – core)
- Regulated vegetation (category C)
- Regulated vegetation (essential habitat)
- Regulated vegetation (intersecting a watercourse)

As part of the application, an *Ecological Impact Assessment & Bushfire Management Report*, prepared by Aquila NRM was provided. This report included an assessment of the ecological values and the effect of the development on the environment.

The development is predominantly located within an existing cleared area so as to limit vegetation clearing and limit interference with the MSES. The main vegetation clearing within the MSES area is the driveway which will be located along the southern side boundary, within the exempt fence line firebreak area. This will assist with limiting the impacts to the MSES. Other clearing is limited to two trees for the Kennel and Dwelling House which also takes into account the required Asset Protection Zone for bushfire.

The Kennel facility will be entirely enclosed by a fence to prevent escape by dogs. The fencing will be fauna exclusion fencing to prevent access to the kennel by local fauna.

Based on the above, it is considered that the development will not detrimentally impact upon the MSES.

Water Quality

The subject site is located within a water resource catchment. The Kennel facility will be connected to the on-site effluent disposal system for discharge of wastewater, which will mitigate impact upon water quality. The on-site effluent disposal system will be subject to a further Plumbing and Drainage Permit and required to be constructed in accordance with the current plumbing legislation. This will limit potential water quality issues as a result of effluent disposal. In addition, dog faeces will be collected daily and disposed of off-site to reduce any water quality issues.

Natural Hazards, Risk & Resilience

The subject site is located within the Flood hazard area – Local Government flood mapping area and Bushfire prone area. The matters in relation to the Flood hazard area have been addressed below under the *Temporary Local Planning Instrument 2020 (Flood Regulation)*.

The subject site is identified as a Medium Potential Bushfire Intensity and Potential Impact Buffer of the Bushfire prone area. As part of the application, an *Ecological Impact Assessment & Bushfire Management Report*, prepared by Aquila NRM was provided. The report identified that the bushfire risk can be managed to a tolerable level subject to implementation of several recommendations, including:

- Design and construction of buildings in accordance with the Building Code of Australia, Australian Standard (AS3959 – 2018) and relevant Council requirements;
- Establishment of a 20m asset protection zone surrounding the buildings;
- Construction of 3.0m wide driveway with passing bays every 200m; and
- Provision of a minimum 22,500L water supply solely for firefighting purposes.

Conditions have been recommended requiring the development to be constructed and maintained in accordance with the Bushfire Management Report including the above recommendations.

Assessment Benchmarks Pertaining to the Planning Scheme

The applicable planning scheme for the application is *Laidley Shire Planning Scheme 2003*. The following sections relate to the provisions of the Planning Scheme.

Planning Scheme:	Laidley Shire Planning Scheme 2003
Zone:	Rural Landscape

Overlay/s:	Areas of Natural and Environmental Significance: Moderate & High Ecological Significance <i>Temporary Local Planning Instrument 2020 (Flood Regulation)</i> (TLPI): Flood Investigation Area & Overland Flow Paths
Consistent/Inconsistent Use:	Consistent
Assessment Benchmarks:	Planning Scheme

Desired Environmental Outcomes

The Desired Environmental Outcomes (DEOs) are:

- Environment
- Economic
- Community Well-being & Lifestyle

Environment

The development is located within an existing cleared area to reduce the amount of vegetation clearing required. The majority of the clearing will occur to enable construction of a driveway, which is located directly adjacent to the southern side boundary. Clearing for the driveway is considered to be exempt clearing as a firebreak along the existing fence line. Other clearing will result in potentially two trees (one dead, one alive) being removed. This clearing is minimal and will not detrimentally impact upon the habitat values on site. Replanting will occur to replace the two trees removed.

The Kennel facility will be enclosed by a fence to prevent escape by the dogs or ingress by fauna in the area. There are no concerns with the Kennel impacting upon the wildlife in the area.

The site is not identified as a place of cultural heritage significance.

Economic

The development is not located within land identified as Good Quality Agricultural Land. The Kennel will provide for an additional business opportunity within the Region. The use is located in a rural area which is most appropriate area to locate a Kennel use.

Community Well-being & Lifestyle

The development is appropriately located within a rural area with access to services and infrastructure sufficient to cater for the use. The development has road frontage to Qually Road which is a constructed road. The development will not impact upon pedestrian or cyclist movement. The development is located within a bushfire area, however, is able to mitigate the risk of bushfire to a tolerable level.

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 Areas Code
- Areas of Natural and Environmental Significance Overlay Code

- Residential Uses Code
- Rural Uses Code
- Building Dimensions Code
- Filling and Excavation Code
- On-Site Effluent Disposal Code
- Vehicle Access and Parking Code
- TLPI Flood Hazard Overlay 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 Areas Code

The development is not located within land identified as Good Quality Agricultural Land. The site is not considered to be suitable for an agricultural purpose due to being heavily vegetated. The use being a Dwelling House and Kennel are considered to be appropriately located within a rural area.

The development will not adversely impact upon the ecologically significant native vegetation on the property due to the limited vegetation clearing required and the development being located within an existing cleared area. This will protect the areas of natural significance.

The development is setback significantly from the front boundary and at least 51m from the nearest side boundary so as to not adversely impact upon the rural environment or scenic values of the area. The development will be largely buffered from public view by the existing vegetation which for the most part will be retained.

The development will discharge any wastewater to an on-site effluent disposal system. Conditions relating to erosion and sediment control have been recommended to ensure the development does not result in an increase in sediment to nearby flow paths. The development is not considered to result in an impact to land degradation due to the above factors and the site not being identified as susceptible to salinity or landslip.

The site will gain access from Qually Road which is an existing bitumen sealed road. The access is located along a straight section and there are no sight distance issues regarding access. There are no upgrades or extensions required to Qually Road.

A Specific Outcome of the code states kennel uses are to be carried out in locations identified on the Identified Kennel Area map. The subject site is located outside of the Identified Kennel Area. In this instance it is considered acceptable for the following reasons:

- the development is able to meet the requirements of the Overall Outcomes of the code.
- the development meets the requirements of the Desired Environmental Outcomes of the Planning Scheme.
- the development will not adversely impact upon the surrounding area including in relation to noise, and environment and wildlife habitat.
- the development is appropriately located within a rural zone.
- the development will not detrimentally impact upon areas used for agricultural production.
- the further development of the Identified Kennel Area is constrained due to the State Government's Koala Habitat mapping and the area is nearing capacity for kennels.

Development Codes

Residential Uses Code

The development will result in the construction of one dwelling house on the property. Two vehicle spaces will be provided in a garage attached to the dwelling. The dwelling is not located in proximity to nor will it impact upon an overland flow path.

Rural Uses Code

The scale of the Kennel is generally compatible with that of the surrounding area and character of the locality. The surrounding area generally consists of properties with Dwelling Houses and ancillary structures of a similar size to the Kennel building.

Vehicle access will be via Qually Road. The traffic generation will generally be consistent with that of a residential dwelling, with the use for the most part not involving clients visiting the site. As a result of this, dust levels are not expected to be exceed levels generated by a residential dwelling.

Dog faeces will be collected daily and stored in a sealed waste container until collection which will occur regularly. Any other waste will be disposed of through general or recyclable waste bin collection from the kerb. The Kennel will be mopped daily and hosed weekly, with the wastewater discharging to the on-site effluent disposal system. This will assist with the prevention of odour emissions causing nuisance. The facility is also setback at least 51m from the nearest boundary to limit any odour emissions to adjoining properties. The development will not cause contamination or environmental degradation to soils. Conditions have been recommended in relation to waste disposal.

Conditions have been recommended requiring all outdoor lighting to comply with the relevant Australian Standard to ensure lighting does not cause nuisance to surrounding properties.

Fencing will be provided to enclose the entire Kennel facility to effectively contain the dogs. Conditions have been recommended regarding construction of this fencing and requiring the fencing to be a minimum of 1.8m in height.

As part of the application, a *Noise Impact Assessment*, prepared by Range Environmental Consultants was provided. The assessment considered three key noise sources including 25 barking dogs inside and outside the kennel, two outdoor air conditioner units, and light vehicle movements during the day. The nearest most potentially affected sensitive receptors in relation to the development are identified in Figure 2 below.

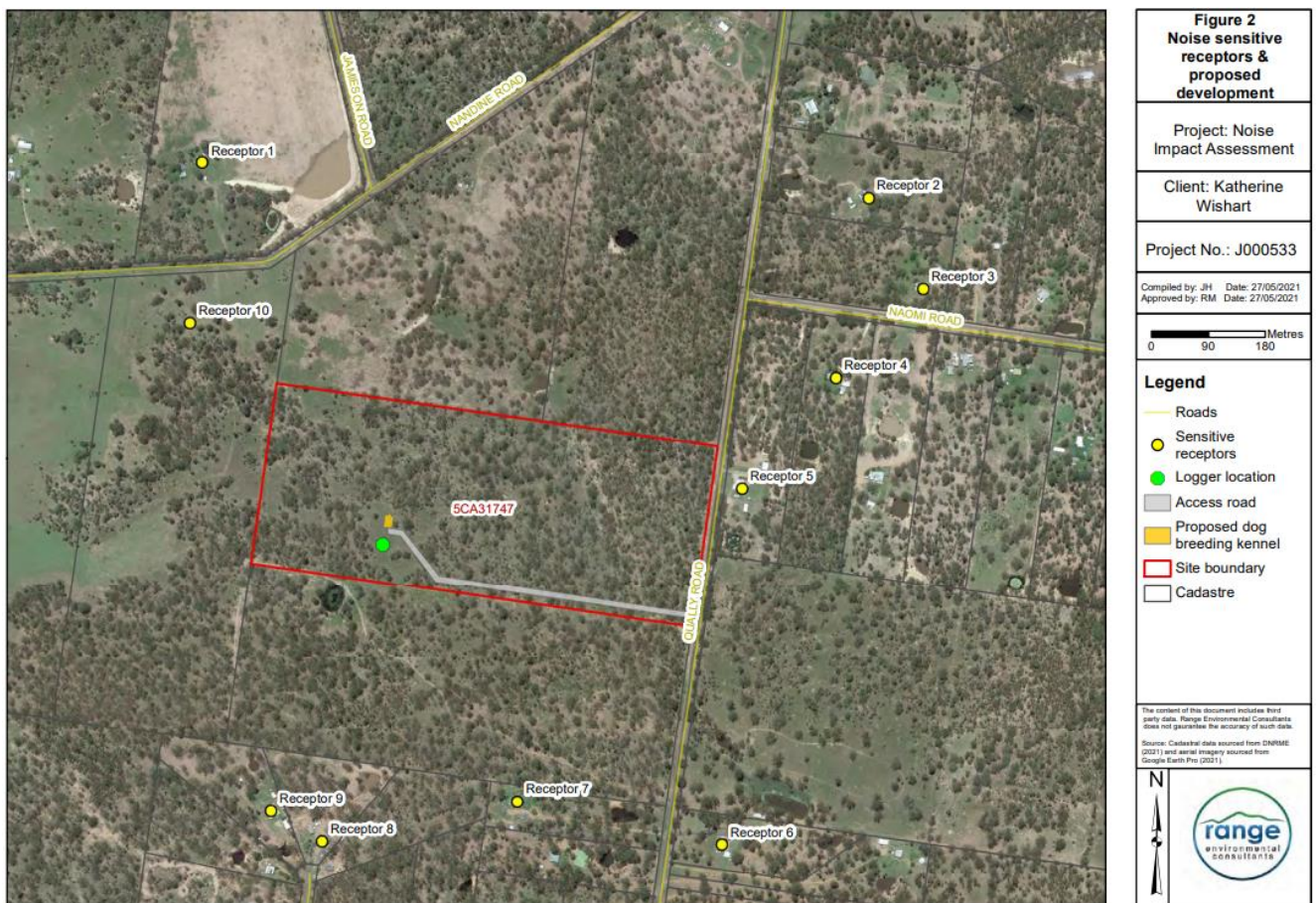


Figure 2: Location of nearby sensitive receptors (Source: *Noise Impact Assessment* prepared by Range Environmental Consultants)

An ambient noise survey was undertaken in accordance with the relevant Australian Standard AS1055.1:1997 and the Department of Environment and Science's Noise Measurement Manual 2020. These levels were measured between 11 February 2021 and 18 February 2021. The average ambient noise levels are identified in Figure 3 below.

Time of Day	L _{A01,15 min}	L _{A10,15 min}	L _{A90,15 min}	L _{Aeq,15 min}	L _{Amax,15 min}
Day (7am-6pm)	50	46	38	43	58
Evening (6pm-10pm)	49	46	41	44	54
Night (10pm-7am)	46	43	36	40	53

Figure 3: Average ambient noise levels (Source: *Noise Impact Assessment* prepared by Range Environmental Consultants)

The noise emissions from the proposed development were calculated using noise modelling software (SoundPlan v8.0, using the prediction model ISO 9613-2). The proposed development is required to achieve the Acoustic Quality Objectives (AQO) under the *Environmental Protection (Noise) Policy 2019* as identified in Figure 4 below.

Sensitive Receptor	Time of Day	L _{Aeq,adj,1hr}	L _{A10,adj,1hr}	L _{A01,adj,1hr}
Residence (for outdoors)	Day and evening	50	55	65
Residence (for indoors) ¹	Day and evening	45	50	55
	Night	40	45	50

Figure 4: Acoustic Quality Objectives under *Environmental Protection (Noise) Policy 2019* (Source: *Noise Impact Assessment* prepared by Range Environmental Consultants)

Table 1 below identifies the predicted noise level at the sensitive receptor with the maximum predicted level in comparison to the AQO criteria for day, and evening and night periods. All predicted noise levels are less than the AQO. The predicted noise emissions for the proposed Kennel are not predicted to exceed the relevant noise assessment criteria at sensitive receptors. The noise will not exceed acceptable levels of noise in the rural environment.

Table 1: Predicted Noise Level at sensitive receptor compared to AQO criteria (Source: *Noise Impact Assessment* prepared by Range Environmental Consultants)

Noise Level Descriptor	Maximum predicted noise level at receptor	AQO criteria
L _{Aeq} (day)	45	45
L ₁₀ (day)	49	50
L ₀₁ (day)	44	55
L _{Aeq} (evening and night)	38	40
L ₁₀ (evening and night)	42	45
L ₀₁ (evening and night)	44	50

L_{Aeq} means an A-weighted sound pressure level of a continuous steady sound, adjusted for tonal character, that within a 1 hour period has the same mean square sound pressure of a sound that varies with time.

L₁₀ means the A-weighted sound pressure level, adjusted for tonal character or impulsiveness, that is exceeded for 10% of a 1 hour period when measured using a fast standardised response time.

L₀₁ means the A-weighted sound pressure level, adjusted for tonal character or impulsiveness, that is exceeded for 1% of a 1 hour period when measured using a fast standardised response time.

The Kennel is setback at least 51m from the nearest side boundary and will not adversely impact the amenity of adjoining properties. The Kennel building will have a concrete floor and besser block walls to assist with noise suppression. In addition, all dogs will be housed within the Kennel building from 6:00pm to 8:00am. The Kennel is setback in excess of 250m from the front boundary being 479m from the front boundary. The Kennel is setback 51m from the nearest side boundary which is in excess of the 30m requirement under the code. The Kennel is setback 15m from the proposed dwelling on the property, complying with the 10m minimum separation distance required.

No additional landscaping is proposed as part of the development. The site is currently heavily vegetated and significantly setback from the front boundary. Therefore, the view of the development from the street or adjoining properties is limited. It is not considered necessary to require further landscaping to be undertaken.

A condition has been recommended requiring the Kennel be designed so that materials and exterior colours are compatible with the surrounding land in accordance with Specific Outcome 26. Stormwater drainage will be designed and constructed so as to ensure stormwater appropriately discharges and does not adversely impact the proposed buildings.

Building Dimensions Code

The maximum building height for the zone is 10m. All buildings will be 4.9m or less. The dwelling house will have a gross floor area of 192.45m² in excess of the 60m² minimum requirement of the code.

Filling and Excavation Code

Minimal earthworks will be required to facilitate construction of the structures, as the site is generally level. These earthworks will be assessed as part of the building application. No further assessment is required.

On-Site Effluent Disposal Code

An On-Site Effluent Disposal System will be provided to service the Dwelling House and Kennels. This system will be subject to a further Plumbing and Drainage Permit from Council. There is sufficient area available on site to locate the effluent disposal system.

Vehicle Access and Parking Code

A 3.0m wide driveway with passing bays every 200m will be constructed along the southern side boundary to access the Dwelling House, Kennels and associated structures. The driveway will be all weather access as it is located within a rural area, not located in proximity to any sensitive receptors and traffic generation is generally consistent with that of a residential dwelling. The passing bays will have a 6.0m width. Conditions have been recommended in relation to construction of the driveway.

The code requires two car parking spaces for the Dwelling House use, and 1 space for every employee and 2 additional spaces for clients for the Kennel use for the proposed uses. The Dwelling House will have a garage with two car parking spaces, no other formal spaces are provided on site. The use will be operated by the residents of the facility and will have no other employees; therefore, no employee parks are considered necessary. In addition, the site will be rarely visited by clients as the show dogs are shown by the operators. Any dogs that are bred are generally shipped to their clients without on-site viewing of these dogs. In addition, there is sufficient area for informal car parking should this be required. Therefore, in this instance it is not considered necessary to provide additional car parks beyond the two spaces that are provided.

Overlay Codes*Areas of Natural and Environmental Significance Overlay Code*

The subject site is located within a Moderate and High Ecological Significance area. As part of the application, an *Ecological Impact Assessment & Bushfire Management Report*, prepared by Aquila NRM was provided. The site is located within an existing cleared area to limit the amount of vegetation clearing required. Vegetation clearing is required along the southern side boundary to enable construction of the driveway. The driveway is located within 10m of the fence line. Clearing within this area is exempt clearing as a 10m wide firebreak is permitted along the fence line. Other clearing will be limited to two trees of which one is already dead. These two trees will be replaced elsewhere on-site using species endemic to the area.

The use will maintain habitat connectivity due to the minimal clearing required and will not impact upon faunal movement. The Kennel facility will be enclosed by a fence to prevent dogs from escaping and which will be fauna exclusion fencing to prevent ingress by fauna into the Kennel facility. This will protect wildlife from being harmed by the dogs.

The *Ecological Impact Assessment & Bushfire Management Report*, prepared by Aquila NRM was reviewed by Council's Senior Environmental Planner. No issues were raised with the report.

Conditions have been recommended to ensure the existing areas of ecological significance are retained and wildlife protected. These conditions relate to vegetation clearing and protection of fauna, rehabilitation and landscaping, fencing, lighting, and erosion and sediment control.

Assessment Benchmarks Pertaining to a Temporary Local Planning Instrument

The subject site is located within the Flood Investigation Area and Overland Flow Paths of the *Temporary Local Planning Instrument 2020 (Flood Regulation)* (TLPI). The buildings will not be located within the areas mapped by the TLPI. The only works to occur will be the driveway traversing the Overland Flow Path. Conditions have been recommended requiring the driveway to be constructed such that it does not impede the Overland Flow Path.

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 DEMAND				
Charge	High Impact Rural - Other	126	\$10.50/m ² of GFA	\$1,323.00
	Dwelling with 3 or more bedrooms	1	\$13,125.00	\$13,125.00
TOTAL PROPOSED DEMAND				\$14,448.00
EXISTING DEMAND				
Credit	Existing Allotment	1	-\$13,125.00	-\$13,125.00
TOTAL EXISTING DEMAND CREDIT				-\$13,125.00
TOTAL PAYABLE				\$1,323.00

Options

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

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

Option C: Refuse the development application

Critical Dates

A decision on the application must be made by Council by 27 October 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 submitter/s may appeal the decision to the Planning and Environment Court.

Risk Management

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 Development Engineering, Building and Plumbing, and Environment sections.

*Community Engagement*Public Notification

The application was publicly notified for 16 business days from 12 August 2021 to 2 September 2021 in accordance with the requirements of the *Planning Act 2016*. Eight (8) properly made submissions were received.

The following table provides a summary and assessment of the issues raised by submitters. The applicant's response to the submissions is provided as an attachment to this report.

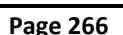
ISSUES	COMMENTS
<p>The Kennel will generate noise from barking dogs and will cause noise issues to surrounding dwellings. The surrounding area is also flat which will cause noise to travel. The noise assessment provided undertook an assessment of background noise only and not the noise generated by 25 barking dogs. The report cannot be relied upon as it has been commissioned by the applicant.</p>	<p>A <i>Noise Impact Assessment</i>, prepared by Range Environmental Consultants was submitted with the application. The report was prepared by a qualified Senior Environmental Scientist. The report was also prepared in accordance with the relevant Australian Standards and the Acoustic Quality Objectives under the <i>Environmental Protection (Noise) Policy 2019</i>.</p> <p>The assessment includes an ambient noise survey to determine ambient noise levels. The assessment did include a number of conservative assumptions as part of the modelling.</p> <p>The assessment identifies that the predicted noise emissions from the Kennel are less than the relevant noise assessment criteria (AQO) at sensitive receptors.</p> <p>The assessment takes into account the flat nature of the land, as well as taking into account 25 dogs barking at the same time.</p> <p>The Kennel will be constructed with besser blocks to assist with noise suppression. All dogs will be housed</p>

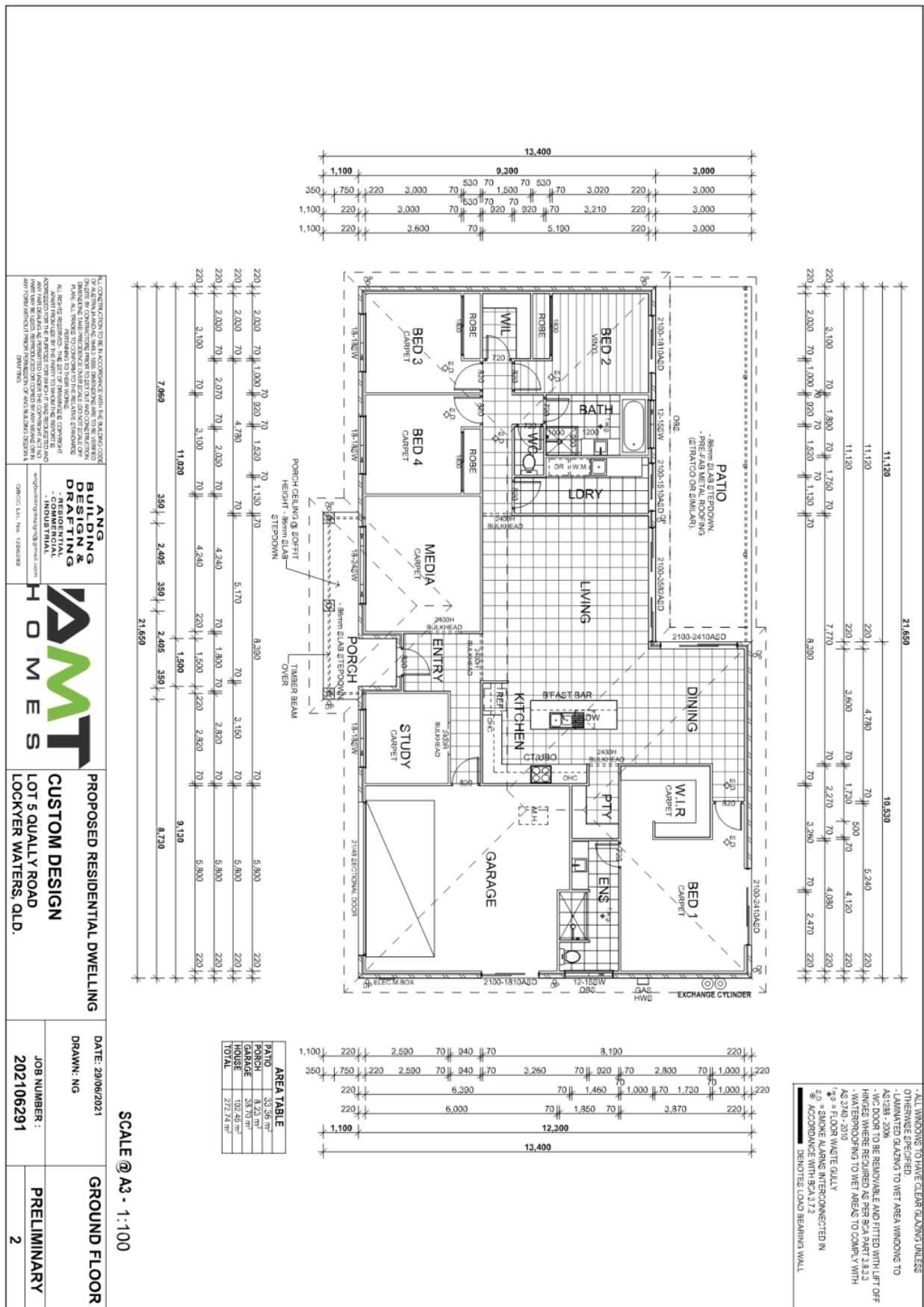
	inside the Kennel building from 6:00pm to 8:00am to limit noise issues at night.
The dogs will deter existing wildlife/animals like koalas and kangaroos from visiting these properties.	<p>The facility will be enclosed by fencing to prevent escape of the dogs from the Kennel facility. This fencing will be fauna exclusion fencing to prevent unintended entry by fauna or wildlife.</p> <p>The majority of the existing vegetation will be retained so as to ensure habitat connectivity is retained and allow for fauna movement to occur. Any vegetation clearing that is required is to be undertaken in a manner to ensure fauna is protected and relocated as necessary.</p>
The use will decrease property values.	There are no planning matters in relation to property values that are considered as part of Council's assessment of the proposal.
The use will prevent future residential development of the area for small environmental housing.	The subject site and surrounding area are designated as Regional Landscape and Rural Production Area under the SEQ Regional Plan. The minimum lot size in this area is 100ha of which the majority of the existing lots are currently well below. The future development for residential purposes, other than a Dwelling House, is restricted and further subdivision is unlikely. As such, this use will not prevent further residential subdivision from occurring as it is currently prohibited by the State Government.
The site is not located within the Identified Kennel Area under the Planning Scheme.	<p>A Specific Outcome of the Rural Areas Code states kennel uses are to be carried out in locations identified on the Identified Kennel Area map. The subject site is located outside of the Identified Kennel Area. In this instance it is considered acceptable for the following reasons:</p> <ul style="list-style-type: none"> • the development is able to meet the requirements of the Overall Outcomes of the code. • the development meets the requirements of the Desired Environmental Outcomes of the Planning Scheme. • the development will not adversely impact upon the surrounding area including in relation to noise, and environment and wildlife habitat. • the development is appropriately located within a rural zone. • the development will not detrimentally impact upon areas used for agricultural production. • the further development of the Identified Kennel Area is constrained due to the State Governments Koala Habitat mapping and the area is nearing capacity for kennels. • the site is located in close proximity to the Identified Kennel Area.

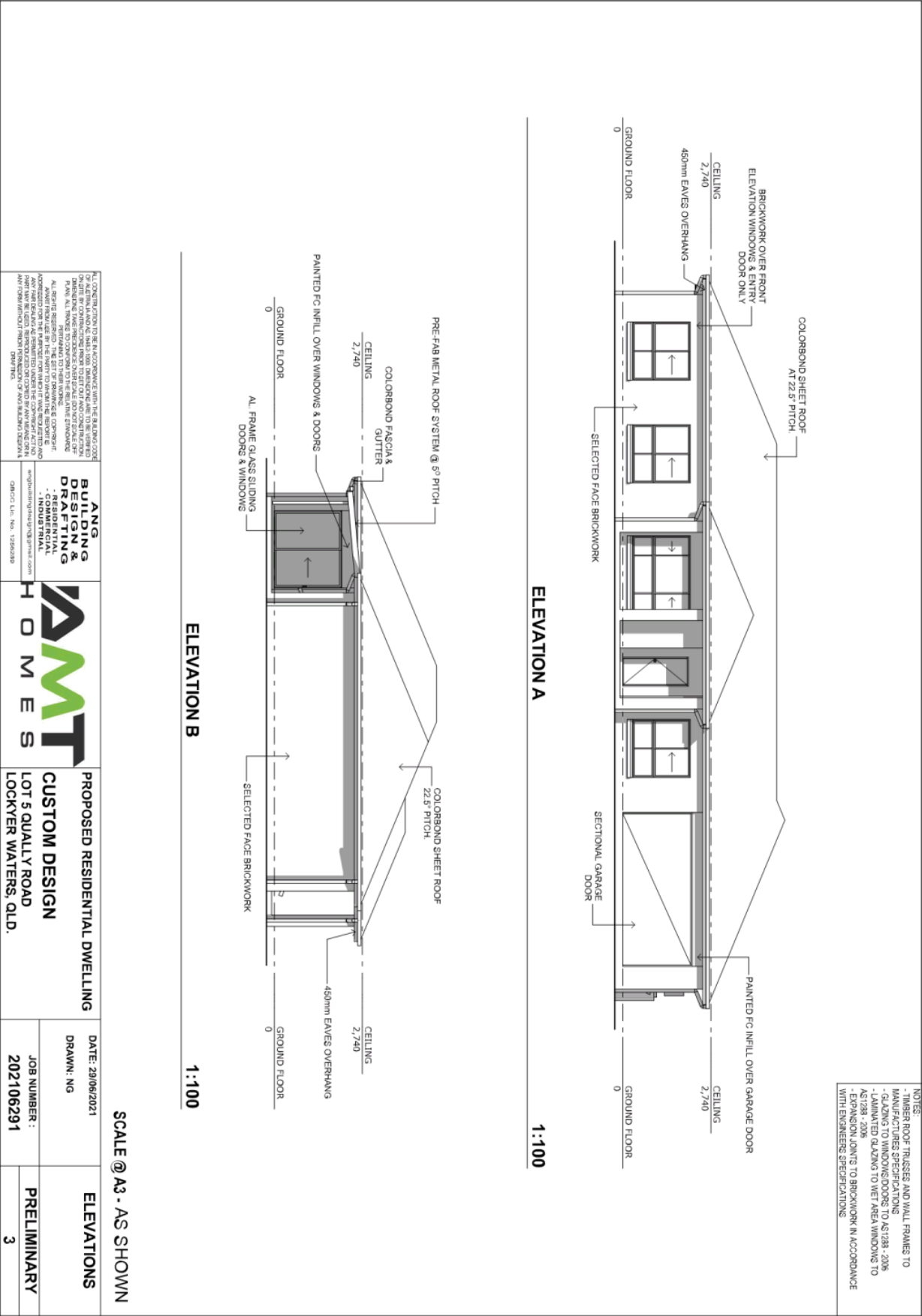
	<ul style="list-style-type: none"> significant buffers and setbacks are in place in excess of the minimum requirements. the use is of a small scale being for 25 dogs and is a breeding and show dogs business rather than boarding of a dog. Therefore, operational controls are in place to manage potential impacts and customer will generally not be coming to the property.
The use will generate odours. These odours will be a deterrent to native wildlife.	Daily collection of dog faeces will be undertaken and stored within a sealed waste bin which will be serviced regularly. In addition, the kennels will be mopped daily and hosed weekly. Any wastewater generated will be discharged to the on-site effluent disposal system. The facility during operation is required to operate in accordance with the relevant regulations relating to dogs including state legislation. The facility is also setback at least 51m from the nearest property boundary. The above factors will ensure that odour is not an issue offsite.
The use will generate traffic that will be unbearable.	The use will be operated by the occupants of the Dwelling House. There will be no additional employees associated with the Kennel use. The Kennel is for show dogs and breeding dogs. The show dogs are solely for showing by the occupants and no other parties. In addition, the breeding is often for clients interstate and rarely involves clients viewing the dogs on site. Therefore, traffic generation as a result of the use is unlikely to be exceed what would ordinarily be generated for a residential property.
The application has not adequately addressed Council's concerns.	The application included an assessment against the relevant planning instruments including the <i>Laidley Shire Planning Scheme 2003</i> , <i>Temporary Local Planning Instrument 2020 (Flood Regulation)</i> and State Planning Policy. The application was also supported by a number of technical reports to address a number of matters relating to noise, ecological assessment and bushfire. All concerns have been addressed by Council.
The dog faeces will be washed downhill into creeks and pollute water ways and dams which wildlife drink from.	All dog faeces will be collected daily and stored in a waste bin for collection regularly. Therefore, it is unlikely that any dog faeces would be washed into nearby creeks, waterways or dams.

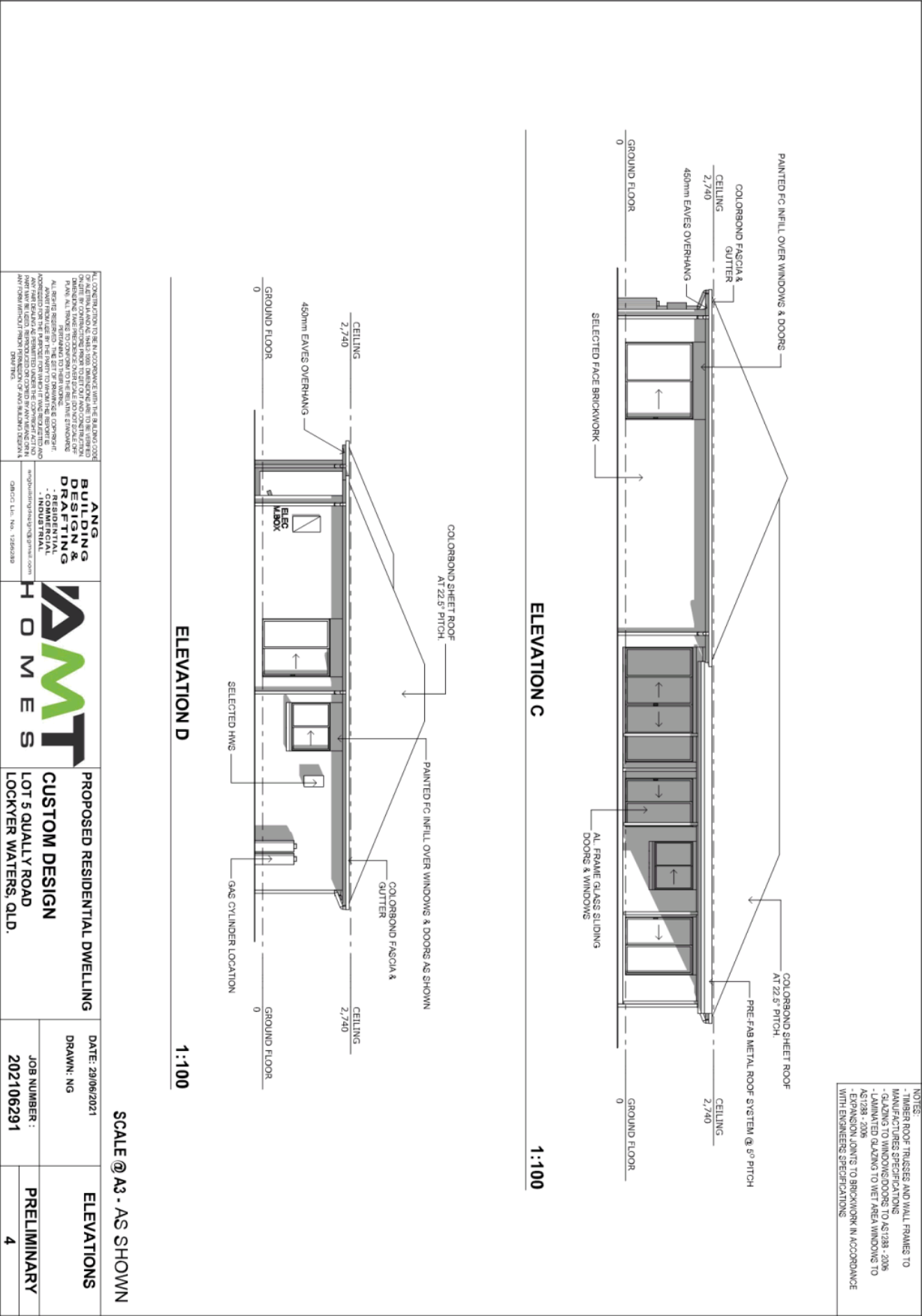
Attachments

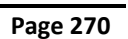
1	MC2021/0044 & BW2021/0001 Proposal Plans	8 Pages
2	MC2021/0044 & BW2021/0001 List of Submitters	1 Page
3	MC2021/0044 & BW2021/0001 Applicant's Response to Submissions	8 Pages

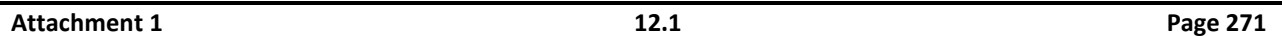


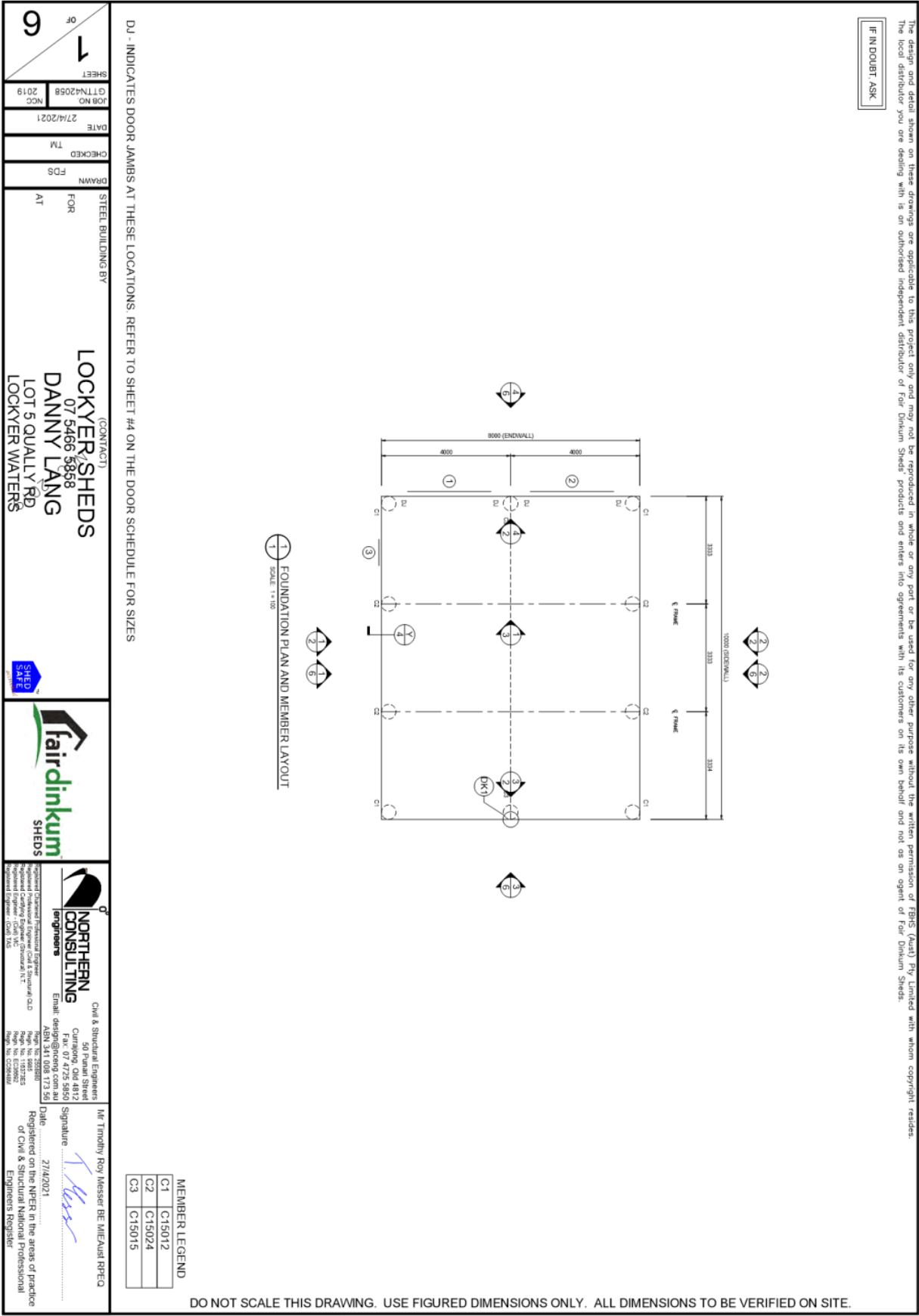












MC2021/0044 & BW2021/0001 List of Submitters		
Name	Residential/Business Address	Properly Made
Clinton Burton	29 Qually Road, Lockyer Waters	Yes
Bruce Henderson	4 Border Court, Lockyer Waters	Yes
Laurel Lyons	36 Nandine Road, Lockyer Waters	Yes
Bill & Diane Main	11 Lewis Court, Lockyer Waters	Yes
Denise Modini	34 Nandine Road, Lockyer Waters	Yes
Brian O'Donoghue	6 Lewis Court, Lockyer Waters	Yes
Leah & Brett Ostwald	9 Border Court, Lockyer Waters	Yes
Geoff Palmer	26 Qually Road, Lockyer Waters	Yes



www.precinctplan.com.au

10 September 2021

The Assessment Manager
Lockyer Valley Regional Council
PO Box 82
GATTON QLD 4343

Attention: Ms Tammee Van Bael

Dear Tammee,

RESPONSE TO PUBLIC SUBMISSIONS – DEVELOPMENT APPLICATION – DEVELOPMENT PERMIT - MATERIAL CHANGE OF USE – (“KENNELS” & “DWELLING HOUSE”) & BUILDING WORKS NOT ASSOCIATED WITH A MATERIAL CHANGE OF USE (SHED & POOL) – QUALLY ROAD, LOCKYER WATERS – LOT 5 ON CA31747 (Council Ref: MC2021/0044)

I act on behalf of the applicant, Katherine Wishart in the above matter.

I refer to the public submissions received by Lockyer Valley Regional Council during the public notification period in relation to a Development Application for a Development Permit for a Material Change of Use for “Kennels” and “Dwelling House” and Building Works not associated with a Material Change of Use (Shed and Pool) on land at Qually Road, Lockyer Waters described as Lot 5 on CA31747.

A review of the submissions reveals that eight (8) properly made submissions were received during the public notification period between Thursday, 12 August 2021 and Thursday, 2 September 2021.

From the outset, it has come to the attention of the applicant that a submitter has negatively incited residents of the area regarding the development application. In this regard, the applicant is in receipt of a letter that has been authored by a submitter which was distributed amongst community members encouraging objections be made; refer to **Appendix A**. The letter is not factual with regard to the development application. The applicant currently owns and operates a dog breeding facility in Victoria and seeks to relocate her operations to the Lockyer Valley Region. The applicant is an established dog breeder, with over 39 years of experience with demonstrated ability to run a high quality kennel. The proposed kennel facility is intended to be a small scale, family run facility and will be strictly operated in accordance with the regulations of Dogs Queensland, including the Queensland Animal Welfare Standards and Guidelines for Breeding Dogs, the *Animal Care and Protection Act 2001*, and the *Animal Management (Cats and Dogs) Act 2008*. The kennel is intended to accommodate the applicant's show dogs and associated breeding of those dogs.

It is noted that the majority of the submitters do not neighbour the subject land, with only one (1) submitter sharing an adjoining boundary. Furthermore, a large proportion of submitters live directly adjacent to the designated kennel area, and live closer to the designated kennel area than they do to the development site.

precinct
URBAN PLANNING Pty Ltd

TOOWOOMBA Level 1, 459 Ruthven Street, Toowoomba
POST PO Box 3038, Toowoomba QLD 4350
P 07 4632 2535 **F** 07 4632 4465 **E** info@precinctplan.com.au
Precinct Urban Planning Pty Ltd / ACN 639 546 688 / ABN 81 639 546 688

IPSWICH 174 Brisbane Street, Ipswich
POST PO Box 2251, North Ipswich QLD 4305
P 07 3447 0466 **E** info@precinctplan.com.au



The following advice provides a response to the key issues raised in the submissions. For ease of comprehension, the issues raised in the submissions have been summarised and grouped under common issue based topics, followed by the associated response.

ISSUES AND RESPONSES

1. TRAFFIC MANAGEMENT / SAFETY

Issue Summary:

One (1) submission contends that the proposed development will have a detrimental impact on traffic generation within the local area.

RESPONSE

In response to the issues raised in the submission, it is noted that the development involves a low-scale, family run show dog and breeding facility and does not involve a commercial boarding kennel which would attract higher levels of traffic. The kennel will not attract high numbers of visitors, noting that 8 - 9 litters of puppies are bred per year. On average, only 1 – 3 prospective owners would visit the puppies prior to purchase / collection per litter, which equates to approximately 2 visitors per month. The type of dogs bred at the kennel, which are not common household breeds (Basset Fauve de Bretagne and German Shorthaired Pointer) are such that the majority of puppies are flown interstate to new homes. Other than limited visitors, the development will not result in traffic generation beyond a standard residential premises. Accordingly, the development will result in very low traffic generation.

NOISE IMPACTS

Issue Summary:

Six (6) submissions contend that the proposed development will result in noise impacts on the locality due to barking dogs.

RESPONSE

The submitters contend that the noise impacts are unable to be accurately assessed, and/or have not been accurately assessed, and/or noise from barking dogs will not be adequately managed.

Concerns in relation to noise impacts are appropriately addressed within the submitted Noise Impact Assessment, prepared by Range Environmental Consultants and dated 1 June 2021. The Noise Impact Assessment has been undertaken in accordance with the Acoustic Quality Objectives (AQOs) of the *Environmental Protection (Noise) Policy 2019*. The Noise Impact Assessment has been undertaken by a qualified Senior Environmental Scientist who is required to maintain a high level of professional and ethical standards.

Key noise sources from the proposed development considered in this assessment include:

- 25 dogs barking inside and outside of the kennel;
- Two (2) outdoor air conditioner units;
- Light vehicle movements during the day-time period.



As part of the assessment, an ambient noise survey was undertaken in accordance with Australian Standard AS1055.1:1997 - Acoustics - Description and measurement of environmental noise - Part 1: General procedures and the Department of Environment and Science's (DES) Noise Measurement Manual 2020.

Noise source design sound power levels (SWL) and sound pressure levels (SPL) of activities considered representative of those at the development have been used and were derived from SoundPlan v8.0.

It is noted that a number of conservative assumptions were included in the Noise Impact Assessment when determining potential noise impacts, including that roller doors into the kennel building are open at all times and that all dogs will bark simultaneously and continuously.

Noise modelling was made using the prediction methodology ISO9613-2: 1996 which, by default, presents noise levels at the receiver for meteorological conditions which are favourable for propagation from the sound source to the receiver. The predicted noise levels are considered to represent the average propagation under meteorological conditions including wind and temperature inversion.

A submission contended that the application did not take into account the flat nature of the land. In this regard, it is noted that noise impacts were modelled using noise contours to accurately determine noise impacts on nearby sensitive receptors taking into consideration land elevation.

As illustrated within the Noise Impact Assessment, noise emissions from the proposed development are not predicted to exceed the relevant assessment criteria at sensitive receptors during the day, evening and night-time periods.

Notwithstanding, it is noted that the kennel will be appropriately managed to ensure dogs do not create noise nuisance. In this regard, dogs will be kept within the inside section of the kennel compound between the hours of 6.00pm and 8.00am on any day. Dogs will only be able to access the outside section of the kennel compound between 8.00am and 6.00pm. Dogs being walked outside of the compound will be kept on a leash or harnessed to prevent escape.

ODOUR IMPACTS

Issue Summary:

Five (5) submissions contend that the proposed development will result in odour impacts on the locality.

RESPONSE

The nature of the development involving a dog breeding kennel that accommodates a maximum of twenty-five (25) dogs is such that it is not expected to result in odour impacts on the surrounding area. It is noted that the nearest sensitive receptor to the kennel will be located 450m to the north-west of the kennel.

As stated previously, the applicant is an established dog breeder, with over 39 years of experience with demonstrated ability to run a high quality kennel. The proposed kennel facility is intended to be a small scale, family run facility and will be strictly operated in accordance with the regulations of Dogs Queensland, including the Queensland Animal Welfare Standards and Guidelines for Breeding Dogs, the *Animal Care and Protection Act 2001*, and the *Animal Management (Cats and Dogs) Act 2008*.



The kennel will also be operated in accordance with the Kennel Management Plan submitted to Council to ensure high levels of cleanliness and hygiene are maintained. It is noted that waste will be collected daily and disposed of in a bin that is serviced by JJ Richards on a weekly basis. The kennels will be mopped/disinfected daily and washed out weekly. Further, as per the response to Council's Information Request dated 20 July 2021, the kennels will be connected to an on-site effluent disposal system.

In this regard, the kennel is likely to be provided with a separate on-site effluent disposal system which will collect washdown water from a channel grate within the kennel. The food preparation area in the kennel will be connected to the main house drain which will likely be serviced by a separate system.

THE DEVELOPMENT WILL IMPACT LOCAL WILDLIFE

Issue Summary:

Eight (8) submissions contend that the proposed development will impact local wildlife which will be deferred from the area due to the kennel.

RESPONSE

In response to the issues raised in the submission, the development has been designed and will be managed to ensure it does not result in adverse impacts on native wildlife or ecological values of the area.

Concerns in relation to wildlife / ecological impacts are appropriately addressed within the submitted Ecological Impact Assessment and Bushfire Report, prepared by Aquila NRM and dated July 2021. The Ecological Impact Assessment recommends a number of mitigation measures to ensure the ecological values of the subject land are maintained.

In this regard, fencing erected as part of the development (apart from that used in conjunction with dog kennels and related activities) will be constructed in such a way as to enable unrestricted wildlife movement (especially koalas) within the site and between areas of habitat. The outer fence around the kennel facility is proposed to be constructed of chainwire in the order of 1.8 to 2 metres high and includes a metal colourbond panel fixed on the outside of the fence to prevent koalas inadvertently entering the dog kennel facility.

The assessment also notes that the principle of 'avoid and minimise' has been applied to the development. This has included locating the driveway within 10 metres of the property boundary to utilise current exemptions under items of Queensland State legislation and regulations including the *Vegetation Management Act* and *Nature Conservation Act*. Buildings and structures have been located in an area of Category X vegetation that is largely clear of native trees.

The assessment further states Environmental values have been reduced historically on the site and in the surrounding area due to the extensive clearing of native vegetation, construction of roads, expansion of low density and rural residential housing and extensive growth of woody environmental weeds such as Lantana. From a wildlife habitat perspective, retained trees on the site will continue to provide some resources that wildlife can utilise.

The assessment concludes that the adoption of measures identified in this report will enable wildlife to continue utilise native vegetation on the site and to move through the area unimpeded.



The kennel will be appropriately managed to ensure dogs do not create noise nuisance which will inhibit wildlife as detailed in the response to the noise concerns above.

The dogs will not be a hazard to local wildlife, noting the kennel site area will be appropriately fenced to prevent wildlife entering (especially koalas) and dogs being walked outside of the compound will be kept on a leash or harnessed to prevent escape.

THE DEVELOPMENT WILL DEVALUE LAND

Issue Summary:

Three (3) submissions contend that the proposed development will devalue the value of surrounding property.

RESPONSE

Property valuation is not a valid planning ground and cannot be considered.

EFFLUENT / WASTE FROM THE DEVELOPMENT WILL IMPACT DOWNSTREAM WATER QUALITY

Issue Summary:

One (1) submission contends that effluent and waste from the development will adversely impact downstream water quality.

RESPONSE

The kennel will be operated in accordance with the Kennel Management Plan submitted to Council to ensure high levels of cleanliness and hygiene are maintained. It is noted that waste will be collected daily and disposed of in a bin that is serviced by JJ Richards on a weekly basis. The kennels will be mopped/disinfected daily and washed out weekly. Further, as per the response to Council's Information Request dated 20 July 2021, the kennels will be connected to an on-site effluent disposal system. In this regard, the kennel is likely to be provided with a separate on-site effluent disposal system which will collect washdown water from a channel grate within the kennel. The food preparation area in the kennel will likely be connected to the main house drain which will be serviced by a separate system.

Accordingly, the development will not result in the release of wastes / effluent which would adversely impact downstream water quality.

THE PROPOSED KENNEL IS NOT LOCATED WITHIN THE DESIGNATED KENNEL AREA

Issue Summary:

Two (2) submission contend that the proposal is inappropriately located outside of the designated kennel area of the Laidley Shire Planning Scheme 2003.

RESPONSE

Submissions contend that the development is inappropriately located outside the designated kennel area of the Laidley Shire Planning Scheme 2003 and will impact on lifestyle of residents.

At the outset, while it is acknowledged that the site is not located within the designated kennel area, it is noted that the subject site and surrounding area is located in the Rural Landscape Area under the Laidley Shire Planning Scheme 2003.



While the above responses in relation to noise, odour and traffic have previously illustrated that the development will not adversely impact the amenity of the area, it is also contended that the use is suitably located within the Rural Landscape Zone. It is noted that Division 2 – Broad Strategies for the Shire within the *Laidley Shire Planning Scheme 2003* states:

"Rural Areas provide for continued agricultural activities and retention of scenic amenity of the rural landscape. These areas provide the basis of Laidley Shire's economy and all uses in these areas are compatible to agricultural activities."

In this instance, the development represents a use that is compatible with agricultural activities and is therefore suitable for the intended strategy for the area. The use is not viewed from the streetscape or neighbouring premises, noting the proposal will retain the extensive native vegetation on the site, and the use is therefore compatible with the scenic qualities of the area.

Further to the above, as part of the submitted town planning report an assessment of the development against the Overall Outcomes for Rural Areas and the Rural Areas Code, including specific criteria relating to a "Kennels" use was provided. This assessment has previously demonstrated compliance with the intent of the Rural Areas Code, including the identified Specific Outcomes and Acceptable Solutions.

Notwithstanding the above, it is noted that the designated kennel area is identified within a Strategy Map of the *Laidley Shire Planning Scheme 2003*. The Strategy Map does not preclude the establishment of Kennels outside of this area. It is noted that the identified Kennel Area represents a small portion of the shire, and availability of this land is very limited. The development has been strategically located in proximity to the identified Kennel Area (230m south) on a site suitably located within the Rural Landscape Area as demonstrated above.

Summary

In closing, it is requested that Council give due regard to the applicant's response to the planning issues raised in public submissions during its assessment of the development application. It is considered the proposal has demonstrated sufficient planning merit in the material accompanying the development application to support its approval subject to reasonable and relevant conditions. Having regard to the information provided, we request that Council proceed with the assessment of the application.

Should you require any additional information or clarification please do not hesitate to contact the undersigned on (07) 4632 2535.

Yours sincerely

A handwritten signature in black ink, appearing to read "Kim Reeve".

Kim Reeve
Precinct Urban Planning



APPENDIX A – Submitter's Letter to Residents

Send to Lockyer Valley Regional Council
PO BOX 82
Gatton 4343
Or e-mail to mailbox@lvrc.qld.gov.au

Hi to the residents of Lockyer Waters and Churchable,

RE: Application for a 25 dog kennel in Qually Rd. This cannot be allowed to go ahead for all the following reasons. 'People power' can win out but this means that everyone needs to submit to Lockyer Council short (or long) WRITTEN reasons to reject this application. I have visited council chambers, studied this application and I am very concerned by its contents.

My name is Denise and I live in Nandine Rd, Lockyer Waters. Prior to moving here I lived on ten acres on Glamorganvale Rd Wanora. Here there was a commercial/ breeding dog kennel and the noise and smell were very pronounced. When the owner wanted to do even more extensions to it, all the nearby local residents had had enough and so we took him to court.

Therefore I know, from personal experience, that commercial and breeding kennels mean noise, smell and the end of wildlife as we presently know it. People are attracted to this area by the clean air, the wildlife and the peace. I know from personal experience that you cannot have all of these good things and have a dog kennel with at least 25 dogs (as proposed by the kennel applicants of Qually Rd). The local Lockyer council has stated that as the present dog precinct is full, so people can apply to other council areas. WHAT REALLY CONCERNS ME IS THAT IF THIS APPLICATION IS GRANTED FOR QUALLY RD, THEN IT IS ONLY A MATTER OF TIME BEFORE THERE ARE FURTHER APPLICATIONS FOR LARGE SIZE DOG KENNELS HERE. As a result, in our local area, there will a substantial increase in both noise, smell and traffic as well as a decrease in peace and in property values.

It is very easy to be misled by the application for these kennels as it was written by planning consultants. THESE PEOPLE WERE PAID BY THE APPLICANTS AND SO IT FOLLOWS THAT THEY HAVE TRIED TO ONLY FOCUS ON POSITIVES. When stated that "impact studies were carried out," these lack any credibility as they were not independent but were paid for by the owners. These are useless as any reasonable person is aware that statements or data can be skewed or warped in the following ways - statistically, legally, financially and psychologically. In addition vague meaningless statements can be easily made such as no noise and no effect on wildlife. From actual personal experience I know this this is definitely not the case. Don't be fooled by the glossy hollow words or the so called 'impact studies.'

The aspect that really worries me is just how close this proposed kennel would be to all of the relatively small acreages such as on Qually and Nandi Roads as well as Border Court and Lewis Court. As these acreages are only about one kilometre or less away, so all the serious above consequences would be present. When I go for my early morning walk, I often hear the dogs howling from around Bolingbroke and Atkinson Dam Roads almost two kilometres from me. Therefore imagine what it would be like when 25 dogs are only less than a kilometre away. From my personal experience and my time at Glamorganvale Rd, these proposed kennels in Qually Rd do really need to be stopped by local 'people power'.

Therefore it is vital that before 2 September you put on paper (even 5-10 lines will do) the reasons for council to reject this application. Many of these reasons are included above in my correspondence to you. These could be e-mailed, posted or simply dropped into the council chambers. I have been told by a council officer that every single letter from you will count. Our area needs to remain QUIET and clean. Many thanks for the 'people power'

Please ensure that you have signed
and dated it. Plus some contact details.

Denise (0417-002-731)
18/03/21 avondale9@bigpond.co

12.2 Application for Development Permit for Material Change of Use for Dual Occupancy at 7 Beryl Place, Gatton

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 (MC2021/0012) for a Development Permit for Material Change of Use for Dual Occupancy on Lot 13 SP216661 at 7 Beryl Place, Gatton.

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 (MC2021/0012) for a Development Permit for Material Change of Use for Dual Occupancy on Lot 13 SP216661 at 7 Beryl Place, Gatton be approved subject to the following conditions:

APPROVED PLANS

The following plans are Approved Plans for the development:

Approved Plans

Plan No.	Rev.	Plan Name	Date
J20013TP-02	E	<i>Site Plan</i> , prepared by Lockyer Drafting Designs	15-07-21
J20013TP-03	E	<i>Floor Plan</i> , prepared by Lockyer Drafting Designs	15-07-21
J20013TP-04	E	<i>North Elevation, East Elevation, West Elevation and South Elevation</i> , prepared by Lockyer Drafting Designs (as amended in red by Council)	15-07-21

REFERENCED DOCUMENTS

The following documents are referenced in the assessment manager conditions:

Referenced Documents

Document No.	Rev.	Document Name	Date
-	C	<i>Stormwater Management Report</i> , prepared by AM Civil Design Pty Ltd	15 July 2021

PROPERTY NOTES

The following property notes will be placed against the subject property in Council's property record system:

- Each dwelling unit as part of the Dual Occupancy is to be rented as a whole as one household. Individual rooms in each unit are not to be individually rented.

VARIATION APPROVAL

Not Applicable.

FURTHER PERMITS REQUIRED

- Development Permit for Operational Work (Landscaping)
- Development Permit for Building Work
- Plumbing and Drainage Permit
- 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 otherwise amended by conditions of this approval.	Prior to commencement of use, 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.
Use Approval		
4.	This approval is for a Dual Occupancy, comprising of two (2) dwelling units. Each dwelling unit is to be rented as a whole as one household. Individual rooms in each unit are not to be individually rented.	At all times.
Alterations and/or Relocations		
5.	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 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.	At all times.
6.	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.
Damages to Services and Assets		

7.	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: (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.	At all times.
Lighting		
8.	All outdoor lighting must be directed inwards from the lighting source and be hooded to ensure no spillage to adjoining properties.	At all times.
9.	Design, installation and operation of outdoor lighting must comply with the requirements of Australian Standard AS4282 – <i>Control of Obtrusive Effects of Outdoor Lighting</i> .	At all times.
Street Identification		
10.	Each unit must be identified by way of a clearly displayed unit number.	Prior to commencement of use, and to be maintained thereafter.
11.	A numbered mail box must be provided for each unit at the front of the allotment within the property boundary.	Prior to commencement of use, and to be maintained thereafter.
Building Appearance		
12.	External clothes drying facilities must be provided for each unit. Facilities are to be screened from adjoining properties and the street.	Prior to commencement of use, and to be maintained thereafter.
13.	All air conditioning units or other mechanical equipment must be located at ground level, otherwise fully enclosed or screened such that they are not visible from the street frontages or adjoining properties.	Prior to commencement of use, and to be maintained thereafter.
Fencing and Walls		
14.	Any street fencing and walls on the property frontage must not exceed a maximum height of 1.2m.	At all times.
15.	A 1.8m high solid screen fence is to be provided along: (a) The full length of the rear property boundary; (b) Between the private open spaces to delineate the areas of each dwelling unit; and (c) The full length of side boundaries, from the rear of the property to the front building line. Any fencing provided forward of the building line must be tapered down to a maximum height of 1.2m.	Prior to commencement of use, and to be maintained thereafter.
Water and Wastewater		
16.	An underground connection to reticulated water and sewer must be provided to the development site in accordance with the standards and requirements of the relevant distributor-retailer.	Prior to commencement of use, and to be maintained thereafter.
Waste Management		

17.	Refuse storage, removal and collection facilities must be provided in accordance with the following: (a) Provision of a minimum of two (2) 240L wheelie bins for each dwelling unit; (b) Provision of separate bins for general and recyclable waste for each dwelling unit, with an equal number of each being provided; (c) Collection by service vehicles from the kerbside; and (d) Provision of a hardstand impervious area within the private open space area of each unit for the permanent storage location of the bins, having minimum dimensions of 0.36m ² (600mm x 600mm) per bin.	Prior to commencement of use, and to be maintained thereafter.
Landscaping		
18.	Submit and obtain approval from Council of an Operational Works for Landscaping in accordance with the Landscaping Code and Planning Scheme Policy No. 11 of the <i>Gatton Shire Planning Scheme 2007</i> , which addresses the following: (a) Provide a planting schedule and maintenance plan prepared by a suitably qualified person which includes: i. Botanical names, mature heights and widths of plants, pot sizes, different key symbols and numbers of plants; ii. Planting bed preparation details including any topsoil depth, subgrade preparation, mulch type and depth, and type of turfing used; iii. Any hardscaping details including pebbled, paved or garden edged areas; iv. Ongoing maintenance of plants; and v. Irrigation system details (if any); (b) Provide details of any fencing to be provided including location, type and height; and (c) Provide details of refuse storage areas.	Prior to commencement of works.
19.	Undertake landscaping in accordance with the Operational Works approval.	Prior to commencement of use, and to be maintained thereafter.
Stormwater		
20.	All works associated with this development must be undertaken without resulting in stormwater damage, ponding or nuisance to surrounding and/or downstream properties or infrastructure.	At all times.
21.	Provide Erosion and Sediment Control in accordance with the International Erosion Control Association (Australasia) Best Practice Erosion and Sediment Control Guidelines.	During the construction phase.
22.	Undertake the development in accordance with the <i>Stormwater Management Report</i> , Revision C, prepared by AM Civil Design Pty Ltd and dated 15 July 2021.	Prior to commencement of use, and to be maintained thereafter.
Car Parking, Vehicular Access and Driveways		
23.	Provide a minimum of six (6) car parking spaces generally in accordance with the approved plans.	Prior to commencement of use, and to be maintained thereafter.

24.	All car park access, parking and manoeuvring areas must be imperviously sealed and designed (including linemarking) in accordance with <i>AS/NZS2890.1 Parking facilities Part 1: Off-street car parking</i> .	Prior to commencement of use, and to be maintained thereafter.
25.	Construct a vehicular entry and exit crossover at the location identified on the approved plans and generally in accordance with the Institute of Public Works Engineering Australasia's standard drawing number RS-050 <i>Vehicle Crossings Residential Driveways</i> and <i>AS2890.2 Parking facilities Part 2</i> .	Prior to commencement of use, and to be maintained thereafter.
26.	Construct any new crossover such that the edge of the crossover is no closer than 1 metre to any existing or proposed infrastructure, including any stormwater gully pit, manhole, service infrastructure (e.g. power pole, telecommunications pit), road infrastructure (e.g. street sign, street tree, etc).	Prior to commencement of use.
27.	Ensure that loading and unloading operations are conducted wholly within the site and all vehicles enter and exit the site in a forward gear.	At all times.
28.	Provide vehicle bollards or tyre stops to control vehicular access and to protect landscaping or pedestrian areas where appropriate.	Prior to commencement of use, and to be maintained thereafter.
29.	Obtain a permit from Council to Undertake Works within a Road Reserve (for temporary traffic management and Construction of Vehicular crossover) prior to the construction of the vehicular access.	Prior to commencement of works.
Earthworks and Retaining Walls		
30.	Unless otherwise required by conditions of this approval, earthworks associated with this development must be designed in accordance with: (a) <i>Gatton Shire Planning Scheme 2007</i> ; (b) Australian Standard AS3798 <i>Guidelines for Earthworks for Commercial and Residential Developments</i> (Level 1 Supervision); (c) Australian/New Zealand Standard AS/NZS1170 <i>Structure design actions</i> ; and (d) Australian Standard AS4678 <i>Earth-retaining structures</i> and include relevant drainage.	At all times.
Engineering Certificates		
31.	Submit to Council a RPEQ Certificate of Supervision stating that approved development works have been constructed under the direct supervision of a suitably qualified Registered Professional Engineer Queensland (RPEQ), in accordance with the conditions of approval and in accordance with the approved engineering design and specifications.	Prior to commencement of use.
Works on Completion Inspection		
32.	Undertake a works on completion inspection attended by Council's delegated officer, the supervising engineer and the Principal Contractor.	Prior to commencement of use.
33.	Rectify any defects identified by Council during the works on completion inspection. Defects must be remedied under the direction of the supervising engineer.	Prior to commencement of use.

ADVISORY NOTES

- (i) Council will issue an Infrastructure Charges Notice. These charges are required to be paid prior to the commencement of use.
- (ii) All works associated with this approval may not start until all subsequent approvals have been obtained, and its conditions complied with.
- (iii) Any additions or modifications to the approved use (not covered in this approval) may be subject to further application for development approval.

(iv) 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](#).

(v) 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 [Business Queensland website](#).

(vi) 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 [Department of Aboriginal and Torres Strait Islander Partnerships](#) (DATSIP) website.

The DATSIP has established a [register and database](#) 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 (MC2021/0012) for a Development Permit for Material Change of Use for Dual Occupancy at 7 Beryl Place, Gatton. The following table summarises the application details.

APPLICATION SUMMARY	
Applicant:	Lockyer Drafting Designs Pty Ltd
Landowner:	C L Quah
Proposal:	Development Permit for Material Change of Use for Dual Occupancy
Properly Made Date:	13 April 2021
Street Address:	7 Beryl Place GATTON QLD 4343
RP Description:	Lot 13 SP216661
Assessment Type:	Impact
Number of Submissions:	7 properly made submissions
State Referral Agencies:	Not Applicable
Referred Internal Specialists:	<ul style="list-style-type: none"> • Development Engineer • Building Certifier • Plumbing Inspector
Prelodgement Meeting:	Yes 24 June 2020
DA Stage:	Part 5: Decision
Information Request:	Yes 29 April 2021 – Response received 21 July 2021
Decision Due Date:	1 November 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

There are no existing approvals in effect for the premises. There are no existing structures on the property. A prelodgement meeting was held with the applicant prior to lodgement of the application. The current application is generally reflective of the prelodgement meeting discussions.

Site Details

SITE AND LOCALITY DESCRIPTION	
Land Area:	1022.76m ²
Existing Use of Land:	Vacant
Road Frontage:	Beryl Place: 12m
Significant Site Features:	No vegetation, no buildings
Topography:	Slopes down towards eastern side boundary
Surrounding Land Uses:	Residential, Vacant

Proposal

The application seeks approval for a Development Permit for Material Change of Use for Dual Occupancy at 7 Beryl Place, Gatton (refer to Figure 1). The proposed development involves the construction of two 4-bedroom dwelling units. Each unit has its own kitchen, dining, living and laundry area, and four bathrooms. There are six (6) car parking spaces provided on site with two (2) of these spaces having a carport. Landscaping is provided to the northern, eastern and western property boundaries as well as within the site. A 1.8m high boundary fence is proposed to the property boundaries with the exception of the front boundary. Access will be via a new driveway to Beryl Place.

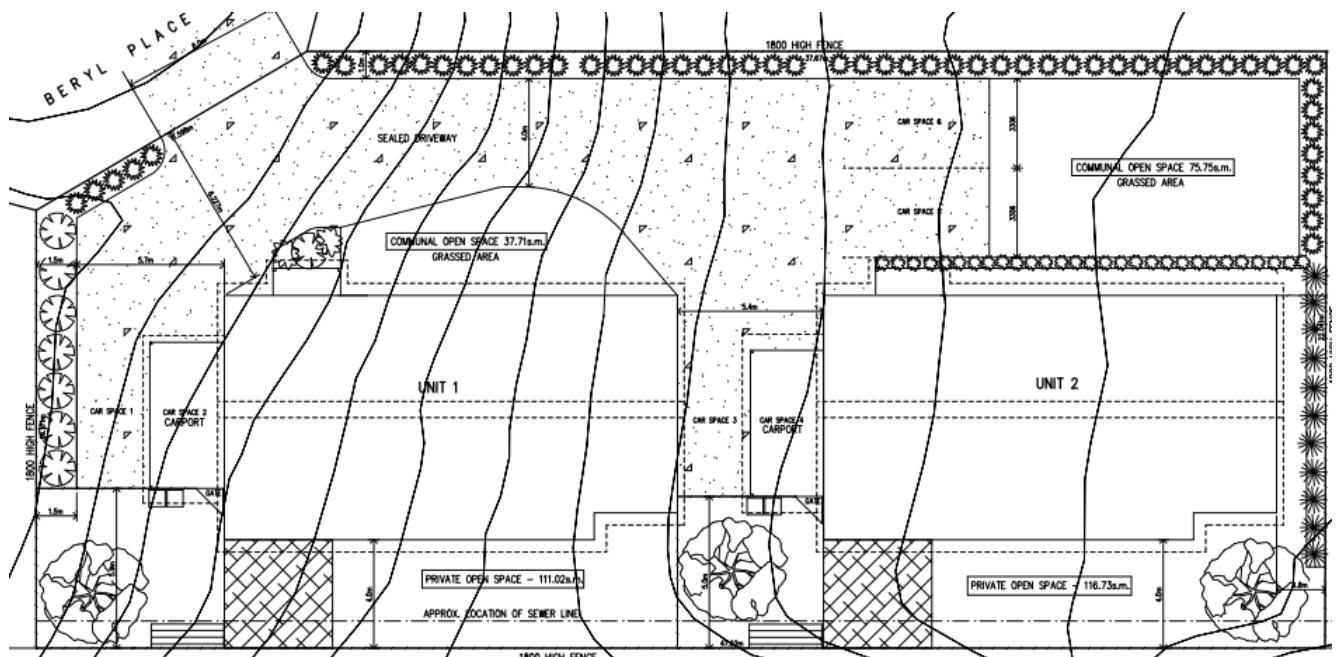


Figure 1: Proposed Site Plan

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

MATERIAL CHANGE OF USE	DEVELOPMENT PARAMETERS	
	Required	Proposed
Gross Floor Area	-	296.18m ²
Number of Units	2	2
Building Height/ Storeys	Maximum 10m	5.495m
Density	120 persons/ha	50.856 persons/ha
Setbacks	Front: 6m Side & Rear: 1.5m	Front: 5.74m Side: 7.72m (north) 1.53m (east), 3.96 (west) Rear: 3.55m
Parking	0.7 spaces/bedroom = 6 spaces	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:	<ul style="list-style-type: none"> • State Planning Policy (Agriculture, Water Quality, and Natural Hazards, Risk & Resilience)
SEQ Regional Plan Designation:	Urban Footprint

State Planning Policy

Agriculture

The subject site is located in an Important Agricultural Area. The subject site is zoned as Urban Residential and not currently utilised for agricultural purposes. The development of the site as a Dual Occupancy is considered appropriate given the zoning. Due to its zoning and size, the land is unsuitable for agricultural purposes.

Water Quality

The subject site is located within a Water resource catchment. A *Stormwater Management Plan*, prepared by AM Civil Design Pty Ltd was submitted with the application. Stormwater will be discharged to the legal point of discharge to the existing stormwater pipe system located at the rear of the property. This will ensure that there are no water quality issues as a result of the development.

Natural Hazards, Risk & Resilience

The subject site is located within the Flood hazard area – Local Government flood mapping area. The subject site is mapped under Council's *Temporary Local Planning Instrument 2020 (Flood Regulation)* (TLPI). The TLPI has been addressed below.

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:	Urban Residential
Overlay/s:	Urban Growth Areas Overlay (Structure Plan Area)

	<i>Temporary Local Planning Instrument 2020 (Flood Regulation)</i> (TLPI): Low Hazard
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 subject site is currently unvegetated and will not impact any biodiversity or ecological processes. The site is intended for residential development. Waste will be managed through kerbside collection with each unit requiring their own waste bins. The site is not identified as being susceptible to land degradation.

Character and Landscape Quality

The proposed building design is generally consistent with the character of the surrounding area. The area consists of accommodation units, dual occupancies and dwelling houses. The development includes provision of landscaping to further enhance the appearance of the development.

Settlement Pattern, Amenity and Safety

The dual occupancy is located within an existing residential area of Gatton and is a consistent use within the area which includes other residential uses. The development is not located within any areas identified as being susceptible to natural hazards.

Access to Services, Facilities and Employment Opportunities

The site is located within 1.2km of the Gatton town centre which provides for ease of access to services, facilities and employment opportunities.

Cultural Heritage

The subject site is not identified as an area or place of cultural heritage significance.

Economic Development and Natural Resource Management

The proposed development is located within a residential area and will provide for additional housing within the Gatton area. The development has access to services and infrastructure including constructed roads, water, sewer, electricity and telecommunications.

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:

- Urban Residential Zone Code
- Urban Growth Areas Overlay Code
- Building Work Code
- Earthworks Code
- Landscaping Code
- Lighting Code
- Services and Infrastructure Code
- Vehicle Access, Parking and On-Site Movement Code
- Accommodation Unit and Dual Occupancy Code
- TLPI Flood Hazard Overlay 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

Urban Residential Zone Code

The proposed development will provide a new residential use within an existing residential area. The building character is generally consistent with that of the surrounding area having a similar built form. The site is located within the Gatton township with access to urban facilities and services. The site is located in excess of 500m from the town centre commercial precincts being approximately 1.2km from the commercial precincts. This is considered to be an acceptable outcome given that the site is within close proximity and has ease of access to the town centre.

Development Codes

Building Work Code

The proposed building has a maximum building height of 5.495m which is compliant with the maximum 10m building height for the zone. The side and rear boundary setbacks (7.72m to the north, 1.53m to the east, 3.55m to the south, 3.96m to the west) comply with the 1.5m minimum setback of the code. The front boundary setback required is 6m which the Dual Occupancy is non-compliant with at 5.74m. The reduced setback is due to the eaves of the building and undercover porch area at the front of the building. The surrounding residential allotments with existing Dwelling Houses and Dual Occupancies also have reduced setbacks down to 4.7m from the front boundary. The proposed setbacks are compatible with those existing in the surrounding area in accordance with Specific Outcome P1.

Earthworks Code

Earthworks are required to level the building footprint area which will require both cut and fill. The earthworks are proposed to be undertaken in a manner to reduce the amount of earthworks required, including stepping the land for each dwelling unit. No retaining walls are proposed. Conditions have been recommended in relation to earthworks.

Landscaping Code

Landscaping is proposed to the property boundaries that is generally between 1.0m to 1.5m wide. No landscaping is proposed along the property boundary to the southern part of the property due to an existing easement within this area. Landscaping is also proposed within the site at the front of each of the dwelling units. No detail has been provided on the proposed landscaping species, as such a further Operational Works permit is required for landscaping. Conditions have been recommended relating to landscaping.

Lighting Code

Lighting is proposed to be provided to the internal driveway and car parking spaces as per the requirements of the code. Conditions have been recommended requiring lighting to comply with the relevant Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting as well as being installed so as not to cause nuisance to surrounding residential properties.

Services and Infrastructure Code

The premises can be connected to Urban Utilities reticulated water supply and sewerage network systems. The premises can be connected to electricity and telecommunications. Stormwater will be discharged to the Legal Point of Discharge which is the existing stormwater pipe along the rear of the property. The development will require the installation of a new stormwater pipe to connect the stormwater pits from the driveway area and downpipes from the roof to the existing stormwater system.

Vehicle Access, Parking and On-Site Movement Code

A total of six car parking spaces is required in accordance with the code. There are six car parking spaces provided on site including 2 spaces under a carport. Manoeuvring templates were provided demonstrating that all vehicles can enter and exit the car parks and the subject site in a forward gear. The car parking, driveway and manoeuvring areas will be imperviously sealed. A new access is proposed to be constructed to Beryl Place that will be 6m in width. Conditions have been recommended in relation to construction of the car parking, driveway and manoeuvring areas.

Accommodation Unit and Dual Occupancy Code

The site complies with the minimum 800m² site area requirement of the code. The site density as a result of the development is 51 persons per hectare below the maximum 120 persons per hectare specified under the code. The site is located approximately 1.2km from the nearest shops which is in excess of the 500m probable solution identified under the code. The site is located within easy and safe access to community facilities by vehicle. The site is not isolated by expanses of undeveloped or rural land. The site is also located adjacent to existing accommodation units and dual occupancies are also located along Beryl Place.

The setbacks of the buildings are generally consistent with that of the surrounding area. The design of the buildings provides for casual surveillance from the buildings. The building height is less than 10m. Each dwelling unit has an attached carport which is setback behind the front building line to reduce building bulk. Further, the building façade incorporates a number of windows to provide for articulation of the building. Landscaping is also provided as part of the development so as to screen the development from view from the street.

Each dwelling unit is provided with more than 100m² of private open space. A total of approximately 100m² communal open space is provided. The open space meets the requirements of the code.

Fencing is provided to the side and rear boundaries. No fencing is proposed along the front boundary. Fencing is also provided between the private open space for each dwelling unit and to screen the private open space from public view. The bin storage area and clothesline are proposed to be within the private open space area.

Overlay Codes

Urban Growth Areas Overlay Code

The subject site was previously subdivided to be utilised as a residential allotment and the proposed development will provide for a residential use on site. The development will not prejudice the long-term use of the land due to it having already been subdivided as an urban residential allotment.

Assessment Benchmarks Pertaining to a Temporary Local Planning Instrument

The subject site is located within the Low Hazard area under the *Temporary Local Planning Instrument 2020 (Flood Regulation)* (TLPI). The south-eastern corner of the property is located within the Low Hazard area. The development will not be located within this area, other than landscaping. No further assessment is required.

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 DEMAND				
Charge	Dwelling or unit with 3 or more bedrooms	2	\$13,125.00	\$26,250.00
TOTAL PROPOSED DEMAND				\$26,250.00
EXISTING DEMAND				
Credit	Existing Allotment	1	-\$13,125.00	-\$13,125.00
TOTAL EXISTING DEMAND CREDIT				-\$13,125.00
TOTAL PAYABLE				\$13,125.00

Options

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

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

Option C: Refuse the development_application

Critical Dates

A decision on the application must be made by Council by 1 November 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 submitter/s may appeal the decision to the Planning and Environment Court.

Risk Management

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 Development Engineering, Building and Plumbing sections. The Building and Plumbing sections advised that a further Development Permit for Building Works and Plumbing and Drainage Permit is required for the Dual Occupancy.

The Development Engineering section raised no issues with the proposed development and recommended several conditions for inclusion. These conditions relate to stormwater, car parking, access and driveway, earthworks and engineering certification.

Public Notification

The application was publicly notified for 17 business days from 12 August 2021 to 3 September 2021 in accordance with the requirements of the *Planning Act 2016*. Seven (7) properly made submissions were received.

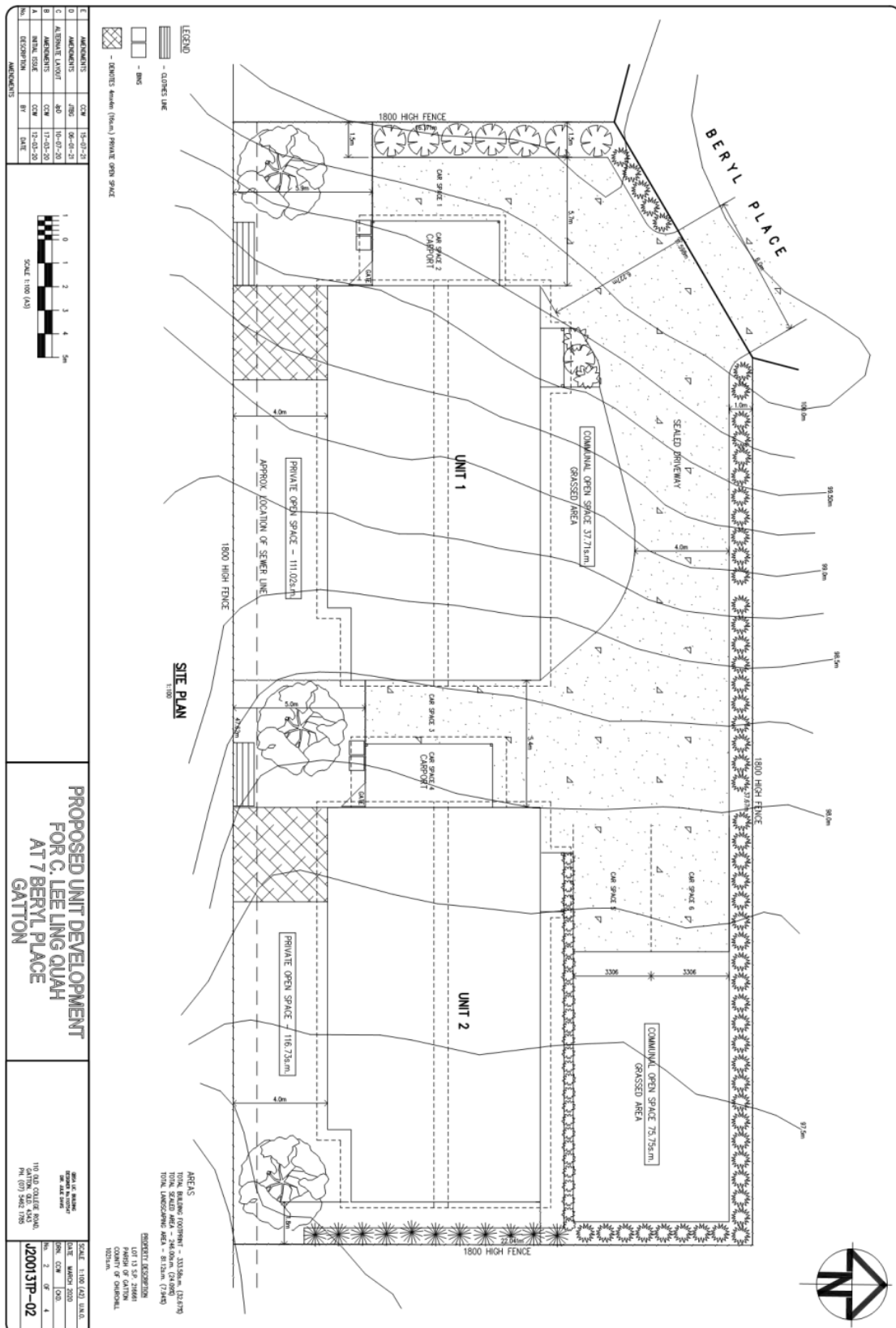
The following table provides a summary and assessment of the issues raised by submitters.

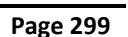
ISSUES	COMMENTS
Property values will decrease.	There are no planning matters in relation to property values that are considered as part of Council's assessment of the proposal.
Object to rezoning of the property from residential to dual occupancy.	The development will not change the zoning of the property which will continue to be Urban Residential. The use of this vacant property will change to Dual Occupancy. A Dual Occupancy is a consistent use in the Urban Residential zone.
The development will increase traffic flows and parking of cars at Beryl Place. It is illegal to park on a cul de sac area. The building has a total of eight bedrooms indicating that there will be more than six cars with nowhere for these cars to park. The cul de sac is also used by children as a safe place to ride their bikes.	There are six car parks provided as part of the development. The planning scheme requires car parking be provided at a rate of 0.7 spaces per bedroom, therefore requiring a minimum of six car parking spaces for the development. It is therefore considered that the parking provided on site is sufficient to cater for the use. Any additional parking can occur on site informally or alternatively on the street. Beryl Place does not contain any no parking areas/yellow lines, therefore, provided cars are not parked blocking driveways or within 1m of a

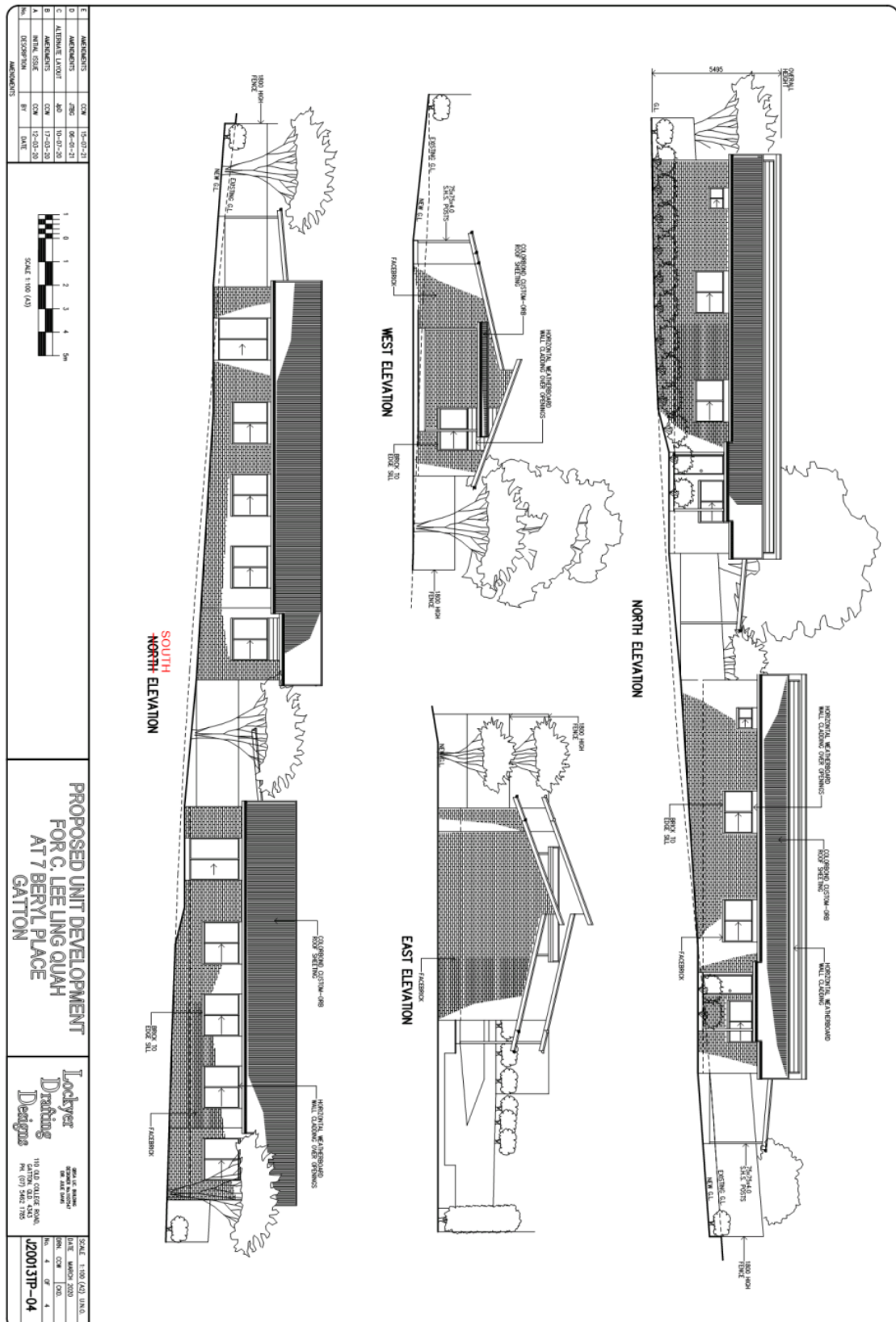
	fire hydrant there are no concerns with parking on Beryl Place.
More than two waste bins will be required for the use. Where will these bins go along the kerbside for collection. At the kerbside this will block traffic. Can collection by the truck occur on site.	The development will be serviced by four waste bins in total. The waste bins will be serviced weekly from the kerbside by Council's waste collection vehicles. Collection cannot occur internally. There is sufficient kerbside space to locate these bins for collection. The location of these bins will not block traffic entering or exiting other properties. Whilst being serviced by the waste trucks, traffic will be temporarily impeded as occurs during servicing for all other properties.
The lot size is different to that approved under the original subdivision that created the lot.	The subject site has a lot size of 1022m ² which is the lot size identified on the registered plan signed by Council during the plan sealing process for the original subdivision. The lot size approved as part of the original reconfiguration of a lot application was 1009m ² . The variation is approximately 1.7% change. This often occurs between the approved subdivision layout and survey plan due to a more detailed survey available at the plan sealing stage. The approvals are issued requiring the plans to be generally in accordance. There are no issues with the minor lot size variation.
The development will be for 2 share houses given that each bedroom has their own bathroom.	Confirmation has been received from the applicant that the use is not intended to be used as a share house. Each dwelling unit can have one household only. The developer has provided a letter confirming that the rooms will not be individually tenanted and a condition has been recommended requiring that each unit be rented as a whole to accommodate one household in accordance with the Planning Scheme definition.

Attachments

- 1 [📄](#) MC2021/0012 Proposal Plans 3 Pages
- 2 [📄](#) MC2021/0012 List of Submitters 1 Page
- 3 [📄](#) MC2021/0012 Applicant Response to Submissions 2 Pages







MC2021/0012 List of Submitters		
Name	Residential/Business Address	Properly Made
Marion Batzloff	3/6 Beryl Place, Gatton	Yes
Mervyn & Joan Cook	2 Beryl Place, Gatton	Yes
Christine Helen Graham Duncan	1 Beryl Place, Gatton	Yes
Clinton & Lorraine Hearne	3 Beryl Place, Gatton	Yes
Sandra Anne Lawrence	6/6 Beryl Place, Gatton	Yes
Christine Smith	8/6 Beryl Place, Gatton	Yes
Julie Ann Woolacott	1/1 Beryl Place, Gatton	Yes

LOCKYER

110 Old College Rd,
PO Box 492,
Gatton QLD. 4343
07 54621785

DRAFTING

DESIGNS

ATF 'THE JULESCHRADE TRUST'
Director: Julie Davis
A.B.N.59 146 086 036
Licence: 1107547

15/09/21.

Ref:TP\J20031-1

Lockyer Valley Regional Council.,
26 Railway Street,
PO Box 82.,
Gatton.
QLD 4343.

To whom it may concern,

**MC2021/0012
Development Permit Material Change of Use for Dual Occupancy
7 Beryl Place, Gatton QLD 4343
Lot 13 SP216661**

In response to properly made submissions under s53(6) of the Planning Act 2016 please see the below our assessment.

• **Issue:- Where will everyone park/lack or carparking space-**

The development is supplied with 6 carspaces as required under the Gatton Planning Scheme (5.6 spaces required). These car parks are compliant with AS 1428.1 and also comply with council's requirement of no tandem spaces and vehicles must enter and leave the site in forward gear. We believe this is sufficient parking for the development and further-more, allows for more visitor parking than other dual occupancy developments in Beryl Street where a double garage only is provided for 3 bedroom units. If a car space was required for each bedroom, most dwellings unit in the street would need a minimum of 3 if not 4 parks. There will be no street parking required.

Issue:- Amount of Tenants on site-

Under a clarification from the Building Codes board, once 4 unrelated people are in one dwelling it would trigger a new application for a Boarding house. The maximum unrelated people in a dwelling if they form a group and are all on the lease agreement would be 5. More than 5 would trigger a new application for Budget accommodation. The only way there could be more than 5 people would be if they were one family unit where not all names were on a lease agreement. This could happen in any dwelling or dual occupancy in Beryl place. The amount of bathrooms does not increase the ability to tenant more people, it just gives another option/preference for accommodation just as for example someone may like to have multiple separate living area's or a study for each room. The developer has provided a letter to council stating that the rooms will not be tenanted separately.

This then relates back to point one and not requiring more than the 6 car parking spaces.

Issue:- Traffic- The traffic issue will also relate back to the previous 2 issues. As the dwelling units cannot tenant any more people legally than any other dwelling unit in the area, there would be no abnormal traffic than if this was any other of the dual occupancy's or whether this was a large family home with multiple of age family members.

As this is a cul de sac there still will be no through traffic, so traffic will still be to a minimum compared to a street with through traffic. I believe that if children were playing on the street there would need to be adult supervision at any rate.

Rubbish Bins:- 4 bins are required for the dual occupancy and there is ample room for pick up within the constraints of the front boundary of the site (5.5m not including the proposed 6m driveway) without hindering or blocking any driveway access. The garbage truck is already turning in the cul de sac for pick up from dwellings, 1,3,5,2, and 4. This would cause no further hindering. We believe 4 bins will be sufficient when taking into consideration the issue's address under 'amount of tenants'.

Devaluation:- The units are of a good construction and visually attractive design and similar to others in the area. The development is stepped with the slope of the land and visually would look like a single dwelling from the street. Landscaping will soften the frontage of the site. As there are already Dual Occupancy units and a unit development in the area we believe this would cause no further issue to the surrounding lots.

If there are any further queries or clarification required please feel free to contact us.

Yours faithfully.



.....
J. Davis. (applicant).
Lockyer Drafting Designs

12.3 Budget Amendment - Increased Contribution to Lockyer Valley and Somerset Water Collaborative

Author: Jason Harm, Coordinator Special Projects and Tourism
Responsible Officer: Amanda Pugh, Group Manager Community & Regional Prosperity

Purpose:

The purpose of this report is to seek an amendment to the 2021/22 budget to increase Council's contribution to the Lockyer Valley and Somerset Water Collaborative from \$30,000 to \$60,000.

Officer's Recommendation:

THAT Council approve an additional \$30,000 contribution to the Lockyer Valley and Somerset Water Collaborative, to provide a total contribution of \$60,000, and the 2021-2022 annual budget be amended to include the additional \$30,000 contribution as part of the December Quarter Budget Review.

Executive Summary

The Lockyer Valley and Somerset Water Collaborative ('the Collaborative') has worked since 2017 on the Water for Lockyer Project to provide an additional sustainable water supply to the Lockyer and Somerset regions.

The next phase of the project requires a substantial amount of work including negotiating a term sheet in relation to a bulk water supply agreement between SEQWater and the Lockyer Somerset Water Company Ltd. Collaborative members have discussed making further financial contributions to enable this work to continue.

Council has budgeted for a \$30,000 contribution to the Collaborative, however a contribution of \$60,000 is required. A budget amendment is sought to provide for an additional \$30,000.

Proposal

Council has engaged the services of a Commercial Advisor, Andrew Brown, on behalf of the Collaborative to commence negotiations with SEQWater on a bulk water supply agreement for the Water for Lockyer Project. Council agreed to release up to \$57,200 (GST incl) of Collaborative funds to engage Mr Brown for this purpose.

Mr Brown has had time to consider the full extent of the work required and has provided an estimate capped fee of \$156,000 (GST excl) to complete the term sheet with SEQWater. Jacobs Group had estimated the cost of this work at approximately \$250,000 (GST excl) as noted in the business case.

Providing sufficient funds for this work was discussed at a meeting of the Collaborative on 7 October 2021. With current commitments, Collaborative funds are almost fully extinguished. Members of the Collaborative agreed to confirm with their respective organisations contributing further funds to the Water for Lockyer Project to enable the project to continue to move forward and provide an additional sustainable water supply to the Lockyer and Somerset regions.

It was proposed that the six member organisations make additional contributions to raise a further \$150,000, with each organisation contributing an amount on a proportionate basis as previously agreed.

Council	Proportion	Amount
Lockyer Valley Regional Council	40%	\$60,000
Somerset Regional Council	20%	\$30,000
Urban Utilities	20%	\$30,000
Lockyer Water Users Forum	6.67%	\$10,000
Lockyer Chamber of Commerce and Industry	6.67%	\$10,000
Lockyer Growers Group Inc	6.67%	\$10,000
TOTAL	100%	\$150,000

Council had budgeted \$30,000 as a contribution to the Collaborative. An amendment to the 2021/22 budget is required to provide an additional \$30,000 and a total contribution of \$60,000.

Options

1. Council makes an amendment to the 2021/22 budget to provide an additional \$30,000 contribution to the Collaborative, to provide a total contribution of \$60,000 for 2021/22.
2. Council makes an amendment to the 2021/22 budget to provide an additional contribution to the Collaborative, but for an amount other than \$30,000.
3. Council does not make a budget amendment and provides a contribution of up to \$30,000 only to the Collaborative for 2021/22.

Previous Council Resolutions

At the Ordinary Meeting on 18 August 2021, Council resolved to engage a Commercial Advisor on behalf of the Collaborative to negotiate and commence executing a term sheet in relation to a bulk water supply agreement between SEQWater and the Lockyer Somerset Water Company Ltd. Council resolved to release up to \$57,200 (GST incl) of the Collaborative's funds for this purpose. (Resolution Number: 20-24/0405)

Critical Dates

Due to the lack of sufficient funds to continue with the project's objectives past 30 November 2021, there is an urgent need for further funds to enable completion of the term sheet negotiations with SEQWater.

Strategic Implications

Corporate Plan

Lockyer Business, Farming and Livelihood – Advocate for a secure and sustainable water supply for the region.

Finance and Resource

Additional budget of \$30,000 is being sought for 2021/22 to provide for a total contribution of \$60,000 to the Collaborative.

Legislation and Policy

Mr Brown was engaged in accordance with an exemption under section 235(b) of the *Local Government Regulation 2012* which allows Council to enter into a medium-sized contractual arrangement without first inviting written quotes or tenders. Given the specialised and confidential nature of the services sought, it was considered that it would be impractical or disadvantageous to invite quotes or tenders.

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

Political (P1) - Intergovernmental relations/relations with other key stakeholders

Consultation

Portfolio Councillor Consultation

Consultation has been held with Mayor Milligan from Lockyer Valley Regional Council and Mayor Lehmann from Somerset Regional Council, and with Cr Hagan as representatives on the Collaborative.

Internal Consultation

Internal consultation has been held with the Chief Executive Officer, the Manager Communities and Council's finance team.

External Consultation

Consultation with has been conducted with members of the Collaborative.

Attachments

There are no attachments for this report.

12.4**Council Property - Patrick Street, Laidley**

Author: Helen McCraw, Senior Economic Development Officer
Responsible Officer: Amanda Pugh, Group Manager Community & Regional Prosperity

Purpose:

The purpose of this report is to seek Council's direction on the future use and management of Council owned property described as Lot 2 RP815658 at 130 Patrick Street, Laidley.

Officer's Recommendation:

**THAT with respect to property described as Lot 2 RP815658, Council resolves to dispose of the property as surplus to Council requirements in accordance with Sections 227(1) and 236(3) of the *Local Government Regulation 2012* under the existing arrangements with Gatton Real Estate. And further;
THAT Council delegates authority to the Chief Executive Officer to do all things necessary to facilitate the disposal.**

Executive Summary

Council owns property located at 130 Patrick Street, Laidley, which is currently used by ten separate lease or licence holders, two community art installations and elements of Council's communications infrastructure.

The current use was established to support economic disaster recovery which is no longer necessary. The current use initiative is not fully utilised and may no longer be a Council priority or a desired activity. There were no future strategic uses or future use plans identified for this property during internal consultation.

Officers are seeking Council's consideration on the future use and management of the property.

Proposal

Council is the freehold landowner of a premises in the business zone of Laidley described as Lot 2 RP815658 at 130 Patrick Street, Laidley. Officers are seeking Council's consideration on the future plans for use and management of this property.

In late 2014 as an element of Laidley Futures, a disaster recovery mechanism of the 2011 and 2013 flood events, Council sought to activate the vacant building on this site as a business incubator and co-working space. The concept was to stimulate economic activity in the Laidley town centre by utilising this Council owned property, which had formerly been used to deliver library services.

During the past five years the incubator and co-working concept have met the original objectives of Council, however full utilisation of the property has not been achieved due to insufficient interest from new business operators.

Presently there are ten businesses utilising space within the building under licence or lease arrangements. All Retail Shop Leases expire on or before February 2022. The majority of licence arrangements have a clause allowing termination for any reason by giving one month's notice, and one licence allows for transfer at Council's cost.

Additional to the current tenancies and licence holders, Council's utilisation of the property includes:

- two community art installations within the property boundary which is currently part of the publicly accessible pedestrian mall space;
- CCTV passes through the building providing connectivity to the Laidley Administration building for cameras in Patrick Street and the Pedestrian Mall; and
- A communications aerial on the roof of the building which is part of a line of sight communications link to other community facilities including the Laidley Sports Centre.

Internal consultation has identified it is preferable to maintain each of these in place if possible.

The Disaster Management Recovery response that was the catalyst for the business incubator concept in Laidley is no longer an active issue to be addressed.

The option of a lease to a single tenant has not been tested in current market conditions. However, it is noted that within the Laidley and Gatton business centres there are similar sized, large commercial shop buildings which have experienced long-term vacancies and an inability to attract tenants.

During internal consultation there were no future strategic uses or future use plans identified for this property, therefore if the current use is no longer a Council priority or desired activity, this property may be considered as surplus to Council's requirements.

If disposal of the property is the preferred option, Council has a current arrangement with Gatton Real Estate to sell Council property.

Options

1. Sale to dispose of the property as it is surplus to Council's requirements.
2. Continue current operations as a business incubator and co-working space.
3. Further Investigate other lease or alternate operational use.

Previous Council Resolutions

26 November 2014 Resolution number 3784

Critical Dates

Nil

Strategic Implications

Corporate Plan

Lockyer Leadership and Council

5.1 Undertake robust and accountable financial, resources and infrastructure planning and management to ensure affordable and sustainable outcomes for our community.

Lockyer Business, Farming and Livelihood

2.1 Encourage opportunities for the Lockyer Valley to drive economic and community outcomes.

Finance and Resource

The following finance and resource implications have been identified:

- Potential for increased revenue from the proceeds of sale;
- Commissions and legal fees associated with the sale of property;
- Additional expenditure associated with the transfer of one licence; and

- Potential future costs of relocating community art installations and communications infrastructure.

Legislation and Policy

Pursuant to Section 227(1) of the *Local Government Regulation 2012* Council is required to dispose of a valuable non-current asset by written tender or auction.

Pursuant to Section 236(3) of the *Local Government Regulation 2012* Council may only dispose of land if the consideration for the disposal would be equal to or more than the market value of the land.

Risk Management

The following key corporate risk categories have been identified for consideration:

FE2 Finance and Economic

IA1 Infrastructure and Assets

LCL1 Legal Compliance and Liability

Consultation

Councillor Consultation

This matter was discussed with Councillors at a workshop on 5 October 2021.

Internal Consultation

The following teams have been consulted in the preparation of this Report

- ✓ Community Activation
- ✓ Community Facilities
- ✓ Finance
- ✓ Governance and Property
- ✓ Information Communication Technology

Attachments

There are no attachments for this report.

13. INFRASTRUCTURE REPORTS**13.1 Request from Cahill Park Sporting Complex Inc for Funding Contribution****Author:** Christopher Goddard, Senior Project Officer**Responsible Officer:** John Keen, Group Manager Infrastructure

Purpose:

The purpose of this report is to seek direction from Council in relation to a request from the Cahill Park Sporting Complex Inc Committee for a contribution of funding towards an irrigation project. This project will be submitted by the Committee under the Queensland Government Active Gameday Project Fund. The extension of the Management Agreement between Council and Cahill Park Sports Complex Inc is required to enable the funding conditions to be met and the works to proceed.

Officer's Recommendation:

THAT Council support Cahill Park Sporting Complex Inc submitting a grant application under the Queensland Government Active Gameday Projects Fund for the supply and installation of irrigation equipment.

Further;

THAT Council approve a contribution of \$9,761 excl. GST towards the supply and installation of irrigation equipment at Cahill Park Sporting Complex cricket oval to be taken from existing budget allocation.

And further;

THAT Council extend the Management Agreement from 30 June 2023 to 31 January 2024.

Executive Summary

A request has been received from the Cahill Park Sports Complex Inc committee for Council to contribute towards the supply and installation of irrigation on the cricket field which is located on Council land. The Cahill Park Sport Complex Inc committee are currently developing a grant application for funding under the Queensland Government Active Gameday Project Fund.

Proposal

Cahill Park Sports Complex Inc will lodge the grant application in early November, to install pop up irrigation on the second rugby league field (Section A), which is owned by Gatton Leagues Club Pty Ltd and the cricket field to the North (section B), which is owned by Council.



Figure 1: Section A owned by Gatton Leagues Club Pty Ltd. Section B owned by LVRC.

The committee's original quotation was used to determine the total project cost and total contributions required. The grant application requires three (3) quotes be obtained, which the committee will coordinate, evaluate and finalise.

Based on the initial quotations, the cost of installation is approximately \$22,000 excl. GST to the rugby league field and \$48,807 excl. GST to the cricket field, a total cost of \$70,807. The works allocated to Council's cricket field land, equates to 68% of the estimated total project costs. There is a 20% cash contribution required for the grant application, which is an estimated total of \$14,161.

All stakeholders of Cahill Park Sporting Complex are supportive and prepared to contribute towards the project.

The committee submitted a request for Council to contribute 20% of the estimated total for the cricket field irrigation equalling \$9,761 excl. GST. It should be noted that Council currently provides \$98,984.60 per annum to Cahill Park to cover operational costs.

The following documentation is also required to be provided to Cahill Park Sporting Complex Inc to support the application.

- a letter from Local Government confirming an allocation of funds to the project
- a completed Council Endorsement form for sites owned by a Local Government authority authorising the proposed project.
- demonstrated ownership of the land or current right to occupy/tenure arrangements for a minimum of three years from 1 January 2021
- The management agreement between LVRC and Cahill Park Sporting Complex Inc is dated July 2020 to June 2023, with Cahill Park's approved tenure to January 2024 in order for the funding conditions to be met and the works to proceed.

Options

Option A: Council approves the contribution of \$9,761 excl. GST towards the irrigation project at the Cahill Park Sporting Complex and in turn extends the management agreement between LVRC and Cahill Park to 31 January 2024.

Option B: Council does not approve the contribution towards the irrigation project.

Critical Dates

The grant application for the irrigation project is required to be submitted in early November 2021.

Strategic Implications

Corporate Plan

Lockyer Community 1.2 – Council optimises the use of its open space and facilities by improving access to and the quality for the facilities for individuals and groups for cultural, recreational and community activities.

Finance and Resource

Funding to be taken from within existing budget allocations.

Legislation and Policy

There are no implications for legislation or policy.

Risk Management

Key Corporate Risk Code and Category:
Key Corporate Risk Descriptor

R1 Reputation
Reputation and Goodwill

Key Corporate Risk Code and Category
Key Corporate Risk Descriptor:

EC1 Environment and Community
Environment and the community, include sustainable development, social and community wellbeing, relationships, public health, recreation, regional profile and identify

Consultation

Portfolio Councillor Consultation

Councillor Cook has been briefed on the request.

Internal Consultation

Council's Coordinator Governance and Property officer has been consulted.

External Consultation

Cahill Park Sporting Complex Inc is managing the grant application process and liaising with all sporting clubs who will contribute to this project.

Attachments

There are no attachments for this report.

13.2 Request From Ropehill Community Sports Centre Inc for Funding Contribution

Author: Christopher Goddard, Senior Project Officer
Responsible Officer: John Keen, Group Manager Infrastructure

Purpose:

The purpose of this report is to seek direction from Council in relation to a request from the Ropehill Community Sports Centre Inc. for a contribution of funding towards an irrigation project. This project will be submitted by Ropehill Community Sports Centre Inc. under the Queensland Government Active Gameday Project Fund.

Officer's Recommendation:

THAT Council support Ropehill Community Sports Centre Inc. submitting a grant application under the Queensland Government Active Gameday Projects Fund for the supply and installation of irrigation equipment.

And further;

THAT Council approve a contribution of \$18,810 inc. GST towards the supply and installation of irrigation equipment to the main turf oval at the at Ropehill Community Sports Centre to be taken from existing budget allocation.

Executive Summary

A request has been received from the Ropehill Community Sports Centre Inc for Council to contribute towards the supply and installation of irrigation on the main turf oval at the Ropehill Community Sports Centre which is owned by Council. Many local organisations use the Ropehill Grounds and the irrigation is considered a first stage approach to a larger project. The Ropehill Community Sports Centre Inc committee are currently developing a grant application for funding under the Queensland Government Active Gameday Project Fund.

Proposal

The proposed irrigation project will provide immediate use for more reliable watering on the main turf oval and can be incorporated into a larger, staged project of flood mitigation, water storage, facility and public infrastructure protection (local road).

Ropehill Community Sports Centre has received and evaluated quotations, with the preferred and cheapest quotation submitted by Agricultural Requirements for a total cost of \$94,050 inc GST. Their request is for Council to contribute the 20% funding contribution of \$18,810 inc GST towards the total cost of irrigation as part of the grant application. It should be noted that Council currently provides \$15,000 per annum to Ropehill Community Sports Centre to cover operational costs. Ropehill Community Sports Centre Inc proposes to register for GST as part of the grant application and comply with the grant guidelines for organisations that are registered for GST.

The facility has expanded over the years and is now used by many local organisations for the provision of sporting, recreational and community activities.

Organisations that use the Centre include:

-
- Ropehill Cricket Club
 - Lockyer Veterans Cricket
 - Ropehill and Districts Little Athletics
 - Tenthill Baptist Church
 - Lockyer Zone Primary School Athletic carnivals
 - Lockyer Junior Cricket Rep teams

Options

Option A: Council approves the contribution of \$18,810 inc GST towards the irrigation project to the main turf oval at the Ropehill Community Sports Centre.

Option B: Council does not approve the contribution towards the irrigation project.

Critical Dates

The grant application for the irrigation project is required to be submitted in early November 2021.

Strategic Implications

Corporate Plan

Lockyer Community 1.2 – Council optimises the use of its open space and facilities by improving access to and the quality for the facilities for individuals and groups for cultural, recreational and community activities.

Finance and Resource

Funding to be taken from within existing budget allocations.

Legislation and Policy

There are no implications for legislation or policy.

Risk Management

Key Corporate Risk Code and Category:	R1 Reputation
Key Corporate Risk Descriptor	Reputation and Goodwill
Key Corporate Risk Code and Category	EC1 Environment and Community
Key Corporate Risk Descriptor:	Environment and the community, include sustainable development, social and community wellbeing, relationships, public health, recreation, regional profile and identify

Consultation

Portfolio Councillor Consultation

Councillor Cook has been briefed on the request.

External Consultation

Ropehill Community Sports Centre Inc is managing the grant application process and liaising with all stakeholders who utilise the grounds.

Attachments

There are no attachments for this report.

13.3 Amendment to Register of Fees and Charges 2021-22

Author: Hiedi Hope, Community and Sports Support Officer
Responsible Officer: John Keen, Group Manager Infrastructure

Purpose:

The purpose of this report is to seek Council's endorsement of the changes required to the 2021-22 Register of Fees and Charges.

Officer's Recommendation:

THAT Council include within its Register of Cost Recovery and Commercial Fees and Charges 2021-22 the following amended fees with an effective date of 1 July 2021:

**2.13.1 – Hire of Recreation Reserves or Council Lands
 Laidley Sports & Recreation Reserve – Commercial Use**

Description	Amount (incl. GST)	GST Applies
Use of Lights per field	Electricity Supplier Costs plus 20%	Y

Executive Summary

The report seeks to ratify charging for the use of electricity for the lights per field for sporting events held at the Laidley Recreational Sports Ground, to include a 20% administration fee.

Proposal

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 fees and charges for 2021-22 were originally adopted on 19 May 2021 to take effect from 1 July 2021. The electricity supplier costs + 10% administration fee + GST was originally adopted in May 2021 for the use of lights at the Laidley Sports and Recreations Reserve, however once the new lights were installed the charging procedure changed to match that of the private works process, being supplier costs + 20% administration fee + GST.

The amended charge is listed below:

**2.13.1 – Hire of Recreation Reserves or Council Lands
 Laidley Sports & Recreation Reserve – Commercial Use**

Description	Amount (incl. GST)	GST Applies
Use of Lights per field	Electricity Supplier Costs plus 20%	Y

Options

- Option One: Council adopt the amendments to the Register of Cost Recovery and Commercial Fees and Charges for 2021-2022 as per the recommended resolution, to bring this fee in line with other fees.
- Option Two: Council does not adopt the amendment to the Register of Cost Recovery and Commercial Fees and Charges for 2021-2022 and leaves the fee at Electricity Supplier Costs plus 10%.

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.

Resolution Number: 20-24/0330: 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.

Strategic ImplicationsCorporate Plan

Lockyer Leadership and Council 5.1

Finance and Resource

The amendments to Council's 2021-22 Fees and Charges will ensure that the correct fee is charged for this service on a cost recovery basis and is consistent with Council's other fees and charges.

Legislation and Policy

Section 97 of the *Local Government Act 2009* (the Act) 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 Code and Category: FE2

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

Consultation*Portfolio Councillor Consultation*

The Portfolio Councillor was consulted at the Councillor Workshop on 5 October 2021.

Internal Consultation

Council were briefed on this matter at the Councillor Workshop on the 5 October 2021

External Consultation

Due to the internal administrative nature of this report, there has been no external consultation.

Community Engagement

The President of the Recreation Reserve Committee has been notified of this report. If the resolution is adopted further advice will need to be communicated.

Attachments

There are no attachments for this report.

14. ITEMS FOR INFORMATION**14.1 Chief Executive Officer's Monthly Report - September 2021****Author:** Ian Church, Chief Executive Officer**Responsible Officer:** Ian Church, Chief Executive Officer

Purpose:

This report provides Council with a summary of key operational activities undertaken by the Chief Executive Officer's Group during September 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 Executive Office Group during September 2021.

Proposal

That this report be received and noted.

Attachments

[1](#)  Monthly Group Report - Executive Office - September 2021 6 Pages



2020-21 OPERATIONAL PLAN DELIVERABLES



BUSINESS IMPROVEMENT & STRATEGY

INTERNAL AUDIT

Audit Register

The following table outlines the number of active action items on Council's Audit Register from previously conducted internal reviews. This is by review and risk level.



INTERNAL AUDIT	TOTAL NUMBER OF ACTIVE ITEMS	ACTIVE ITEMS BY RISK LEVEL				COMPLETED
		HIGH	MEDIUM	LOW	IMPROVE	
Tendered Contracts Review	17	1	4	1	1	10
Project Management Practices	11	0	1	2	0	8
Legislative Compliance Review	6	0	2	3	0	1
Payroll and Remunerations Processes	10	1	1	6	0	2
Payroll and Vendor Data Analytics	9	0	8	0	0	1
Lessons Learned from Pandemic	4	3	1	0	0	0
TOTAL	35	5	17	12	1	22

Internal Audit Plan

Fieldwork has commenced on the Property and Building Management Review, which is the first internal audit for 2021-22. The draft Terms of Reference for the Community Disaster Response is with Council's internal auditors for amendments to be made to the scope.

CORPORATE PLANNING

Annual Report 2020-21

A draft of Council's Annual Report for 2020-21 has been developed and is awaiting the approval of Council's Financial Statements by the Auditor-General.

Operational Plan 2021-2022

The first quarter performance report on the Operational Plan 2021-2022 has been completed and is included in the Agenda.

BUSINESS IMPROVEMENT

Terms of reference are being finalised for an "Efficiency Review Committee" (ERC) which will assist of members of the ELT. A "Workforce Efficiency Group" (WEG) and "Business Improvement Group" (BIG) will report to the ERC. Membership of these two groups will consist of core members with other staff being seconded as required. The WEG will review our leadership framework, training and development needs and be responsible for implementing the recommendations of the OER. The BIG will review service levels and drive continuous improvement. Areas of Council operations being considered for service level reviews will be discussed with Council.

PROCUREMENT

MONTH HIGHLIGHTS

INFRASTRUCTURE DELIVERY:

- Bitumen Reseal Program, currently undergoing procurement
- Railway Street Asphalt Overlay, currently undergoing procurement
- Flagstone Creek Road and Carpendale Road Asphalt Surfacing - awarded

COMMUNITY FACILITIES:

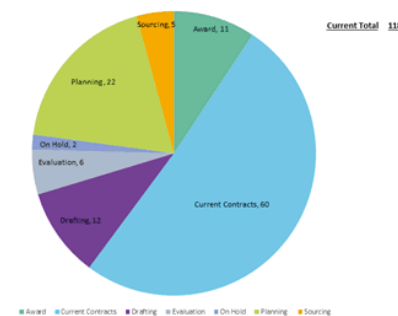
- Cahill Park Machinery Shed Renewal - awarded
- Gatton Showgrounds Gymnastics Pavilion Roof Upgrade - awarded
- Lockyer Valley Sports and Aquatic Centre Netting Upgrade - awarded
- Pool Chlorination system design and install - being sourced
- Walter Brunner Park Maintenance - awarded, services have commenced
- Laidley Solar Pool Heating - awarded and project completed
- Building Condition Assessments & Maintenance Service Schedules - awarded

FINANCE

- Non-Current Asset Valuations, being sourced

PEOPLE BUSINESS PERFORMANCE:

- After Hours Customer Contact, drafting
- Assisting Infrastructure with the Lake Apex Youth Node project.
- NexGen Project on track to be implemented by 15 October.



DISASTER MANAGEMENT

PROJECT UPDATES

Seasonal preparations are well underway to ensure Council and the Local Disaster Management Group are operationally prepared for the bushfire and storm seasons.

Lockyer Valley Bushfire Sub Committee met on 21 September 2021. The meeting focused on agencies bushfire mitigation activities completed and planning opportunities for future mitigation activities.

Psychological First Aid training was delivered to Council Officers, Red Cross volunteers and Laidley Community Centre volunteers on 20 September 2021. The training provided participants with principles of psychological first aid and how and when to provide it.

Council's corporate disaster operations incident management software has transitioned from Guardian Control to Guardian Incident Management System which provides improved capability for incident management.

Queensland Reconstruction Authority (QRA) Recovery in Practice Workshop- Phase 1 completed 14 September 2021. The workshop facilitated by QRA provided the opportunity for the Local Recovery Committee executive and local function recovery leads to familiarise themselves with a flood scenario to enable event specific local recovery planning. Phase 1 outputs will be incorporated in the QRA Phase 2 demonstration on 18 October 2021 of how QLD locally-led recovery planning approach and processes identify initial and ongoing actions to then be taken by all levels of government.

Disaster Management Advisor has engaged with external stakeholders including Laidley Community Centre for social support, Laidley State High School for evacuation centre planning, Disaster Relief Australia and local Department of Agriculture and Fisheries staff for capability assessment.

TRAINING



Disaster Coordination Centre training was delivered on 23 September 2021. This training provided participants of the activities and operation of the Local Disaster Coordination Centre, the roles and functions, levels of activation, information management, event action planning and the functions of liaison officers.

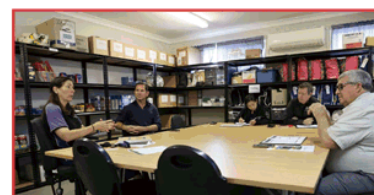


COMMUNITY WELLBEING EVENT (YET TO BE HELD)

The Bushfirer Recovery and Resilience Officer has been collaborating with various stakeholders and LVRC staff to deliver the Community Wellness Event. CDO funding has been used to support this event which initially was going to fund free public transport to and from the event. Due to the short timeframe to deliver this event, transport could not be organised and the CDO funding will now be used for catering and advertising. Also, the CDO has developed a survey for attendees and stall holders in order to gain further insights and clarity as to the mental health concerns impacting the Lockyer Valley community and practical solutions and support ideas to deal with the root cause of mental health.

NATIONAL RECOVERY AND RESILIENCE AGENCY

Council representatives highlighted our regions disaster preparedness and resilience and demonstrated the value of the Local Disaster Coordination Centre and Disaster Dashboard. The CDO attended the meeting with the NRRRA to discuss recovery and response efforts in relation to the 2019 bushfires and other natural disasters which have impacted the LVRC. The CDO also attended the NRRRA meeting with the Laidley Community Centre to discuss the important role and contribution the Laidley Community Centre has made to bushfire recovery.



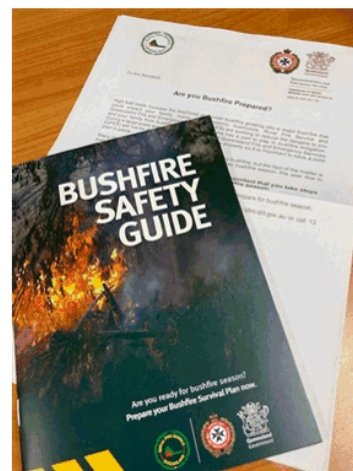
LOCKYER COMMUNITY CENTRE – YOUTH ENGAGEMENT EVENT

The CDO assisted the Lockyer Community Centre Youth Engagement Event due the school holidays. This was a very successful event designed to provide important social engagement activities for the youth of Lockyer Valley. The event was also used to disseminate relevant and important information to parents regarding local services and disaster preparedness.

DISASTER MANAGEMENT continued.**BUSHFIRE PREPAREDNESS**

A collaboration between the CDO, QFES and RFS delivered Bushfire Safety Guides to over 2000 property owners in the Lockyer Valley Region. The Lockyer Valley Bushfire Risk Mitigation Plan – Operation Cool Burn, established earlier this year, highlighted several locations within the Lockyer Valley region at high risk as stated in the August report. These information packs were posted to property owners during the first week of September.

The mailout included a letter highlighting the bushfire risk, a bushfire safety guide and information on preparing property and bushfire survival plan and how to keep up to date.

**COMMUNICATIONS****22**IN-HOUSE
DESIGN
PROJECTS**\$14,190**COUNCIL SAVED ON
DESIGN PROJECTS**73**DESIGNS
CREATED**2**INTERNAL
VIDEOS**3**EXTERNAL
VIDEOS**MEDIA ENQUIRIES****1**

RADIO

**3**

NEWSPAPER

**0**

TV

EXTERNAL COMMUNICATIONS**5**MEDIA
RELEASES**4**PAID
ADVERTS**COUNCIL'S CORPORATE WEBSITE****11,138**TOTAL WEBSITE
USERS**70.9%**NEW
WEBSITE USERS**SOCIAL MEDIA****36**

CORPORATE FACEBOOK POSTS

HIGHEST PERFORMING POST

Nolans Skin/ Lights on the Hill

Reach: 28,315

Comments: 25

Reactions: 510

Shares: 31

**34**

INSTAGRAM GRID POSTS

HIGHEST PERFORMING POST

Father's Day – ft. Staff Member

Reactions: 32

Comments: 1

**33**

TWITTER POSTS

HIGHEST PERFORMING POST

Vaccination Hubs (Post 1)

Retweets: 1

Reactions: 6

**COMMUNITY CONNECT NEWSLETTER****31%**SUBSCRIBERS
OPENED
NEWSLETTER**TOP 3 ARTICLES**

1. Vaccination Hubs
2. Seniors Month Program
3. Drug Arm Community Awareness Sessions

TOP 3 MOST VISITED WEB PAGES

1. Current Vacancies
2. Waste Disposal Facilities
3. Contact us

COMMUNITY DEVELOPMENT & ENGAGEMENT



19

COUNCIL PROJECTS WHICH RECEIVED ENGAGEMENT SUPPORT

- Forest Hill Silo Murals
- Food Organics Garden Organics (FOGO) Trial
- Whittle Street Drainage Project
- Lake Apex Youth Precinct
- Council Parks Rationalisation Project
- Connoles Bridge Deck Project
- Lake Apex Master Plan Refresh Project
- Laidley Spring Festival
- Inland Rail project impacts on the community, particularly on housing and accommodation
- Capital projects 2021-2022 Program
- Seven Mile Lagoon Project
- Postmans Ridge Road Bridge Works
- Principal Cycle Network – Gatton
- Tenthill Creek Resilience Project
- Disaster Management Antennae Change
- Traffic Management Plan approval processes
- Gatton Cemetery Tree Removal
- Jones Road Development TMP Review
- Digital Signage Locations



16

COMMUNITY GRANTS

- **16 applications** received under the latest Community Grants round Program which closed 30 September and will now be assessed. This round is for non-recurrent grants between \$1,000 to \$4,000 to undertake projects, activities or events benefiting the wider community.
- **\$792,334** is being distributed across 10 community halls under Council's Major Facilities Grant Program as approved at the September Council meeting. This program helps community groups address major upgrades and improvements to community facilities that Council determines would likely be used as a community shelter, relief or recovery centre in the event of a disaster and is a demonstration of Council's commitment to the long-term capacity of community facilities including those not owned or managed by Council.
- **\$4,860** distributed across six community organisations to deliver community-led resilience-focused events that enhance connectedness for drought affected communities.

COMMUNITY DEVELOPMENT PROGRAMS

- Council's community development and engagement team supported the Mount Whitestone Movie Night which provided important community connectedness and wellbeing activities and attracted 70 people.
- Lockyer Service Provider Interagency meeting in September
 - 25 people attended representing 19 support agencies
 - A key presentation was given by Queensland Disabilities Network



YOUTH DEVELOPMENT PROGRAMS

Council supported the Lockyer Community Centre Ginger Sport School Holiday Program activity on 28 September.

- 29 children and young people attended with along with 12 parents
- Event partners included: Lockyer Community Centre and Council's Libraries, Community Resilience and Community Development teams.
- Gatton Meat Centre donated food for the BBQ.



The event delivered the following outcomes:

- A free school holiday option for the local community promoting a sense of community and belonging and encouraging a healthy and active lifestyle.
- 100% of feedback from participants and parents was positive. Parents loved having a local activity that was free as well and have urged it to be a regular opportunity.



COMMUNITY ACTIVATION PROJECTS

- The consultation report on the Forest Hill Silos Mural Project is now publicly available on Council's Engagement Hub and the project is moving towards Artist's Brief and EOI process and overall project quotations.
- A community resilience program supporting drought support, bushfire recovery and mental health in partnership with targeted community groups is underway.

DISASTER RESILIENCE AND RECOVERY

4 resilience, recovery and preparation projects participated in.

- Staff have been involved in the FLOOD-EX21 Recovery in Practice Event – Phase 1 led by QRA as part of preparation for this summer's fire and flood season
- Discussions on resilience projects with National Recovery and Resilience Agency
- Staff attended Disaster Coordination Centre Training
- Staff are planning and disaster communications exercise in preparation for the summer season

ADVOCACY

INLAND RAIL

The Environmental Impact Statement (EIS) for the Gowrie to Helidon (G2H) section of Inland Rail is currently out to public notification. Council has engaged Range Environmental to assist with the development of a submission to be made to the Coordinator General by 25 October. Officers are also reviewing the EIS to identify key impacts including noise, amenity, transport flora and fauna and safety. Council is encouraging community members affected by the Inland Rail project to make a submission and is currently running a radio advertisement on Hit FM (100.7FM) indicating to the community that now is the time to have their say.

The flood modelling for the G2H section has been reviewed by the Independent International Panel of Experts who have identified a range of concerns with the flood modelling. Council has made a submission to the Panel.

Council officers continue to work with ARTC on the design to minimise impacts as far as possible. Officers are also heavily engaged in the legal agreements, the Public Private Partnership (PPP) arrangements and the Project Specification Technical Requirements documentation. These agreements and arrangements will guide the project from design through to financial close construction and commencement of operation.

Consultants engaged under the Commonwealths Interface Improvement Program (Ernst Young) are finalising a report to go to Gateway 2. As anticipated, it has been challenging to identify meaningful long term business benefits for the region.



PASSENGER RAIL

Council officers continue to advocate for passenger rail for the region and have been engaged on the Working Group for the Toowoomba to Brisbane (T2B) Passenger Rail business case. The Department of Transport and Main Roads recently presented to a Council workshop on progress to date. The most recent working group meeting was held by TEAMS on 8 October.



WATER ALLIANCE

Council has been involved in the Southern Queensland Inland and NSW Border Regional Water Alliance. This Alliance is seeking long term water security for the broader region. The Mayor and CEO recently met in Toowoomba with Minister Butcher and Mayors from the Darling Downs and beyond to discuss the importance of water security to the ongoing economic development of the region and the State.



14.2 Group Manager People and Business Performance Monthly Report - September 2021

Author: Dan McPherson, Group Manager People and Business Performance
Responsible Officer: Dan McPherson, Group Manager People and Business Performance

Purpose:

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

Proposal

That this report be received and noted.

Attachments

[1](#) Monthly Group Report - People and Business Performance - September 2021 7 Pages

People and Business Performance

MONTHLY GROUP REPORT

SEPTEMBER 2021

REGIONAL COUNCIL

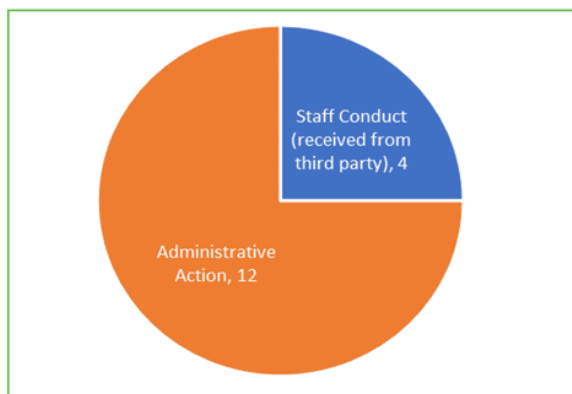
2021-22 OPERATIONAL PLAN DELIVERABLES



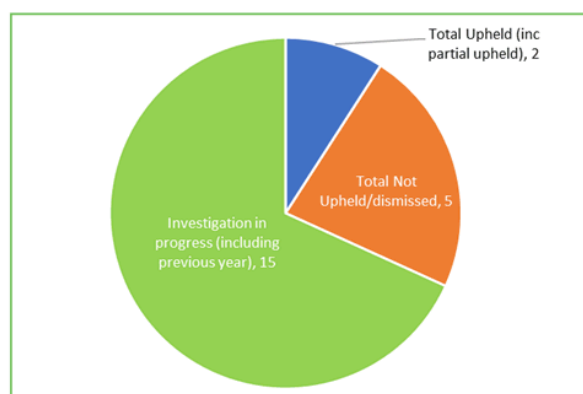


GOVERNANCE AND PROPERTY

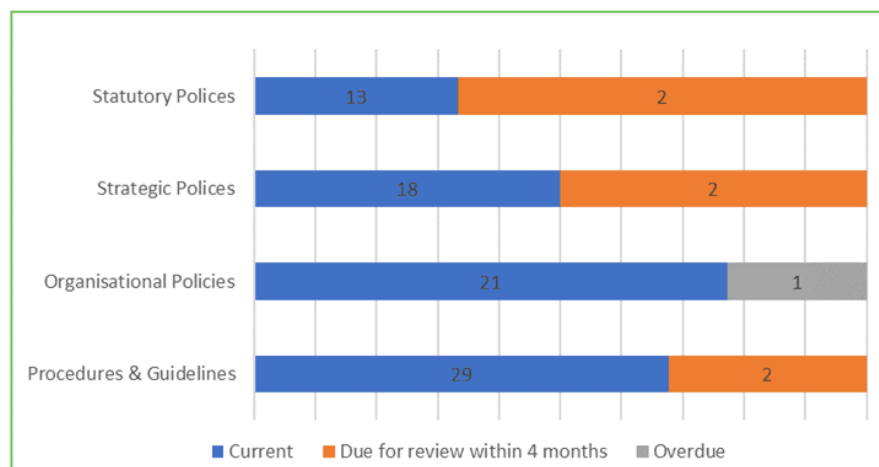
COMPLAINTS MANAGEMENT
TYPES OF COMPLAINTS 2020-21



COMPLAINTS MANAGEMENT SYSTEM 2020-21

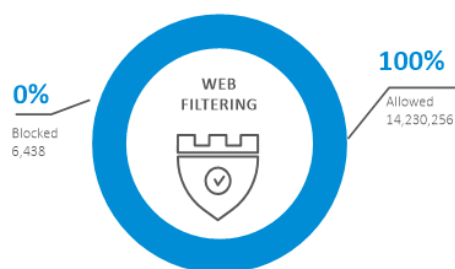
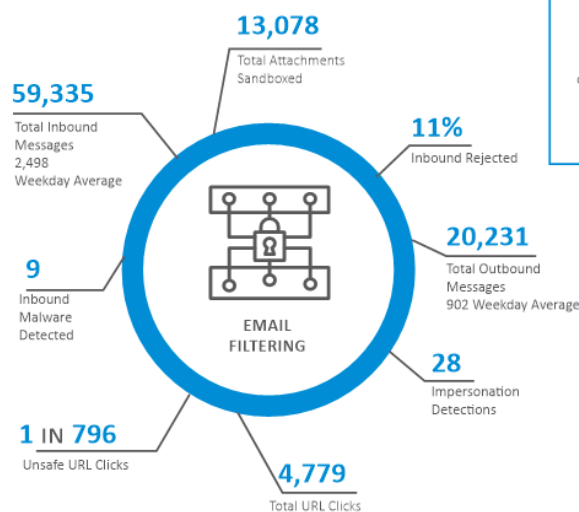


POLICY REGISTER STATUS AUGUST 2021



INFORMATION COMMUNICATION TECHNOLOGY

EMAIL AND WEB PROTECTION



NETWORK PERFORMANCE

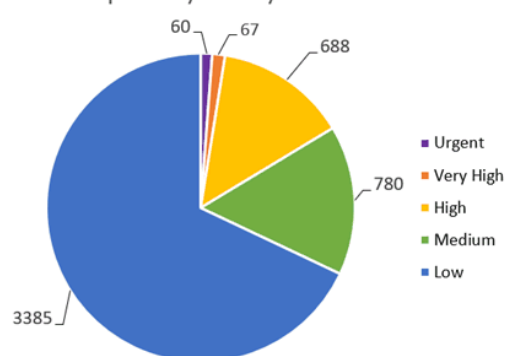
INFORMATION SNAPSHOT



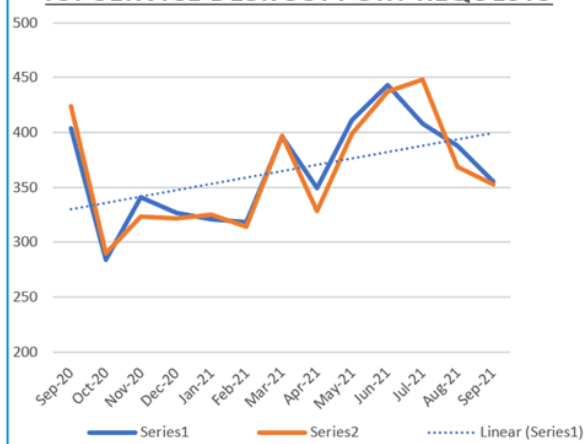
CYBER SECURITY



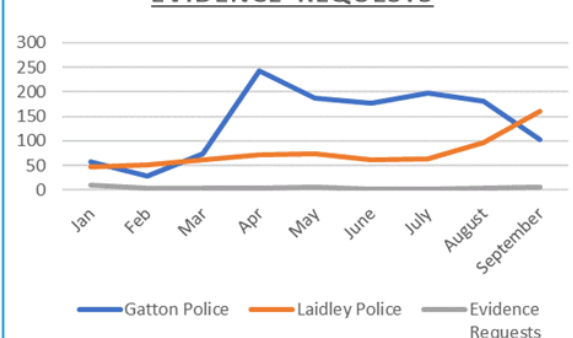
Requests by Priority Last 12 Months



ICT SERVICE DESK SUPPORT REQUESTS

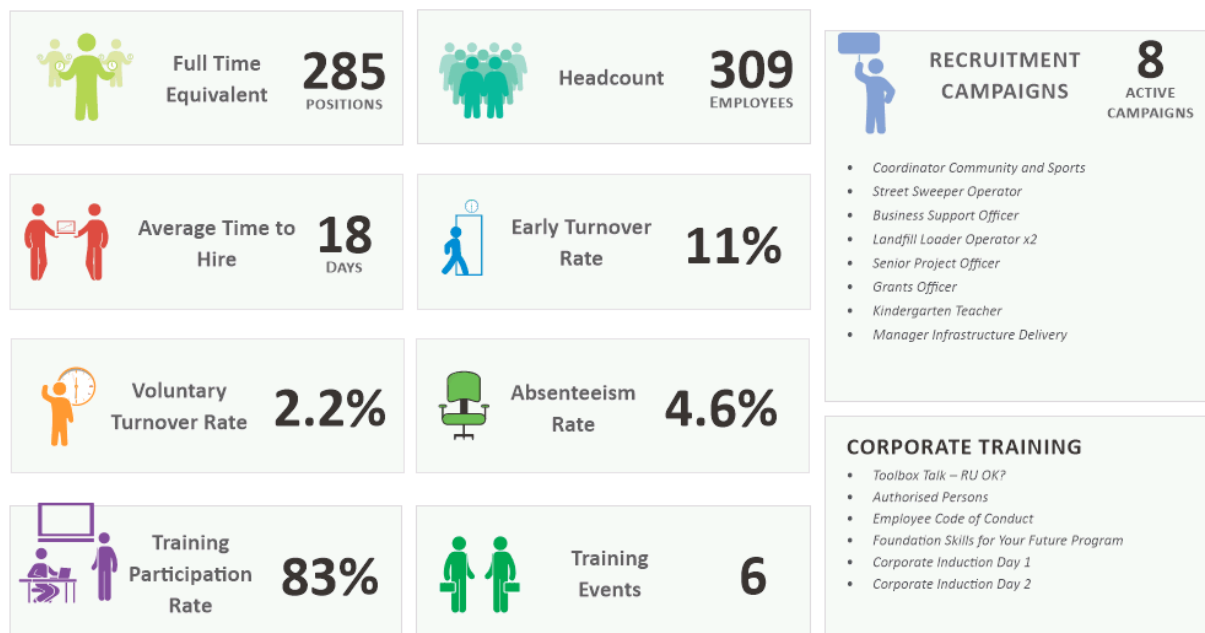


CCTV RECORDED IMAGE VIEWS AND EVIDENCE REQUESTS



PEOPLE AND CUSTOMER EXPERIENCE

ORGANISATIONAL DEVELOPMENT AND PAYROLL



INFORMATION MANAGEMENT

PROJECT UPDATES

Disposal of Physical Records

Work is ongoing on disposing of records, approximately 500 boxes of records have been identified to be disposed. The sign off process is near complete; Grace will then be arranged to collect and destroy the boxes of records.

Preliminary research is underway for digitisation of records and an approach is being developed.



RIGHT TO INFORMATION APPLICATIONS

	2021	2020	2019	2018	2017
Number of applications received	11	10	2	8	11

CUSTOMER CONTACT

TELEPHONE



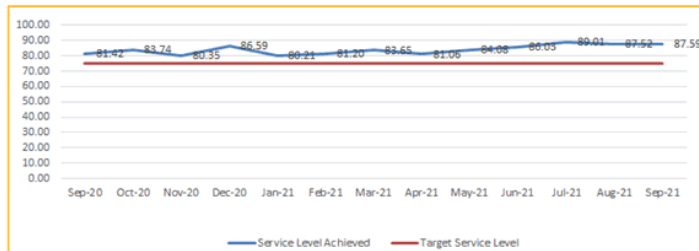
2,877 CALLS RECEIVED

Increase of 153 calls from last month

4:17 AVERAGE HANDLING TIME
MINUTES

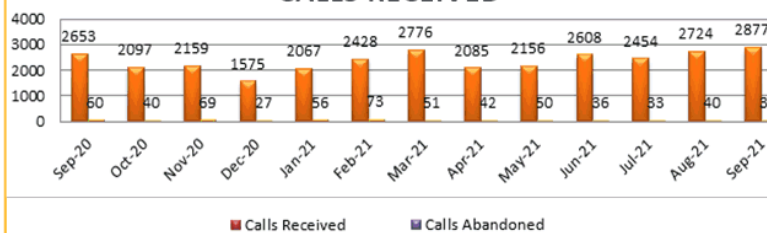
Decrease of 0.09 seconds from last month

SERVICE LEVELS - TARGET 75%

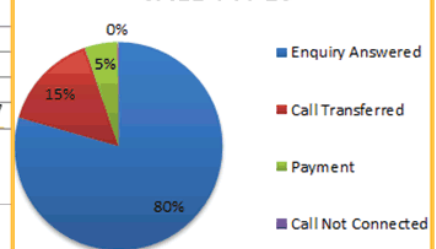


87.59%
SERVICE LEVEL REACHED

CALLS RECEIVED



CALL TYPES



81 TOTAL WEB CHATS

Increase of 11 chat from last month

8:18 WEBCHAT HANDLING TIME
MINUTES

Decrease of 2 minutes from last month

76 TOTAL eREQUESTS

Increase of 1 eRequests from last month

1624 TOTAL RECEIPTS

Increase of 1313 receipts from last month

1457 TOTAL CRM RECEIVED

Increase of 398 requests from last month

COUNCILLOR REQUESTS

26 RECEIVED

52 OPEN

Increase of 1 received requests from last month

QGAP PERFORMANCE

80.98HRS

Total time taken for all transactions

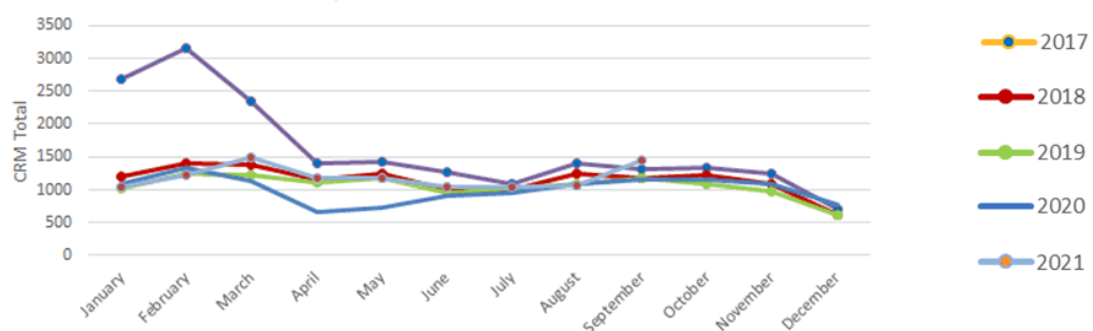
402

Total number of transactions

12:09

Total average time for all transactions

CRM MONTH COMPARISON

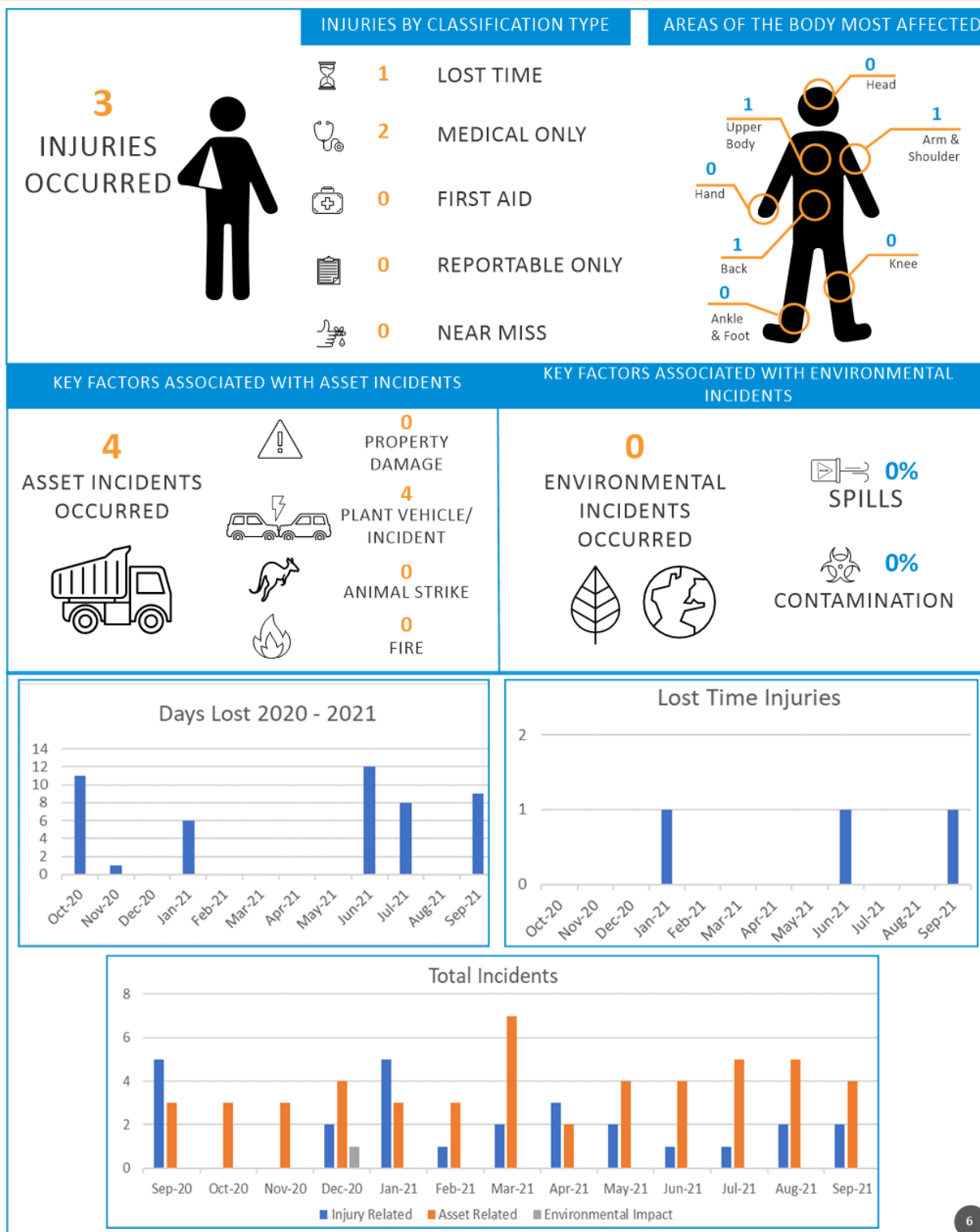


WORK HEALTH AND SAFETY



MEASURING OUR SAFETY PERFORMANCE

SEPTEMBER 2021



WASTE SERVICES

WASTE MANAGEMENT

FOGO

The Food Organics and Garden Organics (FOGO) trial commenced collections on Monday 30 August and will continue for one year. To date, the following has occurred:

- 29,24 tonnes FOGO collected
- 1021 FOGO bins across two trial areas in Gatton and Laidley

Average:

- 50% presentation rate
- Around 40 bins reported with contamination each run
- 2.4% contamination

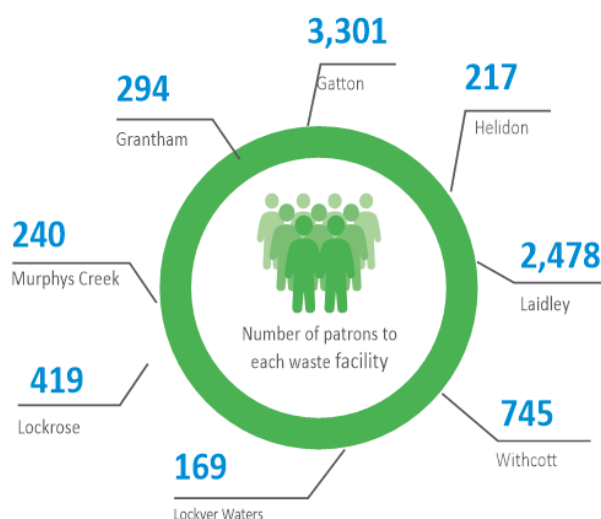
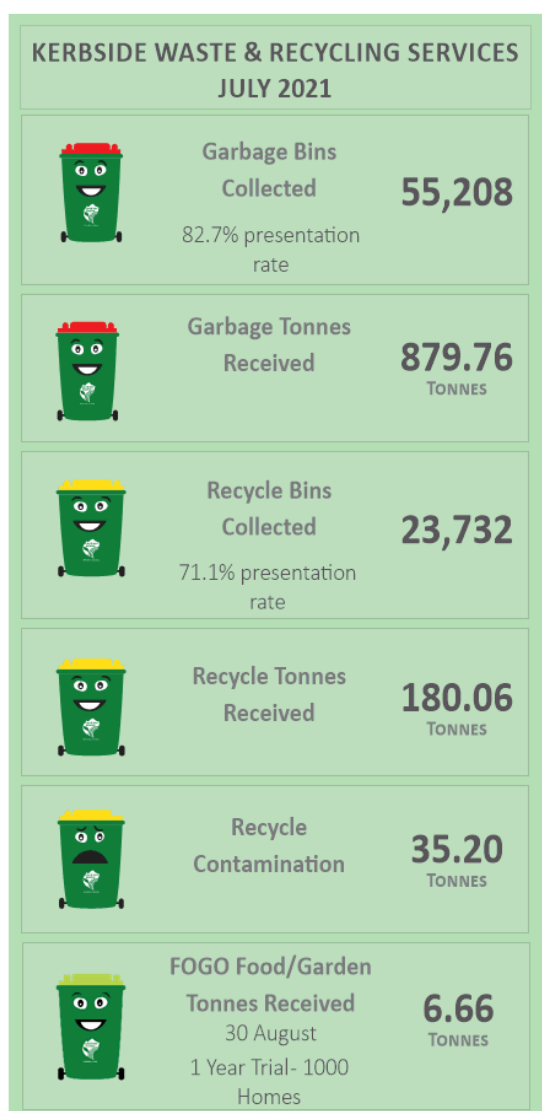
Contamination is a little higher than preferred and the Waste Services team are working with those residents observed to be contaminating to encourage them to use the bins correctly.

WASTE COLLECTIONS TENDER

The tender process for the new waste and bulk haul tender has commenced and will be in market sounding in the next month.

LGAQ WASTE FORUM

Cr Cook and Manager Waste Services attended the LGAQ Waste Forum in Brisbane. Topics included product stewardship, DES update, roundup of the Queensland regions in waste and a FOGO update from the councils involved in the DES trial.



7,863
TOTAL PATRONS TO ALL WASTE
FACILITIES IN AUGUST 2021

14.3 Group Manager Community and Regional Prosperity Monthly Report - September 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 September 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 September 2021.

Proposal

That this report be received and noted.


Attachments

1 [↓](#) Community and Regional Prosperity Monthly Group Report - September 2021 12 Pages











Community and Regional Prosperity

MONTHLY GROUP REPORT

SEPTEMBER 2021



Lockyer
Valley
REGIONAL COUNCIL

PERFORMANCE REPORTING

KEY GROUP PROJECTS



FLOOD MODELLING

The two models, Upper Lockyer to Kentville Weir and Lower Lockyer, that make up the Lockyer Creek regional flooding design output sets have been supplied. These design sets are undergoing internal review. We have resolved how to manage communication and risks relating to the new local flood mapping areas. The consultant has supplied outputs for the Tenthill Creek and Ma Ma Creek models. We are currently checking the outputs. Cardno provided the Laidley Regional Creek Calibration and Design datasets, so Gatton East and the Laidley Mitigation scheme review were able to move forward. The standalone Gatton East model is complete and the Placid Hill extension modelling is in progress. Existing modelling (that is not being superseded) has been run to standardise outputs with the new models and allow for consistent compilation of a single data set for each design event. An initial combined flood mapping set has been supplied for review. This mapping has also been supplied to the LFMP project and allowed the relevant risk management assessment tasks to commence. The outcomes are feeding directly into the planning scheme flood management project being undertaken by our expert planner. The modelling outcomes are also being fed directly into the Flood Information Portal (FIP) and our Environmental sections creek mitigation projects which are presently underway.



FLOOD EVACUATION AND FLOOD PLAIN MANAGEMENT

The flood evacuation project is in progress. The modelling will provide the extent and timing to inform the flood evacuation plan. The Local Floodplain Management Project (LFMP) is using the compiled datasets for each event to progress. The modelling outputs provide mapping extents and engineering parameters to allow assessment of flood risk, especially in those areas for which Council has had no data to date. The LFMP floor level project (establishing floor heights for flood affected dwellings) database is also being used in the assessment. We have been able to provide outcomes from our work to date into the many local and regional Disaster Management exercises currently in progress. A response to ARTC in relation to flooding for the Helidon to Gowrie EIS in being prepared will be due in mid-October for Council's adoption. This will be consistent with the feedback previously provided on the independent panel.



WATER FOR LOCKYER PROJECT

On 1 September, Graham Quirk, Chair of the Lockyer Valley and Somerset Water Collaborative provided a project update to interested potential water users at the Gatton Shire Hall. The event was attended by approximately 80 people, who were provided with details on elements of the project that are progressing simultaneously. These elements include the process of registering Lockyer Somerset Water Company Ltd as a business name and preparation of the funding application. Two key elements to support the application will require the State Government to recommission the Western Corridor Purified Recycled Water Scheme and an in-principle Water Supply Agreement from SEQWater, both of which are works in progress.

Meetings are scheduled during October with SEQWater to progress a Water Supply Agreement as well as with the Department of Regional Development, Manufacturing and Water to discuss the submission of the funding application.



LAKE APEX AND LAKE FREEMAN REIMAGINING PROJECT

The Lake Apex and Lake Freeman Working Group met on 22 September. Discussions involved the Engagement and Communication Plans. The key elements of the plans include:

- Launch a Community Survey, a Youth Colouring Competition and media releases on Wednesday 6 October 2021.
- Corflute signage relating to the Lake Apex Precinct will be strategically positioned throughout the region. Signs will include a QR code to enable a direct link to the survey.
- The Community Survey will be accessible via social media channels, the Council Engagement Hub, the Visitor Information Centre and Libraries' iPads (hard copies will also be available)
- The Consultants plan to attend key community events in the region to leverage participation in the survey, endeavouring to gain broad community input.
- An update on the project will be provided at the upcoming Lockyer Chamber of Commerce and Industry breakfast.



DEVELOP A GROWTH MANAGEMENT STRATEGY

This project is a key deliverable of the 2021-22 Operational Plan. Scoping of this project has commenced.



DEVELOP A CONTINUOUS IMPROVEMENT PLAN FOR THE PLANNING POLICY AND COMMUNITY WELLBEING BRANCH

A Continuous Improvement Plan has been developed for Planning Policy and Community Wellbeing Branch. The continuous Improvement Plan includes a total of 115 deliverables. The Plan was presented at the Councillor Workshop 28 September 2021 and approved by Group Manager Community and Regional Prosperity on 30 September.



EQUINE COLLABORATIVE PRECINCT

The Lockyer Valley Equine Precinct Business Case is being presented to the Collaborative member representatives for consideration, so as to be included in their forward planning documents, as well as determining which stakeholder groups will be prepared to enter into a Memorandum of Understanding (MOU) and Heads of Agreement.

The preparation of Advocacy Plans has commenced, and the Collaborative is currently seeking briefings from key Government Ministers and associated stakeholders who may be able to contribute or add value to the project.



DEVELOP A PLAN FOR DELIVERING THE STRATEGIC LAND USE INFRASTRUCTURE PROGRAM

This project is a key deliverable of the 2021-22 Operational Plan. Scoping of this project has commenced.



DEVELOP A CONTINUOUS IMPROVEMENT PLAN FOR THE COMMUNITY ACTIVATION BRANCH

A Continuous Improvement Plan has been developed for the Communities Branch. The Continuous Improvement Plan includes a total of 62 improvement initiatives and was presented to Council at the workshop on 28 September 2021.

The Quality Improvement Plan for the Gatton Child Care Centre has been updated. The Education and Care Services National Regulations requires all child care services to have a Quality Improvement Plan which must be regularly reviewed and updated.

COMMUNITY ACTIVATION

TOURISM



 **48%**
SOUTHERN QUEENSLAND COUNTRY OCCUPANCY
22% decrease compared to July 2021- Due to August lockdown

 **35%**
LOCKYER VALLEY OCCUPANCY
23% decrease since last month - Due to August lockdown

 **42 Days**
AUGUST RESERVATION WINDOW
366% growth in comparison to August 2019

 **19%**
Sunday
AUGUST MOST POPULAR DAY TO VISIT

SUNSHINE COAST EXPO



Caravans, Campers, 4X4, Adventure – A Visitor Information Officer attended the event for the three days (24-26 Sept), promoting the Lockyer Valley and SQC area and attractions.



SOCIAL MEDIA POSTS

BRANNELL HOMESTEAD

Reach: 7,818 Engagements: 184
Comments: 4 Shares: 4

THE BARN & SCOTTY'S GARAGE

Reach: 64,279 Engagements: 4,855
Comments: 369 Shares: 203

SPRING BLUFF RAILWAY STATION

Reach: 28,829 Engagements: 1,455
Comments: 73 Shares: 78



Spring Bluff High Cheese Event

INDUSTRY SUPPORT

Buy from the Bush Festival at Summer Land Camels

Over 5000 people attended the inaugural event which brought together a kaleidoscope of stakeholders, giving attendees a rich and varied event experience – from creative artisanal stallholders from across Queensland; destination marketing information for the SEQ region; talented guest speakers driving home the importance of the 'Shop Local' and 'Food Miles Matter' messaging; and fresh produce. Council's tourism officers, together with Food Ambassador Alastair McLeod, were inundated with interest in the region, produce and events. Complimentary Rugby Farm corn cobbles were prepared by Alastair and approximately 500 taste samples of barbecued corn with chilli/lime mayo and popped quinoa crust were served to visitors.

Almost 100 contacts were added to our visitor database for further marketing communications.

Murphys Creek Chilli Festival

Two tourism officers attended the festival with visitor information on the region's attractions, drive trails and promotional items such as seed sticks. Across the 5-hour timeframe tourism officers engaged with just over 80 people.

Spring Bluff High Cheese Event

The Event held on 4 September was a highly successful showcase of produce from the Lockyer Valley and Toowoomba regions and collaboration between Toowoomba Carnival of Flowers. The event saw 90 attendees at the morning session and 110 at the afternoon session, at full capacity. Food Ambassador Alastair McLeod emceed both events, promoting the Lockyer Valley's prodigious food footprint, and highlighted operators, food trails and events.

The grazing menu prepared by Porters Plainland Hotel (successful tenderer) included Emmo's and Awassi cheese products, Schulte's charcuterie products, 9Dorf eggs, Qualipac Farms pumpkins, Ghost Gully greens and edible flowers, Brieschke's olives and Sutton Farms cherry tomatoes.

SEQ Food Trails

- ComSEQ / Caravel Media Digital Campaign had 83,300 views, 284 shares, 245 comments and 721 likes of the Bites & Blooms Trail sponsored post.
- Holmwood Lavender saw a 60% increase in visitors as a result of the video.
- Just Geraniums testimonial – "I express my thanks for your professionalism in doing the Bites & Blooms video, which included my business Just Geraniums... I have met many excited 'adventure bound' people following the trail. My business has increased substantially since the video was released and the large volume of Facebook comments show that you have captured people's imagination. Last weekend 70% of my garden tour bookings were from people who had seen the Bites & Blooms advert on Facebook, and I have taken many bookings for upcoming weeks. The increase in traffic to the nursery has also risen with a noticeable difference."

TOURISM



21
POSTS

Over the Month of September "Visit the Lockyer Valley" Social Media highlighted many local businesses:

CHILLI FESTIVAL

Reach: 3,767 Engagements: 320

Comments: 13 Shares: 17

SEQ FOOD TRAILS

Reach: 20,061 Engagements: 579

Comments: 14 Shares: 34

SUMMER LAND CAMELS BUY FROM THE BUSH QLD FESTIVAL

Reach: 7,891 Engagements: 561

Shares: 32

'VISIT LOCKYER VALLEY' FACEBOOK PAGE



EVENTS

Ongoing support is being provided to a range of community event organisers to manage the ever-changing COVID-Safe requirements. Support includes advice and equipment.

COUNCIL LED EVENTS



LAIDLEY SPRING FESTIVAL

COVID Safe elements of the Laidley Spring Festival were held on 9-11 September.

Events include:

- Under 5 Day- The event was booked out with 300 attendees.
- Open Gardens- Six residents/aged care facilities/ business participated. One resident was thrilled to have 47 visitors over the three days.
- Laidley Pioneer Village & Museum- Whilst it was business as usual for this venue, they did receive a bus booking on Friday, with participants thoroughly enjoying their visit.
- Das Neumann Haus - This venue offered markets and music on Friday and Saturday. Friday was very quiet, then Saturday had two large buses plus locals, which made for a successful day.
- Make It, Bake It, Grow It Markets - A total of 12 stalls and sales were good.



2 EVENTS CANCELLED/POSTPONED

Due to COVID-19 lockdown and/or restrictions.

Events cancelled include:

- Old time social dancing at Postmans Ridge Hall, 27 August
- QTM Open Day, 18 September



10 UPCOMING COMMUNITY EVENTS

Ongoing assistance was provided to:

- NAIDOC Celebrations, 24 September, Ferrari Park, Laidley
- Murphys Creek Chilli Festival, 26 September.
- Lights on the Hill Memorial Convoy, 2 October.
- Lights on the Hill Memorial Service, 3 October.
- Lockyer Valley Speedway, 9 October, Gatton Showgrounds
- Time Out Day in the Park, 13 October, Littleton Park
- Oktoberfest Trivia Night (Crime Stoppers), 15 October, Cahill Park Sports Complex
- Pedals and Medals Cycling event, travelling through the region 15 October
- Withcott Family Fun Day, 17 October, Springbrook Park
- Various Seniors Month Events, commencing 1 October.



10 PROJECTS IN PLANNING

- Lockyer Valley Mayoral Christmas Carols, 27 November.
- Lockyer Valley Christmas Carnival, 17 December.
- Events Planning Guide for Community Groups is being prepared for Manager review.



Australia Day

AUSTRALIA DAY AWARD NOMINATIONS

Nominations are open at www.lockyervalley.smartygrants.com.au with hard copy forms also available.






10 COMMUNITY GROUPS/ EVENTS GIVEN ASSISTANCE

The following groups were supported with event planning and marketing:

- Lights on the Hill Memorial Convoy and Memorial Service
- 2nd Lockyer Light Horse Troop
- Withcott Family Fun Day
- Murphys Creek Chilli Festival
- NAIDOC
- Laidley Christmas Carnival
- Go Pink Golf Day
- Gatton Parkrun
- Cranley St Structured Partner Dancing
- Gatton District Historical Village

LIBRARIES AND GALLERIES



eRESOURCES			
PLATFORM	AUGUST 2021	SEPTEMBER 2021	
 eAudiobooks & eBooks (Borrowbox)	1,978	1,759	
 eAudiobooks, eBooks & eMagazines (Overdrive)	315	362	
 eMovies (Beamafilm)	131	52	

9,444
PHYSICAL
LOANS
in September

2,173
ELECTRONIC
LOANS

11,617
TOTAL LOANS
Increase of 6.7%

15,696
ACTIVE LIBRARY
MEMBERS

94
NEW LIBRARY
MEMBERS



LIBRARIES UPDATE

- Coordinator Libraries and Gallery met with UQ Libraries to discuss opportunities for future collaboration.
- During the recent School holidays, libraries conducted six activities and a Scavenger Hunt in the library which was favourite with the children and families.
- The Click & Collect service continues to be offered and used by customers. On average there are 4 collections each week. Patrons can collect their reservations through the window and can contact staff to request resources.

ART GALLERY UPDATE

- Applications to exhibit in 2022 have been received and are currently being assessed. Successful applicants will be contacted to organise their exhibition dates and the calendar will be finalised in due course.

REGIONAL ARTS AND DEVELOPMENT FUNDING (RADF)

- A new round of RADF applications has just opened. Applications can now be submitted online, via SmartyGrants.



CHILDCARE



CENTRE OCCUPANCY



77%

TOTAL
OCCUPANCY RATE

The Centre's occupancy has increased to 77%, which is slightly higher than the previous three months. Our goal is to increase the kindy room occupancy. We received positive feedback this week from past parents who are now looking to return to the centre.

ACTIVITIES

Inclusion Support

In September the Childcare Centre had many positive outcomes, including the approval of the Centre for inclusion support on 28 September. This is a great achievement for the Centre and it shows that we are reflecting on children's learning environment. We have submitted a request for funding to support children in the kindy room.



Excursions

After taking a break from excursions due to COVID-19, the kindergarten children engaged in a walk through the parkland on 24 September. It was a great success. Other rooms are looking to organise a similar activity for their children.



Papua New Guinea Independence Day

On 16 September the Centre celebrated Papua New Guinea Independence Day. Throughout the morning we listened and danced to traditional Papua New Guinea music and had face painting.



Family Participation

We value/promote family participation in their children's learning. Finn brought in two books to share with his friends during Story Time. The book "The Great Kiwi Bedtime Book" by DONOVAN BIXLEY was sent from New Zealand, for Finn from his Grandmother.



PLANNING POLICY AND COMMUNITY WELLBEING

GROWTH AND POLICY



4341



On average, 58 properties hit the market each month

Properties on the market >180 days has dropped



January \$400,000
August \$446,000
Average asking price

The number of properties offered for sale is slightly down



2021 rental vacancy rate <1.0%

Average

3-bed rental
January \$454/pw
August \$335/pw



Business Development in the Lockyer Valley



Grants delivering Environmental Programs



4

in delivery
3 in application
1

Bushfire Recovery - Lantana control program

Landholders in the rural uplands and high bushfire risk areas were provided with an opportunity to express an interest to participate in the program. The objective of the program is to support efforts to control lantana prioritising asset protection including dwellings, outbuildings and fencelines.

A contractor has been engaged to undertake a workshop and complete initial property pest management and treatment plans.

Flying Fox Management Plan
Regenerative Agriculture Showcase
Bushfire Lantana Herbicide subsidy
Black Summer Bushfire - Integrated land management plan
Completed
Cultural burn workshop

Grant status:

- Preparing a brief to go to market for a suitable consultant to prepare the Flying Fox Management Plan.
- Planning to deliver the regenerative agriculture showcase in early 2022.

Lockyer Valley draft planning scheme

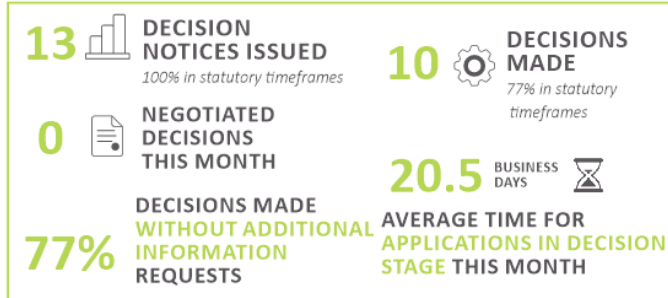
Revision of the Biodiversity and habitat overlay and associated code is nearing completion with a workshop presentation to council planned for late October. This workshop will also

take a detailed look at flood risk mapping to provide direction for the finalisation of the overlay code. These workshop items will knit the remaining elements of the draft

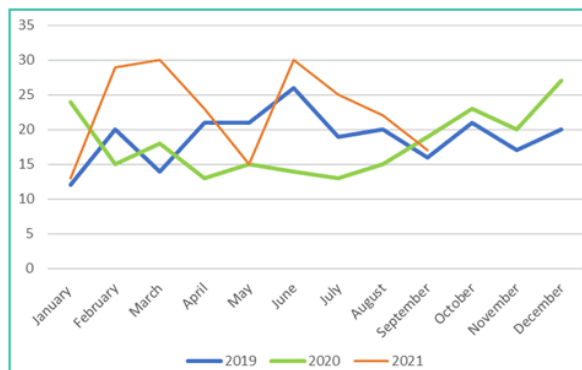
scheme and enable a Council resolution in the coming months to submit the draft scheme to the state department.

DEVELOPMENT ASSESSMENT

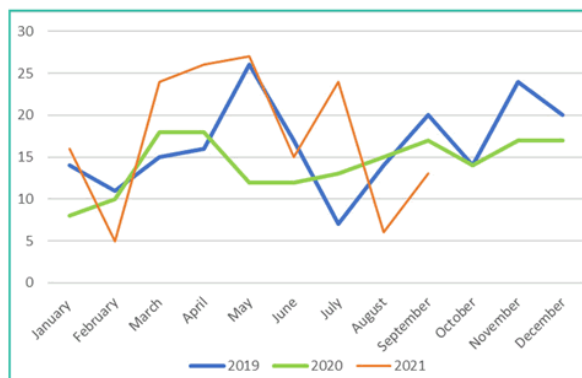
ACTIVITY	CURRENT MONTH	2021 YTD	2020 SAME YTD PERIOD
DEVELOPMENT APPLICATIONS			
RECEIVED	17	213	150
DECIDED	13	163	127
EXEMPTION CERTIFICATES			
RECEIVED	4	43	72
DECIDED	3	39	71
BUILDING, PLUMBING, PLANNING INFORMATION AND FORM 19'S			
RECEIVED	60	416	335
COMPLETED	49	385	306
PRELODGE MEETINGS HELD	10	66	38



DEVELOPMENT APPLICATIONS RECEIVED



DEVELOPMENT APPLICATIONS DECIDED



DEVELOPMENT COMPLIANCE

10 **COMPLAINTS RECEIVED THIS MONTH**

9 **COMPLAINTS RESOLVED THIS MONTH**

0 **SHOW CAUSES ISSUED THIS MONTH**

100% **RESOLVED WITHOUT LEGAL ACTION**

ZERO **ENFORCEMENT NOTICES ISSUED THIS MONTH**

INFRASTRUCTURE CHARGES PAID

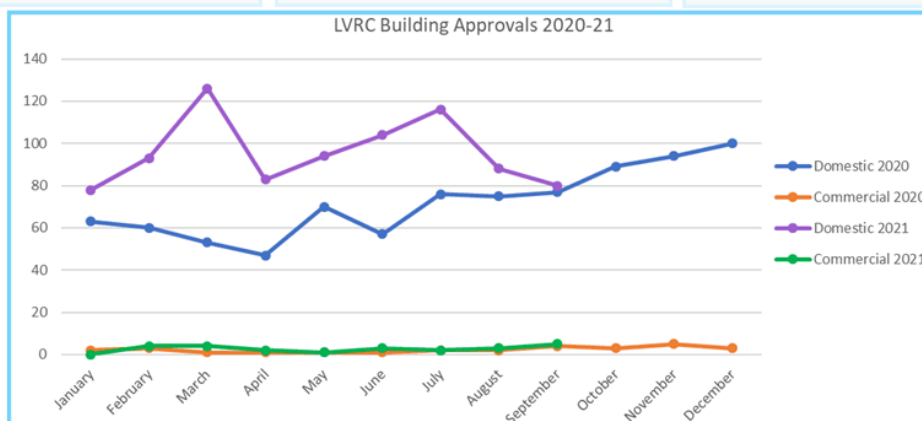
YTD = \$989,290.07



INFRASTRUCTURE CHARGES OUTSTANDING

YTD = \$480,687.77

BUILDING AND PLUMBING



PLANNING, POLICY & COMMUNITY WELLBEING - BUSINESS SUPPORT

CONTINUOUS IMPROVEMENT

Process Improvement delivers efficiency and consistency



New Infrastructure Internal Referral Process

As part of the assessment process for Development Applications, a range of internal referrals occur to ensure all relevant internal expertise is included in the assessment. The Development Assessment team identified the need for an automated internal referral process for Infrastructure Delivery and Parks referral. The internal referral checklist, events and templates have been updated so that an automated workflow is created to advise the internal teams they have received an internal referral request. The referral request provides a convenient, easy to use template for internal referral officers to provide their responses. This improvement streamlines the process, enables officers to track and manage their referral workload and response timeframes and provide their responses in a more efficient manner.



Development Application Property Notes and Outstanding Infrastructure Charges extracted onto Rates Searches

Development Assessment, Business Support and Business Systems have been investigating opportunities to increase the availability of information relating to properties so that prospective purchasers are aware of encumbrances and requirements relating to the use of the property. To achieve the maximum potential reach, rates searches were identified as the preferred mechanism, given few property sales occur without a rates search as opposed to Planning Certificates which are often not requested in the conveyancing process.

This improvement means that any prospective purchaser who undertakes a Rate Search will now be provided with development property notes and applicable infrastructure charges for development approvals relating to the subject property. This provides information for future purchasers regarding encumbrances and requirements relating to the use of a property prior to purchase.

COMMUNITY AND WELLBEING

LVRC PROPERTY MANAGEMENT

- Plainlands property inspection and vegetation survey.
- 7 Mile lagoon fauna survey methodology development and vegetation assessment. Continued work on property management plan with UQ student.
- Community tree planting at Shorelands Drive with Toowoomba Wildlife Society. Over 200 eucalyptus trees were planted for the purpose of establishing a future koala fodder forest. This is a group of trees that can be harvested for leaves in the future to feed koalas in care.

PEST MANAGEMENT

- Pest Management Officers attended the Biosecurity Qld Fire Ants and Hay Management workshop.

RESILIENT RIVERS

- Site preparation at future planting site on Blackfellow Creek.
- Development of spring revegetation work program with contractor.
- Review of hydrological study report for Tenthill Catchment project.

LAND FOR WILDLIFE (LFW)

 **3**
LAND FOR
WILDLIFE
ENQUIRIES

 **2**
NEW LAND FOR
WILDLIFE
PROPERTIES

 **81**
PROPERTIES
AWAITING
INSPECTION

 **12,499ha**
POTENTIAL TOTAL
LAND FOR WILDLIFE
PROPERTIES

 **130.33ha**
TOTAL REGISTERED
LAND FOR WILDLIFE
PROPERTIES



Eucalyptus Tree Planting

PEST MANAGEMENT

 **32**
PEST WEED
ENQUIRIES

 **6**
PROPERTY
REVISITS

 **6**
HERBICIDE
SUBSIDY CREDITS
PROCESSED

 **12**
COMMUNITY
SPRAY
EQUIPMENT HIRES

 **17**
PRIVATE PROPERTY
MANAGEMENT
PLANS

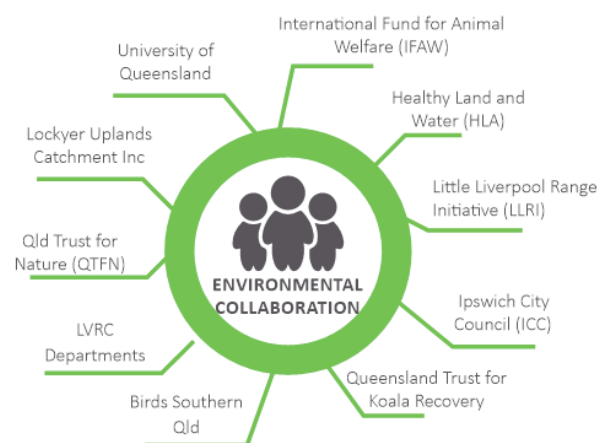
 **0**
R A B B I T
INFESTATION
REPORTED

 **2**
WILD DOG
ASSISTANCE
REQUESTED

 **1**
FOX
REQUESTS FOR
ASSISTANCE

 **1**
CAGE/TRAP
SUPPLIED
(Fox)

 **1,342.76ha**
TOTAL AREA OF
PRIVATE PROPERTY
MANAGEMENT PLANS



RESTRICTED WEED MANAGEMENT

1.633 ha
WEED TREATMENT ON
LOCAL ROADS AND
RESERVES

540 L
WEEDS MANUALLY
REMOVED ON LOCAL
ROADS



56.282 ha

WEED SURVEYS ON LOCAL
ROADS AND RESERVES


 **162.81ha**
MAIN ROADS
SURVEYING

 **0.12ha**
MAIN ROADS
SPRAYING



160 L
MAIN ROADS
MANUAL
REMOVAL

FOCUS OF RESTRICTED WEEDS TREATED

 Fireweed, Parthenium, Mother of Millions, Giant Rat's
Tail Grass, African Boxthorn, Lantana, Annual Ragweed

ENVIRONMENTAL HEALTH

THE FOLLOWING HAVE BEEN ISSUED YEAR TO DATE

 **181**
ANNUAL FOOD
LICENCES

 **4**
PERSONAL APPEARANCE
SERVICES LICENCES

11 LOCAL LAWS PERMITS

 **3** CARAVAN

 **2** EVENTS

 **1** CAMPING

 **1** MARKET

 **3** TEMPORARY
HOME

 **1** ROADSIDE
STALL

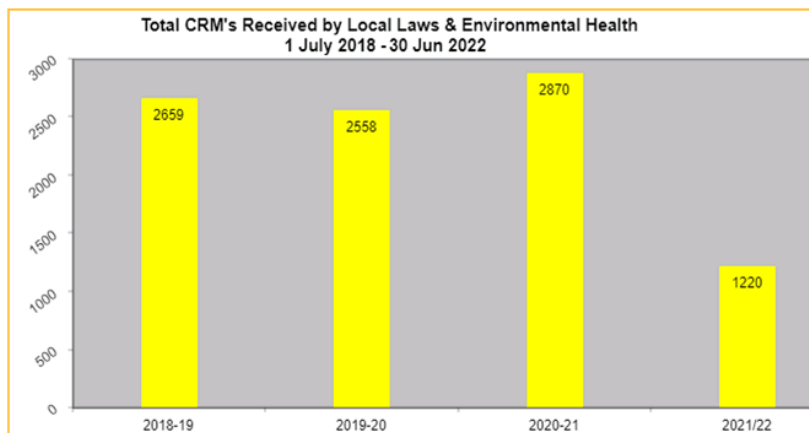
LOCAL LAWS

492

NUMBER OF CUSTOMER
REQUESTS RECEIVED
FINANCIAL YTD

357 : **72%**

NUMBER OF CUSTOMER
REQUESTS RESOLVED
FINANCIAL YTD



12

TOTAL NUMBER
OF INFRINGEMENT
NOTICES ISSUED YTD

56

NUMBER OF DOGS
IMPOUNDED YTD

36

KENNEL LICENCE
RENEWALS ISSUED YTD



NUMBER OF DOGS
REGISTERED
7,177 **8,282**
SEPTEMBER 2021 2020-2021

43

NUMBER OF DOGS
RELEASED/REHOMED YTD

63

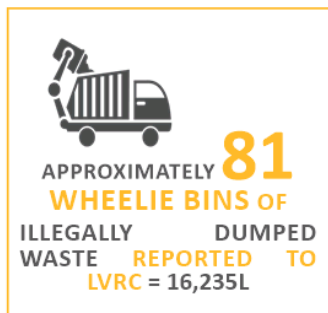
EXCESS ANIMAL
PERMIT RENEWALS YTD

LOCAL LAWS



LOCAL GOVERNMENT ILLEGAL DUMPING PARTNERSHIP PROGRAM (LGIDPP) UPDATE

Illegal Dumping Statistics have been collated based on review of all Illegal Dumping CRMs received and actioned in 2021–2022.

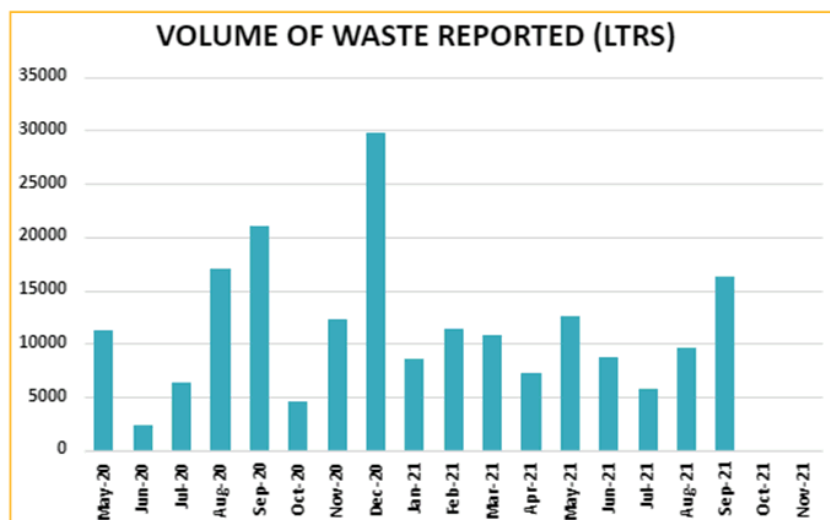
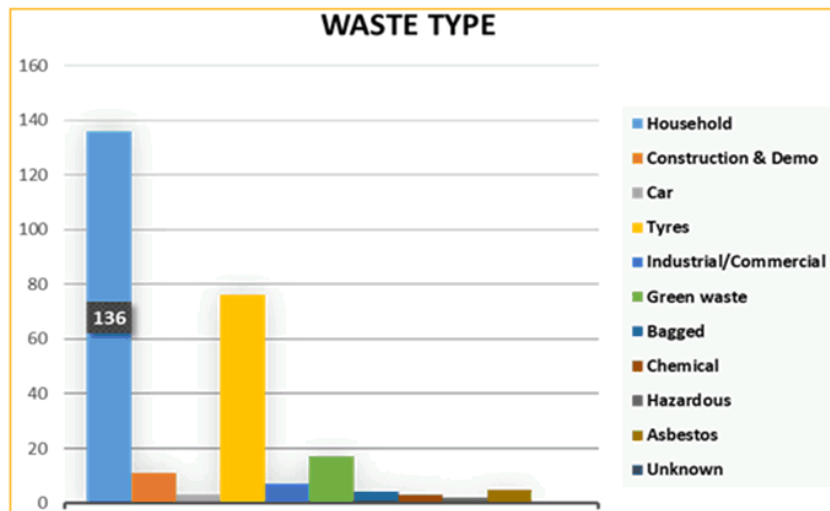
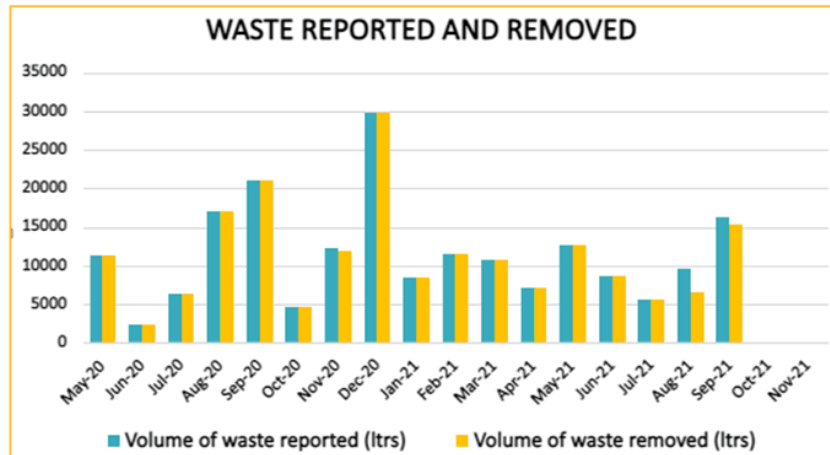


LVRC POUND CATTERY FOGO PARTICIPATION



The Pound Cattery is now participating in the Food Organics Green Organics (FOGO) Trial. The FOGO Bin is diverting all of the Pound Cattery used Cat Litter and other organic waste from Landfill to Councils Composting Project.

“Natty Cat” is a locally produced 100% lucerne based and 100% bio-degradable cat litter.



14.4 Group Manager Infrastructure Monthly Report - September 2021

Author: John Keen, Group Manager Infrastructure

Responsible Officer: John Keen, Group Manager Infrastructure

Purpose:

This report provides Council with a summary of key operational activities undertaken by the Infrastructure Group during September 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 September 2021.

Proposal

That this report be received and noted.

Attachments

- 1**  Infrastructure Monthly Group Report - September 2021 8 Pages



CIVIL OPERATIONS PROJECTS BRANCH HIGHLIGHTS

CAPITAL WORKS

SUMMERHOLM ROAD, SUMMERHOLM - CONSTRUCTION

- The next section of Summerholm Road is currently under construction by Council. The construction links from a previously completed section and continues south to Gehrke Hill Road. The work activities include, culvert extensions, vegetation clearing, embankment construction, road pavement, bitumen sealing and road furniture. The construction will deliver a wider formation which will increase the safety of motorists, while also improving drainage and pavement life. Construction is approximately 65% complete with an expected duration until early October.



FLAGSTONE CREEK ROAD/CARPENDALE ROAD INTERSECTION REHABILITATION– PART 1 (HVSPP)

- The upgrade to the intersection of Flagstone Creek Road and Carpendale Road is part funded under the Heavy Vehicle Safety and Protection Program (HVSPP) to ensure the intersection will increase safety of all motorists and ensure capacity for heavy vehicles. The construction along Flagstone Creek Road and Carpendale Road will be completed by Lockyer Valley Regional Council and is split into two sub stages, 1A and 1B. The works include road excavation, earthworks, drainage, road pavement, bitumen sealing, asphalt and road furniture. An asphalt wearing course will be paved in the intersection which will protect the new road pavement and minimise ongoing maintenance. Works are 85% complete on stage 1A with seal, asphalt, line marking and road furniture remaining. Works have commenced in Stage 1B with an expected duration through until late October.



WOODLANDS ROAD, GATTON - REHABILITATION PHASE 2

- As part of the Local Roads and Community Infrastructure Program Phase 2 funding, another section of Woodlands Road, Gatton has been rehabilitated. The construction will achieve an 8 metre formation and bitumen seal from Rangeview Drive through to Schroeders Road. Council are undertaking the construction works, with approximately 100% completed.
- An additional section of pavement along Woodlands Road is currently being scoped for rehabilitation. Council is currently awaiting approval by the funding body to utilise funds in the proposed area.

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. Current construction progress includes the following:
 - * Base course proof rolled
 - * All driveways completed
 - * Telstra pit replaced
 - * Asphalt placed in both streets
 - * Road crossing completed

GRAVEL RESHEET PROGRAM**Yet to Commence**

- Coles Road, Adare – Ch0 – 1917
- Hogers Road, Ropeley – Ch298 – 1837
- Knitters Road, Blanchview – Ch0 - 891
- Leschkes Road, Ropeley – Ch0 – 839
- Main Camp Creek Road, Thornton – Ch2379 – 5578
- McGarrigals Road, Laidley Creek West - Ch0 – 1163
- Moon Road, Blenheim – Ch1285 – 1899
- Perretts Road, Mt Whitestone – Ch28 – 1661
- Rockside Mountain Road, Rockside – Ch0 – 1418
- Ropeley Rockside Road, Rockside – Ch11721 – 15880
- Schultz Lookout Road, Blenheim – Ch0 – 1067
- Sunset Boulevard, Laidley South – Ch0 – 1393
- Symes Road, Helidon – Ch0 – 295
- Weiers Road, Ropeley – Ch1370 – 3870

Completed

- Perretts Road, Mount Whitestone – Ch28 – 1661
- Sutcliffes Road, Flagstone – Ch1581 – 4081

MAINTENANCE WORKS**Road Patching Works**

- Adare Road, Gatton
- Australia II Drive, Kensington Grove
- Back Mt Sylvia, Caffey
- Berlin Road, Mount Berryman
- Carol Anne Court, Glenore Grove
- Gehrke Road, Glenore Grove
- IGA Carpark Laidley
- Ingoldsby Road, Upper Tenthill
- Jacklin Drive, Glenore Grove
- Jahn Drive, Glenore Grove
- Lake Clarendon Way, Lake Clarendon
- Larnook Street, Upper Lockyer
- Laurette Drive, Glenore Grove
- Milora Road, Upper Lockyer
- Otto Road, Glenore Grove
- Raymont Drive, Glenore Grove
- Robinson Road, Laidley
- Silkwood Court, Glenore Grove
- Summerholm Road, Summerholm
- Tenthill Creek Road, Gatton

Road Pavement Repairs

- Fords Road, Adare
- Forest Hill-Fernvale Road, Forest Hill
- Priors Road, Rockmount

Traffic Signs and Line Marking

- Alfred Street, Laidley
- Ambrose Street, Laidley
- Berlin Road, Mount Berryman
- Biggs Road, Withcott
- Brightview Road, Brightview
- Campbell Street, Laidley
- Douglas McInnes Drive, Laidley
- Drayton Street, Laidley
- Edward Street, Laidley
- Fords Road, Adare
- Frome Street, Laidley
- Haslingden Road, Lockyer Waters
- Hayes Street, Laidley
- Lowe Street, Laidley
- Macgregor Street, Laidley
- Mary Street, Laidley
- Napier Street, Laidley
- North Street, Gatton
- Paroz Road, Laidley
- Patrick Street, Laidley
- Smithfield Road, Gatton
- Summer Street, Laidley
- Vaux Street, Laidley
- William Street, Gatton
- William Street, Laidley

MAINTENANCE WORKS

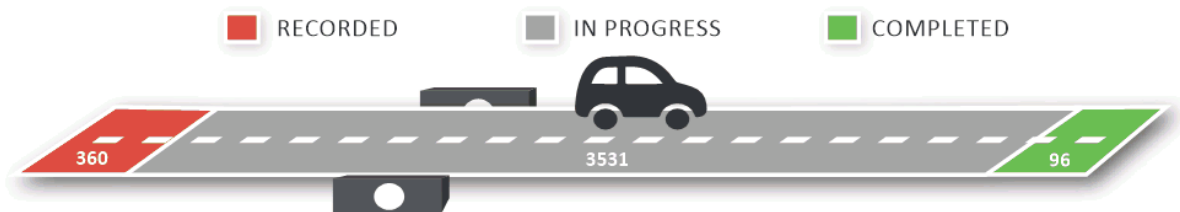
Drainage Works

- Costellos Road, Lockyer
- Cramer Avenue, Laidley South
- Forest Avenue, Glenore Grove
- Forest Hill- Fernvale Road, Forest Hill
- Lake Clarendon Way, Lake Clarendon
- Lawson Crescent, Laidley North
- McCormack Drive, Murphys Creek
- Quigleys Road, Withcott
- Wissemann Road, Preston

Maintenance Grading

- Beutels Road, Mount Whitestone
- East Egypt Road, Mount Whitestone
- Hogers Road, Ropeley
- Norfolk Road, Summerholm
- Weiers Road, Ropeley

ROAD AND DRAINAGE DEFECTS



COMMUNITY FACILITIES BRANCH HIGHLIGHTS

CAPITAL WORKS

GATTON SHOWGROUNDS SURFACE UPGRADE

- The surface upgrade in front of the grandstand at the showgrounds has now been completed. These works were funded by Works for Queensland (W4Q). The Gatton Show Society also contributed \$52,337.46 to these works, which they received through Australian Government – Regional Agricultural Show Development Grants Program.



LAIDLEY POOL REVITALISATION

- The Heatseeker Plus solar system has been installed at the Laidley Pool. The system was tested and commissioned prior to the re-opening on 18 September 2021. These works are funded by South East Queensland Community Stimulus Program.



LAIDLEY CEMETERY SEAM STRIPS

- The Laidley Cemetery upgrades are funded by the South East Queensland Community Stimulus Program (SEQCSP). The scope of works was to upgrade two concrete seam strips. This work has been completed by our Parks team.

**LAKE APEX YOUTH NODE**

- A part of the Lake Apex Youth Node project was to install bollards along Western Drive at Lake Apex. These works have now been completed by our Parks team. The gate near the skate park is now locked, keys have been provided to relevant stakeholders. These works are funded by Local Roads and Community Infrastructure Program (LRCIP).

**JAMES NORMAN HEDGES PARK BORE**

- New meter and circuit breakers have been installed and power supply connected. Further works to be completed are:
 - * Install a 22,500L water tank to offset the low flow bore; and
 - * Remove existing fencing and install new fencing around the bore, tank and power pole.
- The Norman Hedges Bore works is one of the projects under the Bore Infrastructure Improvements Program, which is funded by South East Queensland Community Stimulus Program.



PARKS AND CEMETERIES MAINTENANCE WORKS

Furniture Maintenance / Landscaping

- Magpie and snake warning signs were installed at various locations throughout the region.
- Design and installation of irrigation system at the Gatton showgrounds.
- Inspection and testing of irrigation systems at 16 of 21 sites around the region. Any problems identified will be addressed in coming months and as time permits.

Mowing

- Mowing on a needs to do basis throughout our park, cemetery and road networks.
- Fertilising of turf at various higher profile parks.

Playground Maintenance

- Routine maintenance continues.
- Additional rubbish collection and soft fall maintenance at parks, particularly Fairways Park due to the high usage from School holidays.

Cemetery Works

- Assistance provided for 5 funerals and 3 ashes burials/internments.
- Ground maintenance has been ongoing, landscaping and mowing.
- Ground maintenance has been ongoing, landscaping and mowing giving extra attention to funerals and Father's Day.

Event Assistance

- Event Equipment delivery for September 2021:
 - * NAIDOC event - 24 September
 - * Murphys Creek Chili Festival - 26 September



FACILITIES MAINTENANCE WORKS

BUILDINGS

- Leak testing carried out at the Lockyer Valley Sports and Aquatic Centre (LVSAC) pool and the Laidley pool. Minor leaks and surface imperfections identified in both. The LVSAC pool has had temporary repairs applied. The Laidley pool will undergo repair works in early October.
- Cleaning of the Laidley Saleyards ring and pens are underway, which will take approximately 30 – 50 hours.
- Installation of gates at the Murphys Creek grounds to control access to the fields.
- The windows have been repaired in Council Chambers and Mayors office. The tint is still to be applied, difficult to match given age.
- Set up and breakdown of vaccination clinics and the Laidley Sports and Recreation Building and Gatton Shire hall.
- The glass door fridge at the Gatton Showgrounds repaired.
- Works commenced on several areas at Laidley Pioneer Village. Stairs and stringers need replacing at several buildings, timber hand rails need repair. Unsafe stairs have been secured and blocked off.
- Significant vandalism at Laidley Recreation Reserve, 19 September being attended to.
- General repairs and maintenance.

PLUMBING

- Replacement of hot water system at the Gatton Childcare.
- Repairs to glass washer at the Gatton Shire hall.
- Pump supplying amenities block at Murphys Creek failed, now replaced.
- General Repairs and maintenance.

ELECTRICAL

- Replacement of exit light system at Lockyer Valley Cultural Centre continues.
- Electric system and ring lights checked prior to Lights on the Hill event.
- General maintenance and repairs as required.

TECHNICAL SERVICES BRANCH HIGHLIGHTS

ASSET MANAGEMENT

- Stormwater Asset Condition and CCTV survey for Gatton continues
- Developer Contributed asset processing, with an additional 141 assets brought onto the register
- Development of draft capital program for 22/23 financial year
- Finalised and submitted claim with QRA for Emergency Works and Immediate Reconstruction Works following March Rain Event
- Presentation of Unsealed Road Upgrade Prioritisation methodology to Council - further reviews to be undertaken
- Condition inspection of another 300 assets, bringing total for the year to 3196
- Quarterly playground inspections conducted
- Level 2 bridge inspection on Connole Bridge and preparation of draft contract for pricing by contractor being conducted under LRCI funding.
- On Maintenance inspection of Allan Cunningham Drive development
- Tender assessment of Building Condition Assessment project

300

ASSET INSPECTIONS
CONDUCTED IN
SEPTEMBER 2021

DESIGN

Designs in Progress

- Floodway Renewals - Mt Berryman Road, Woolshed Creek Road, Lorikeet Road and Drayton Street Design – the designs are progressing however the preliminary estimates indicate that it will be highly unlikely that there will be sufficient budget to deliver all sites this year.
- North Street / East Street Roundabout Blackspot Project – Preliminary grading plan and estimate reviewed and design is progressing. Geotech testing and services potholing completed.
- Gehrke Road / Lorikeet Road Intersection Blackspot Project – Preliminary geometric design underway. Geotech testing and services potholing completed.
- Gatton Industrial Estate Intersection Upgrade – Survey plans for the property resumption have been finalised. Urban Utilities watermain review is ongoing.
- Grantham Scrub Road/Grantham Winwill Road Intersection Upgrade – Preliminary designs have been submitted and reviewed. The design is progressing.
- Grantham Scrub Road (TIDS) – Preliminary designs have been submitted and reviewed. The design is progressing.
- Gehrke Road (TIDS) – The design is progressing.
- Gehrke Road Footpath – The design is progressing.
- Flagstone Creek Road and Lockyer Creek Road Intersection Upgrade - Preliminary geometric design done. Pavement design is completed.
- Twidales Road – Issues for Construction amendments are being made. Services impacts will result in some changes.

Designs Completed

- Murphy's Creek footpath extension (Railway crossing to skate park)
- North Street resurfacing

Surveys Planned

- Culvert Renewal - Waldron Road
- Spencer Street Footpath
- William Street rehabilitation
- Stockyard Creek Road widening

Surveys Completed

- Culvert Renewal - Crowley Vale Road
- Culvert Renewal - Lower Tenthill Road
- Culvert Renewal - Woodlands Road
- Culvert Renewal - Van De Weyer Road

WORKS ON ROADS PERMITS & APPLICATIONS - SEPTEMBER 2021



34% decrease from August 2021 to September 2021

3
LAND ACCESS &
ACTIVITY NOTICE
(LAAN)

7
RURAL
ADDRESSING
APPLICATIONS

5
TRAFFIC
CONTROL

10
DRIVEWAY

1
HEAVY VEHICLE
APPLICATIONS
(NHVR)

3
OTHER ROAD
ACTIVITY
APPROVALS

WORKS ON ROADS PERMITS & APPLICATIONS - SEPTEMBER 2020

1
LAND ACCESS &
ACTIVITY NOTICE
(LAAN)

9
RURAL
ADDRESSING
APPLICATIONS

0
TRAFFIC
CONTROL

9
DRIVEWAY

1
HEAVY VEHICLE
APPLICATIONS
(NHVR)

5
OTHER ROAD
ACTIVITY
APPROVALS



16% decrease from September 2020 to September 2021

54% decrease from August 2020 to September 2020

CUSTOMER CONTACT



Incoming Infrastructure
customer requests for the
month of September 2021



14.5**Urban Utilities Monthly Report - September 2021****Author:** Vickie Wieland, Executive Assistant Chief Executive Officer**Responsible Officer:** Ian Church, Chief Executive Officer

Purpose:

The purpose of this report is to provide Council with highlights from the Urban Utilities (UU) September 2021 Board Meeting.

This document is for Council's information only.

Executive Summary

Lockyer Valley Regional Council maintains an ongoing 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 with delivering 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 wastewater services for customers in the Brisbane, Ipswich, Lockyer Valley, Scenic Rim and Somerset local authority areas.

Foundational Success**Customer Accounts Adjustment Policy**

The Board considered and approved a new Customer Accounts Adjustment Policy.

This policy, which will be published on the website, sets out how Urban Utilities manages retrospective identification of overcharges and undercharges in accordance with the *Customer Water and Wastewater Code*.

Delegations Review

The Board considered and provided feedback on draft amendments to the Authorities and Delegations Manual, which outlines the decisions and matters reserved for the Board.

Amendments suggested by management were generally minor in nature and reflect changes to the *Participation Agreement* that were approved by shareholders and the Board in 2019. Further, delegations that had previously been rescinded or revised by the Board were updated in the manual.

However, the Board over time has recommended a number of further, more detailed, amendments which will be further discussed between the Board Chair and the Board Secretary out-of-session for consideration at the next Audit, Finance and Risk Committee prior to recommendation for Board endorsement.

Regulated Waste Management

In June 2021, the Board approved the procurement strategy for the transportation and application of biosolids.

Following Board approval of this strategy, management approached the market to assess capability and commerciality of opportunities through an Invitation to Offer.

This month, management provided an update on the status of this Invitation to Offer, including requesting approval from the Board to procure services for sludge drying and solid waste disposal for grits and screenings. Value for money residual biosolid services that do not form part of these two contracts continue to be discussed between management and transport and application service providers and will be brought back to the Board for approval.

Payment Times Reporting Act

In August 2021, the Audit and Risk Committee considered and recommended to the Board the Payment Times Report for the period 1 January 2021 through 30 June 2021. This is a new requirement under the *Payment Time Reporting Act 2020* and is due for submission by 30 September 2021.

The report confirms that 96.1% of payments Urban Utilities made to small business suppliers were processed within 30 days of invoice receipt. The Board approved the Chair to sign the report on behalf of the Board.

Simpler Pricing

The Board received an update that management remains confident on the ability to go-live on the Simpler Pricing project on 1 October 2021.

This project, which is a key element of Urban Utilities Foundational Success strategic goal, incorporates the business objective to “Maintain affordable and transparent pricing for their customers” and is aimed at transitioning to a fairer and equitable pricing regime.

The initiative will see Urban Utilities move to a user-pays model where customers using more services pay more than those who use less. This means customers will have control over their utilisation and find it easier to understand how their water and sewerage bills are calculated. Under the Simpler Pricing project, Urban Utilities have also rationalised the number of tariffs from approximately 400 to 100.

Expansions and Adjacencies Report

Management briefed the Board on the advancement of a number of strategic growth opportunities leveraging core business capabilities. These are designed to create long-term value for the business by

optimising existing assets whilst investing in new technologies to improve organisational efficiencies and reduce cost to serve.

These strategic opportunities include biosolids pelletisation to incineration at the Luggage Point Resource Recovery Centre and co-digestion at the Luggage Point and Oxley Creek Resource Recovery Centres. As part of this co-digestion, Urban Utilities are also continuing to advance early planning of the COMSEQ foods organics and garden organics (FOGO) pilot.

Cross River Rail

The Board met with Graeme Newton, CEO of the Cross River Rail Authority (CRRRA) to discuss the cross river rail project. Discussions focused on the priorities and aspirations of the CRRRA and how, in partnership, Urban Utilities could deliver innovative water and wastewater solutions to the priority development areas that are managed by the CRRRA, as well as in surrounding areas where services could be delivered in ways that better align to our servicing strategy.

Committee Memberships

The Board has three committees that help oversee and monitor strategic deployment, business and financial performance, and strategic and operational risks.

On account of the recent changes in Board membership, as well as the merging of the Audit and Risk Committee and the Finance and Pricing Committee into the new Audit, Finance and Risk Committee, the Board considered and approved the new memberships for its three committees, including the reappointment of the committee chairs.

Deputy Chair

As current Deputy Chair John Cotter retires from the Board on 30 September 2021, Mark Gray was elected as incoming Deputy Chair and was congratulated by the Board.

Constructive Culture

Chief Executive Officer and Executive Leadership Team Performance Plans

Following consideration by the Experience and Safety Committee, the Board discussed the 2020/21 performance outcomes for the Chief Executive Officer and Executive Leadership Team.

The Board also discussed and provided feedback on the Chief Executive Officer's performance priorities for 2021/22.

Board Oversight of Organisational Culture

The Experience and Safety Committee recently considered how the Board is able to gain oversight of organisational culture, including enabling Board input into and monitoring of culture.

This was further discussed at the September Board meeting, including how the cultural measurement tools are used to monitor and assess organisational cultural performance. In addition, the Board considered how it is able to influence the achievement of Urban Utilities' aspirational culture, that being humanistic and encouraging, as measured by the Organisational Cultural Index.

Proposal

That this report be received and noted.

Attachments

There are no attachments for this report.

14.6 Urban Utilities 2020/21 Annual Report

Author: Vickie Wieland, Executive Assistant Chief Executive Officer
Responsible Officer: Ian Church, Chief Executive Officer

Purpose:

The purpose of this report is to provide Council with an update on the Urban Utilities Annual Report for 2020/21.

This document is for Council's information only.

Executive Summary

The report provides an overview of Urban Utilities performance between 1 July 2020 and 30 June 2021 and documents their progress against their shareholder approved strategic direction.

This year a regional specific score card for Lockyer Valley is also attached. In addition, a video highlighting key deliverables and milestones is available [Urban Utilities 2020/21 Year in Review - YouTube](#)

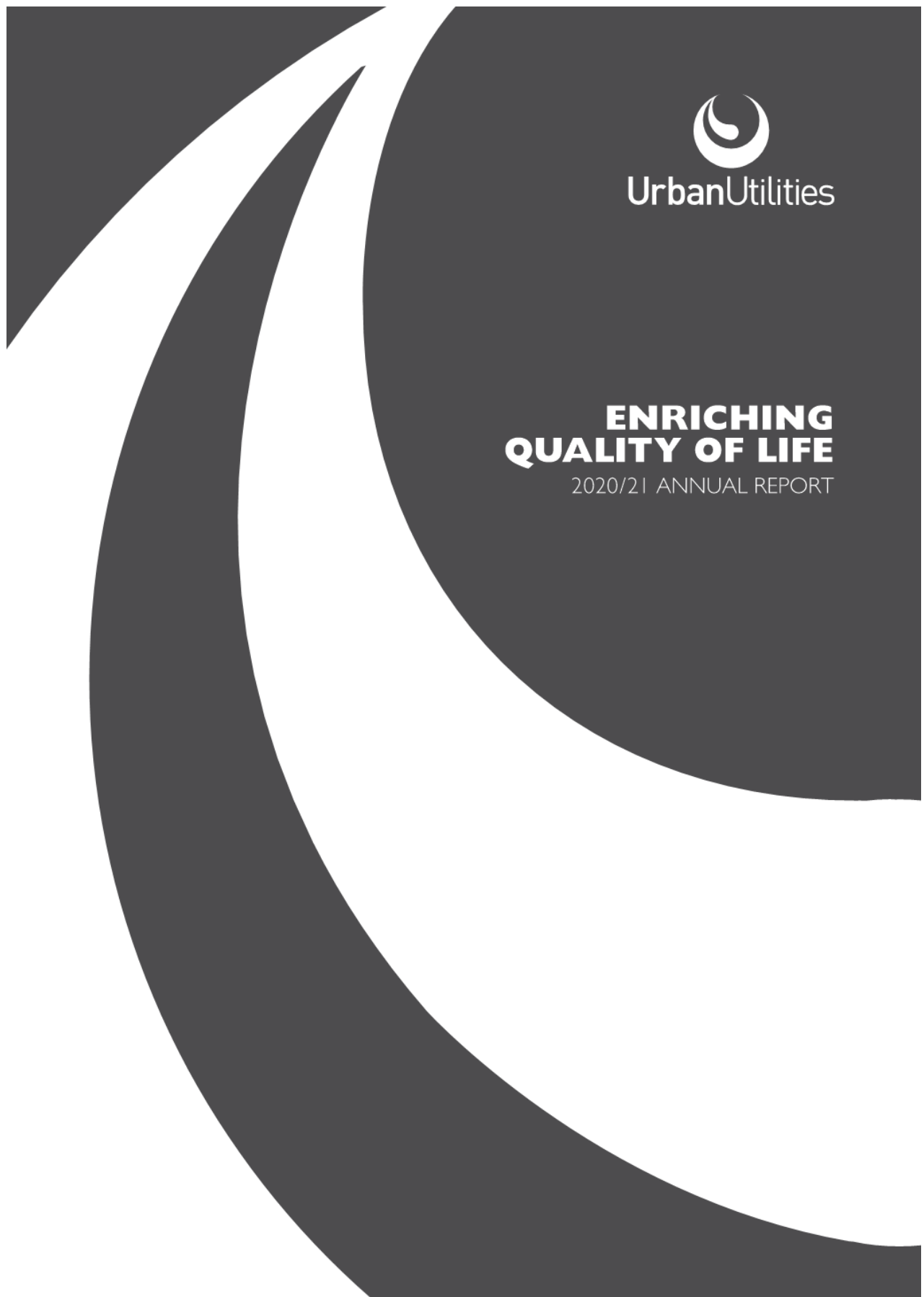
The report has been prepared in accordance with the *Annual report requirements for Queensland Government agencies*, issued by the Queensland Government.

Proposal

That this report be received and noted.

Attachments

- | | | |
|---|---------------------------------------|-----------|
| 1 | Urban Utilities Annual Report 2020/21 | 186 Pages |
| 2 | Urban Utilities Year in Review | 2 Pages |





ENRICH QUALITY OF LIFE
2020/21 ANNUAL REPORT

OUR STRATEGIC DIRECTION

OUR PURPOSE

Enrich quality of life.

OUR VISION

We play a valued role in enhancing the liveability of our communities.

OUR VALUES

Participation

Activate. Collaborate. Accelerate.

Customers and Community

Listen. Understand. Respond.

Accountability

See it. Own it. Solve it.

Safety

Everyone. Everywhere. Every day.

Deliver Value

Define it. Create it. Deliver it.

Creativity

Initiate. Create. Inspire.

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WELCOME

We are pleased to present Urban Utilities' Annual Report for 2020/21.

This report provides an overview of our performance between 1 July 2020 and 30 June 2021 and documents our progress against our shareholder-approved strategic direction.

Our integrated corporate reporting approach sees us bring together material information about our operating environment, business strategy, governance, and financial and non-financial performance to demonstrate how we deliver value for our customers and shareholders.

This report has been prepared in accordance with the *Annual report requirements for Queensland Government agencies*, issued by the Queensland Government in June 2021.

The letter of compliance and the compliance checklist can be found on pages 183 and 184.

READERSHIP

The annual report is intended to provide comprehensive information to a broad range of stakeholders including: our customers, our shareholders, current and future team members, government departments and agencies, non-government organisations and our partners.

INTERPRETER SERVICE STATEMENT

We are committed to providing accessible services to our customers and stakeholders from culturally and linguistically diverse backgrounds. If you have difficulty in understanding the annual report, please contact us on 13 14 50 and we will arrange an interpreter to communicate the report to you effectively.

当您需口译员时，请致电 13 14 50。

اتصل على الرقم 13 14 50 عندما تكون بحاجة إلى مترجم فوري.

Khi bạn cần thông ngôn, xin gọi số 13 14 50

통역사가 필요하시면 13 14 50 으로 연락하십시오

Cuando necesite un intérprete llame al 13 14 50

TELL US WHAT YOU THINK ABOUT THIS REPORT

Visit us at our Head Office:

Level 2, 15 Green Square Close
Fortitude Valley QLD 4006
Monday to Friday 8am – 5pm (Dependant on COVID-19 restrictions)

Phone us on:

13 26 57 (8am – 6pm weekdays)

Email us at:

customerservice@urbanutilities.com.au

ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Traditional Owners of the lands on which we operate and recognise their continuing connection to land, waters and community. We pay our respects to them and their cultures, and to elders both past and present.

ACCESSING THIS REPORT

This report is available on our website at urbanutilities.com.au

BRINGING OUR REPORT TO LIFE

Want to see some of our annual report content in action?

Check out the Urban Utilities YouTube site by scanning the QR code.



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ENRICHING QUALITY OF LIFE
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A MESSAGE FROM OUR CHAIR

Celebrating 10 years of Urban Utilities

In 2020/21, we celebrated Urban Utilities' tenth birthday by proudly reflecting on the numerous achievements over the years, noting that these successes often came in the face of various obstacles, including droughts, fires, devastating floods and, of course, COVID-19.

Collectively, these experiences helped shape us into the resilient, customer-centric and innovative organisation we are today. Turn to page 16 to read more about Urban Utilities' evolution over the past decade.

Supporting our customers through COVID-19

During the past year, the world continued to feel the effects of COVID-19. From a financial perspective, Urban Utilities fared better than forecast. However, as the pandemic continues and economic uncertainty persists, we remain committed to being a lean and sustainable business for the benefit of our customers and shareholders. This commitment is demonstrated by the actual and planned delivery of various transformational projects to improve our operational efficiency and reduce operating expenditure (see page 72).

To help ease the financial burden on our customers, we held water and sewerage prices constant for an additional six months and continued to offer our UrbanAssist program, which, to date, has provided over \$10 million in financial relief to customers impacted by COVID-19.

Protecting the region's drinking water supply

As at 30 June 2021, South East Queensland found itself in the voluntary conservation stage of active drought response. With a changing climate and growing population, we are acutely aware of the need to provide climate-independent water sources for our customers and communities. One of these valuable sources is recycled water, and over the past year we delivered 6.9 billion litres for both our own use and for business and industry (see page 63).

In addition, we continued to deliver infrastructure upgrades to improve our long-term water security and worked closely with Seqwater, our shareholders and other peak industry bodies to explore a diversified portfolio of water supply options to meet the region's water security needs well into the future.

Investing in the growth of our communities

As we continue to manage the impacts of population growth, ageing infrastructure, climate change and changing user expectations, it is imperative that we maintain, enhance and expand on our existing asset base.

Over the past year, we invested in \$342 million in new and upgraded infrastructure across our service territory, to support our goal of sustainable, reliable and affordable services for generations to come.

Acknowledgements

On behalf of the Board, I convey my appreciation to our shareholders for their ongoing support. I would also like to sincerely thank my Board colleagues and CEO Louise Dudley for their ongoing commitment to deliver on our purpose and vision. This year, we farewelled Board Member Bruce Leslie, whose term concluded on 30 June 2021. I thank Bruce for his dedication to Urban Utilities and his valuable contribution at both Board and Committee level.



Bronwyn Morris AM
Chair

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**A MESSAGE FROM
OUR CEO****Simplifying the customer billing experience**

As part of our Billing Transformation journey, we continued to deliver significant programs of work to improve the customer billing experience.

Our Simpler Billing program changes fixed-service charges from being billed in advance to in arrears and shortens the time between when a customer's meter is read and when their bill arrives. This makes it easier for our customers to track their water usage and understand the charges on their quarterly bill.

Meanwhile, our Simpler Pricing program will see our tariffs simplified and streamlined, meaning they will be more equitable, applied consistently across our service regions and easier to understand. You can read more about our Billing Transformation journey on page 54.

Transforming our approach to capital investment and asset management

In June 2021, we achieved full implementation of our Program Management Approach (PMA). This contemporary and collaborative multi-year program management delivery model has vastly improved the foundation of our investment decisions and is seeing us deliver the right projects at the right time for the benefit of our customers and communities (see page 48).

We also implemented our Enterprise Asset Management System, which was our most significant digital transformation to date. The new system is already providing uplift in the management and support of our assets, supply chain, mobile workforce and financial transactions, and is empowering our people to make more informed decisions.

Reimagining the future of Urban Utilities

This year, we made considerable progress on our new Target Operating Model (TOM) – an all-encompassing, transformational program that considers five enterprise themes: Ways of Working; Processes; People, Capability & Structure; Data & Digital; and Governance & Measures (see our TOM achievements on page 46).

What is essentially a blueprint for how our business will operate in the future, the TOM program will enable effective delivery of our 2024 Statement of Strategic Intent and ensure we remain relevant in this ever-changing environment.

Treating our wastewater with anammox superbugs

Demonstrating our commitment to innovation, we became the first water utility in Australia to use anammox bugs to naturally treat wastewater. These unique microorganisms feast on the ammonium and nitrogen in sewage, meaning we use less electricity and fewer chemicals in the treatment process. Turn to page 47 to read more about this environmentally sustainable process.

Acknowledgments

I extend my sincere thanks to the Board, the Executive Leadership Team and every Urban Utilities team member for their respective contributions this year. Despite the disruption and uncertainty experienced throughout the year, our people preserved Urban Utilities' high standard of customer service and operational excellence, which is a testament to their dedication, agility and commitment to our purpose: to enrich quality of life.



Louise Dudley
Chief Executive Officer

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CHAPTER I: ABOUT US

When it comes to delivering water and sewerage services, there's a lot that goes on behind the scenes – and under the ground.

On 1 July 2010, the Central SEQ Distributor-Retailer Authority, trading as Queensland Urban Utilities, was established as a statutory body under the *South-East Queensland Water (Distribution and Retail Restructuring) Act 2009* and a service provider under the *Water Supply (Safety and Reliability) Act 2008*.

Our shareholders are the councils of Brisbane, Ipswich, Lockyer Valley, Scenic Rim and Somerset, and we are governed by an independent Board (see page 79). We operate in a unique environment where we serve the same customers and communities as our shareholders.

We are responsible for delivering drinking water, recycled water and sewerage services to 621,000 residential properties and 37,000 commercial properties in South East Queensland – that's over 1.5 million customers.

We deliver these services via our \$6.3 billion infrastructure network, the components of which can be seen on page 35.

To enable our core services, we undertake a number of related functions, including:

- future services planning,
- asset planning and management,
- water meter management and billing,
- development assessments and approvals,
- waste management (including trade waste), and
- research and development.

We also operate the Scientific Analytical Services Laboratory, which is responsible for providing water sampling services and chemical and microbiological analysis to a range of industries. You can find out more at saslaboratory.com.au

WHERE WE OPERATE

Our 14,384km² geographic area is made up of five local government areas: Brisbane, Ipswich, Lockyer Valley, Scenic Rim and Somerset.

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OUR PROUD HISTORY

1863

The *Brisbane Water Works Act* was introduced to bring order and improvement to the quality of South East Queensland's metropolitan water supply.

1866

The Enoggera Dam was constructed – the foundation of Brisbane's first safe water supply scheme.

1878

Ipswich Municipal Council became the first council in the state to manage a government-built water supply.

1890

Construction began on the Mount Crosby pumping station, reservoir, and pipeline. This was an important step to help solve Brisbane's limited water supply problem.

1920

Sewering of the Brisbane metropolitan district commenced – the first sewer system with true environmental credentials.

1928

The Metropolitan Water Supply and Sewerage Board was dissolved and the water supply system was transferred to Brisbane City Council.

1930

Water services were established in the Lockyer Valley, Scenic Rim and Somerset. Sewering commenced in Ipswich CBD.

1959

Construction of Somerset Dam was completed.

1984

Construction of Wivenhoe Dam was completed.

1990

Brisbane City Council introduced its first integrated data and telemetry system to control all of its water and sewerage assets via computer.

2000

South East Queensland endured its worst drought in recorded history.

2010

The water and sewerage business units of five councils were amalgamated and Queensland Urban Utilities was formed.

2014

Distributor-retailers in South East Queensland became responsible for the connection, disconnection and alteration to water and sewerage networks.

2019

Combined capacity of the SEQ Water Grid fell below 60% for the first time in 11 years. In response, Seqwater enacted the region's Drought Response Plan.

NOW AND INTO THE FUTURE

The water and sewerage industry will continue to innovate and enrich quality of life.

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OUR STAKEHOLDERS

As a water and sewerage service provider, the important work we do has the ability to directly and indirectly impact a wide range of external stakeholders. Equally, external activities, such as policy changes and local planning decisions, can influence our activities and the way we work. To help prioritise material topics and better address our stakeholders' needs, we engage with them through a wide range of forums.

How we engaged with our stakeholders		
Stakeholders	Key interest areas	How we engaged
Customers and Communities	<ul style="list-style-type: none"> Water and sewerage prices Public health Customer service Environmental impact Billing Financial hardship Community relations Corporate and charitable support Capital works and infrastructure maintenance 	<ul style="list-style-type: none"> Contact Centre Customer and Community Reference Group Printed collateral Website Traditional and social media Events Focus groups
Shareholders	<ul style="list-style-type: none"> Strategic direction Business performance Economic development Research and development Service and infrastructure delivery Financial performance 	<ul style="list-style-type: none"> Proactive and reactive shareholder relations Performance reports Shareholder satisfaction survey Regional Board meetings and tours Chair communication (monthly) Special General Meeting (annual) Water Netserv Plan
Department of Natural Resources & Energy + other QLD government regulators	<ul style="list-style-type: none"> Legislative compliance Public health Environmental management Financial management Sustainable policy and legislation Economic development 	<ul style="list-style-type: none"> Executive meetings Relationship management Advocacy groups Steering and working committees
Seqwater	<ul style="list-style-type: none"> Water security & water quality Bulk water supply 	<ul style="list-style-type: none"> Operational meetings Regional planning
Developers	<ul style="list-style-type: none"> Customer service Research and development Infrastructure delivery Economic development Technical standards & planning policy 	<ul style="list-style-type: none"> Relationship management Industry forums Dedicated website portal
Partners	<ul style="list-style-type: none"> Collaborative opportunities Research and development Sponsorship Knowledge sharing 	<ul style="list-style-type: none"> Forums and events Site and facility tours Working group membership Workshops and meetings Research partnerships
Suppliers and Contractors	<ul style="list-style-type: none"> Fairness, equity and transparency in awarding work Forward visibility of work On-time payment of invoices Fairness in dealing with unforeseen circumstances Compliance with contracts Modern slavery 	<ul style="list-style-type: none"> Contract management meetings Site visits and audits Variation management Tenders and expressions of interest

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT

OUR STRATEGIC DIRECTION

Our strategic direction outlines where we want to be and how we plan to get there.

OUR PURPOSE

Enrich quality of life.

OUR VISION

We play a valued role in enhancing the liveability of our communities.

OUR STRATEGIC STATEMENT

Our strategic direction is underpinned by our commitment to customer-centricity and value creation; every decision we make is considered through the lens of our customer and the value it delivers. As we build on our solid foundations and our constructive culture, we will pursue growth through the development of partnerships that deliver environmental, economic and social benefits. These outcomes will be valued by our customers, communities and shareholders, and enhance the health and amenity of our region.

OUR STRATEGIC GOALS

Our strategic goals are our “big picture” objectives for the business. They drive our priority setting, resource allocation, capability requirements and budgeting activities.

CONSTRUCTIVE CULTURE

We inspire, create and sustain a constructive culture to deliver high performance.

FOUNDATIONAL SUCCESS

We know our business, we know our customers and we deliver value for both.

ENVIRONMENTAL LEADERSHIP

We protect and enhance our environment for current and future generations through excellence in water cycle management.

SOCIAL & ECONOMIC VALUE

We advance the wellbeing and prosperity of society by leveraging our unique capabilities.

||

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A SNAPSHOT OF OUR BUSINESS IN 2020/21

1.5 million customers

14,000 new connections for development

134,456 ML of drinking water supplied

\$245 million total return to shareholders

127,094 ML of sewage collected,
transported and treated

2,720 Water Approval applications
processed

6,930 ML of recycled water supplied

116,000 drinking water quality tests

\$342 million invested in infrastructure

33,800 followers on social media

\$6.3 billion asset base

2.4 million water meter readings

\$10 million in financial support for
customers impacted by COVID-19

\$630,000+ invested in community events
and programs

100% of customer service standards achieved

13,690 MWh generated from waste

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT

CHAPTER 2: YEAR IN REVIEW

This year, as we settled into our 'new normal' way of operating, we continued to deliver innovative, sustainable and cost-effective outcomes for our customers and communities, but not without being tested by a handful of challenges.

In 2020/21, we continued to feel the uncertainty and disruption of the COVID-19 crisis. In this constantly evolving situation, we, again, found ourselves in uncharted territory, as we began guiding our people back into a more flexible workplace, amidst the challenge of intermittent lockdown restrictions.

We also saw fluctuating dam levels and experienced the looming threat of water restrictions across the region, keeping the topic of water security at the top of our agenda.

Despite these challenges, the year was rewarding, illuminating and transformative, particularly as we effected positive changes as part of our new Target Operating Model and reflected on how far we have come since our formation 10 years ago.

This chapter provides an overview of the year that was. It includes pieces on our response to COVID-19 and our 10-year anniversary, as well as a snapshot of our performance against our four strategic goals. It also includes a list of our awards, an easy-to-understand breakdown of our financial activity, and an outline of our events calendar.

For more detailed information on our performance against our strategic direction, refer to Chapter 3 (page 22). An in-depth look at our 2020/21 financial performance can be seen in Chapter 5 (page 98).

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AWARDS AND RECOGNITION

WINNER

2021 Water Industry Operators Association of Australia Award

- Queensland Operator of the Year, Shane Bambrick (Service Delivery)

2020 Digital Utility Awards

- Digital Utility (Water) of the Year for our ambitious and holistic Digital Strategy

2020 PRIA Golden Target Award for our Bathroom Beats water-saving campaign

- National Campaign of the Year
- Best Experiential Campaign
- Best Small Budget Campaign
- Best Integrated Campaign

2020 Australian Water Association (Queensland) Water Awards

- Research and Development Excellence Award for our collaborative work on the Zero-Energy Sewage Treatment project
- Water Industry Safety Excellence Award for our collaborative work with Utilita

FINALIST

2020 PRIA Golden Target Award

- Crisis and Issues Management category for our communications during a high-profile sewer main break.

2021 Australian Water Association (National) Awards

- Research and Development Excellence Award for our collaborative work on the Zero-Energy Sewage Treatment project
- Water Industry Safety Excellence Award for our collaborative work with Utilita

RUNNER UP

2020 Urban Development Institute of Australia (Queensland) Awards

- Diversity in Development Award for demonstrating diversity and inclusion in our workplace

HIGHLY COMMENDED

2020 Australian Water Association (Queensland) Water Awards

- Infrastructure Project Innovation Award for our Virtual Assist platform

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT

OUR RESPONSE TO COVID-19

Since March 2020, our attention on the COVID-19 crisis has been unwavering. Not only has the pandemic tested and proven our resilience and agility as a business, it has also highlighted the dedication, professionalism and camaraderie of our people. This year, in response to COVID-19, we continued to deliver beneficial outcomes for our people, our customers and the broader community, as exemplified below.

PROTECTING PUBLIC HEALTH

Throughout the pandemic, we continued to manage and maintain our vast infrastructure network to ensure the ongoing provision of reliable water and sewerage services. With clean water and sanitation playing a vital role in the containment of the disease, COVID-19 has underscored the value of the services we work so hard to deliver.

Further highlighting the critical role we play in protecting public health, Urban Utilities was proud to support the CSIRO and University of Queensland by providing laboratory collection and wastewater samples to identify fragments of SARS-CoV-2 (the virus that causes COVID-19) in wastewater across our region. The findings from these samples continue to be used to guide the Queensland Government's public health decisions (see page 55).

TRANSITIONING TO OUR NEW NORMAL

Between June 2020 and November 2020, we rolled out our five-phase COVID-19 Transition Roadmap, which saw our office-based workforce gradually return to their 'new normal' working arrangements (see page 30).

Based on the feedback we received from the COVID-19 Leader Survey and COVID-19 Employee Feedback Survey, it was clear that the ability to work more flexibly benefited both employee health and wellbeing and our business performance. To maintain these benefits, we made the decision to permanently adopt a predominately hybrid model of working, giving our office-based people the freedom to divide their work week between their home and the office.

SUPPORTING OUR CUSTOMERS

Cognisant of the widespread financial impacts of COVID-19, we implemented a number of measures to help ease the burden across our customer segments. For example, we:

- Announced a six-month freeze on water and sewerage prices for all residential and commercial customers, effective 1 July 2020.
- Continued our UrbanAssist program, which offers interest-free payment extensions and flexible payment plans for residential and commercial customers (see page 69). To date, this program has provided over \$10m worth of financial relief to affected customers.

Despite the challenges we have faced, and continue to face, we are proud of our progress and remain on track to achieve the targets set out in our 2024 Statement of Strategic Intent.

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CELEBRATING 10 YEARS OF URBAN UTILITIES

Ten years ago, on 1 July 2010, five local government water and sewerage businesses amalgamated to become Urban Utilities, one of Australia's largest water retailers.

Since our formation, we have realised innumerable achievements, but more than that, we have been tested by and learned from our fair share of challenges, including floods, fires, droughts (see page 50) and, most recently, a global pandemic (see page 15). Collectively, these experiences have moulded us into the resilient, customer-centric and environmentally conscious organisation we are today.

Over the past decade, we have markedly improved the customer experience. Upon formation, our focus was primarily on residential customers, with whom we communicated, largely, via standard, one-way channels. Today, we understand the unique needs and requirements of our four customer segments (residential, commercial, developer and water-reliant) and, based on rich data and insights, provide tailored service and communication via multiple two-way communication channels.

To further improve the customer experience, we launched our enterprise Customer Strategy and Roadmap; introduced our Hardship Program; embraced Customer-Based Design; and developed a number of digital solutions for customer convenience, including a web chat communication channel, a self-serve portal and SMS reminder notifications.

Other notable achievements between 2010 and 2020 include:

- Investing \$2.4b in infrastructure across our service territory, demonstrating our commitment to supporting economic and population growth (see page 48).
- Returning over \$2.0b to shareholders through dividends and tax.
- Significantly upgrading our ICT systems, including SCADA, CRM and EAMS.
- Launching our Digital Grid Service, which leverages data from thousands of devices and collates it to provide better insights into our network and assets.
- Acquiring and developing the Scientific Analytical Services Laboratory to become a first-class commercial facility.
- Developing an award-winning Innovation and Research and Development Program that has garnered local and international recognition.
- Reducing our environmental footprint through cogeneration, solar, nutrient-offsets and nature-based design (see page 60).

- Establishing the Advanced Solutions team to create a market-facing business development and commercialisation capability (see page 69).
- Introducing a Diversity and Inclusion Strategy to help us foster an inclusive culture where difference is respected and tolerated.
- Embarking on our reconciliation journey with the delivery of our first Reconciliation Action Plan (see page 70).

Since 2010, our success as an organisation has been recognised by countless local, national and global awards.

For example, in 2015, we were named in BRW's Top 10 Most Innovative Companies List. This was the first time a water utility had received this prestigious ranking.

We were also proud to be welcomed into the Leading Utilities of the World network in 2018, recognising Urban Utilities as one of the 'gold standard' utilities in the economically developed world.

The implementation of our new Target Operating Model (see page 46) will deliver further improvements to the way we operate, which will make it easier for our people to do their best work and, in turn, deliver enhanced outcomes for our customers, communities and shareholders.

Here's to the next 10 years of enriching quality of life.

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT

PERFORMANCE SNAPSHOT

STRATEGIC GOAL 1: CONSTRUCTIVE CULTURE (PAGES 24-33)

HIGHLIGHTS AND CHALLENGES

- Continued to roll out initiatives from our holistic health and wellbeing program.
- Adopted an 'activity-based working' model, resulting in a more flexible, agile and digitally enabled workforce.
- Introduced our five-stage COVID-19 Transition Roadmap, designed to gradually guide our office-based team members back into the workplace.
- Invested in the growth of our leaders.
- Remained focused on enhancing our organisational culture.
- Celebrated our 10-year anniversary and reflected on our progress since formation.

STRATEGIC GOAL 2: FOUNDATIONAL SUCCESS (PAGES 34-59)

HIGHLIGHTS AND CHALLENGES

- Unveiled Australia's first full-scale sidestream plant using anammox bugs to treat wastewater.
- Progressed the implementation of our new Target Operating Model, which is reimagining all facets of our business and already delivering operational and financial improvements.
- Fully implemented our Program Management Approach capital delivery program, which has reduced costs and improved timeliness of project delivery.
- Delivered drought preparedness and response initiatives.
- Continued to deliver our Digital Strategy, moving us closer to realising our 2024 Digital Aspiration.
- Continued to improve the customer billing experience.
- Participated in a collaborative pilot program, which involved monitoring wastewater for fragments of SARS-CoV-2, the virus that causes COVID-19.
- Progressed our research into transforming sewage treatment in regional Australia.
- Produced our first Modern Slavery Statement, which sets out our foundational work to identify, manage and mitigate modern slavery risks in our operations and supply chain.

STRATEGIC GOAL 3: ENVIRONMENTAL LEADERSHIP (PAGES 60-65)

HIGHLIGHTS AND CHALLENGES

- Increased the volume of recycled water supplied to our regional customers.
- Worked with the community to design a nature-based solution to address wet weather overflows.
- Began irrigating four hectares of koala habitat with recycled water from our Helidon Sewage Treatment Plant.
- Reduced our nutrient emissions into water and greenhouse gas emissions into the atmosphere.
- Generated 13,690 MWh from cogeneration and 460 MWh from solar, offsetting around \$1.1m in electricity costs.
- Explored the viability of using seaweed to remove nutrients from Moreton Bay.

STRATEGIC GOAL 4: SOCIAL & ECONOMIC VALUE (PAGES 66-71)

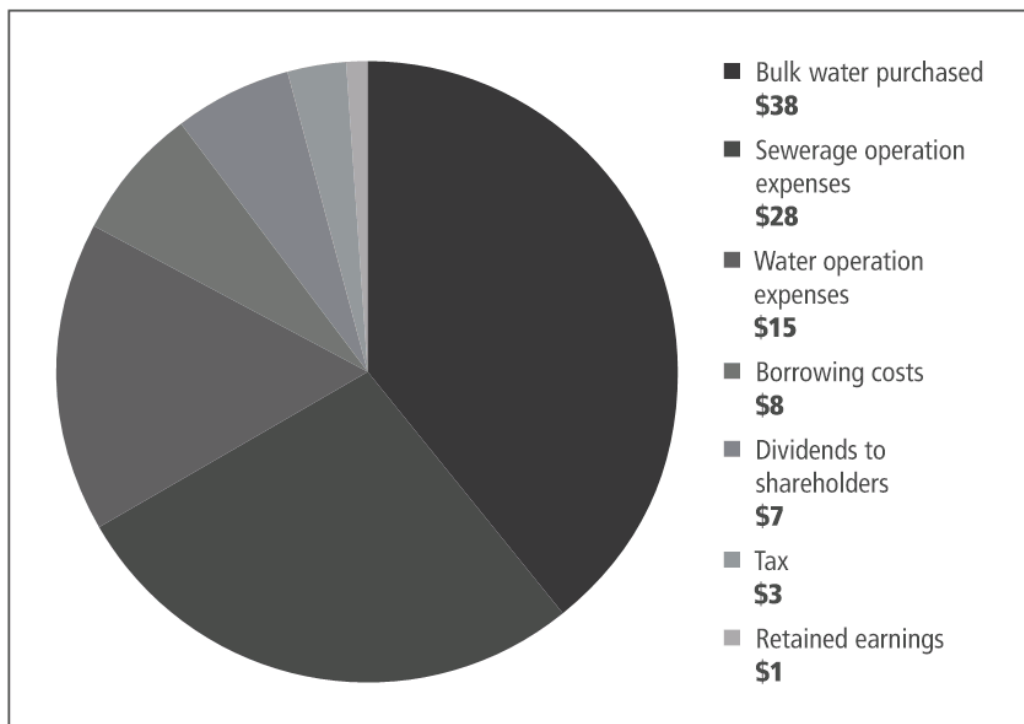
HIGHLIGHTS AND CHALLENGES

- Continued to provide financial relief to customers impacted by the COVID-19 crisis.
- Implemented our first Reconciliation Action Plan (RAP) and prepared our second RAP.
- Continued to educate and empower school students through our Education Program.
- Supported numerous community events and initiatives.
- Became the first foundational sponsor of UNIQ YOU, a not-for-profit committed to increasing the number of high-school-aged girls considering STEM-based careers.
- Launched a new sponsorship with Foodbank Queensland and continued our long-term sponsorships of Tangalooma EcoMarines and Orange Sky Laundry.
- Played a key role in the development of an Australian Standard for passive grease arrestors.

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WHERE YOUR \$100 WENT

The majority of revenue we received from customers was directly applied to the water and sewerage services we provided to them. For every \$100 we received from our customers for utility charges¹, here's how we used it in 2020/21².



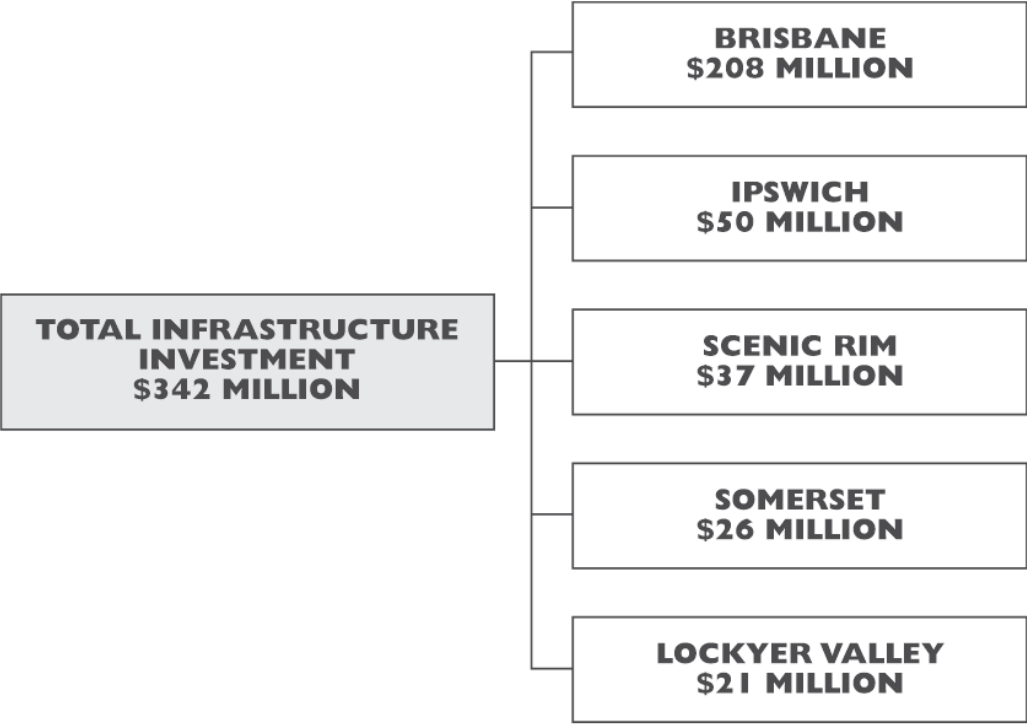
¹Utility charges represent the ongoing charges and sundry fees relating to our water and sewerage services. It excludes contributions received from developers that finance part of our Capital Infrastructure Program.

²The Statement of Comprehensive Income on page 107 represents our total revenues and expenses. The representation shown above is an approximation of total costs allocated against utility charges to demonstrate how this revenue is used.

ENRICHING QUALITY OF LIFE
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OUR INVESTMENT IN INFRASTRUCTURE

In 2020/21, we invested \$342 million in new and upgraded infrastructure across our service territory to cater for growth and to improve the reliability and sustainability of our water and sewerage networks. Turn to page 38 for more.



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In 2020/21, COVID-19 restrictions saw many community and corporate events either cancelled, postponed or redirected to online platforms. The following is a snapshot of the events we were able to support through participation, sponsorship or in-kind donations.

20

ENRICHING QUALITY OF LIFE
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CALENDAR OF EVENTS

AUGUST 2020

- Took part in the 10 days of Ekka Online. Rather than hosting our usual interactive stand, we posted water sustainability tips, asked virtual attendees to share photos of their favourite water-wise plants and promoted our Bathroom Beats Spotify playlist to encourage shorter showers.

OCTOBER 2020

- Sponsored the Product Innovation Category at the 2020 Lord Mayor's Business Awards.

NOVEMBER 2020

- Had a presence at the 2020 Brisbane Pride Fair, where we shared water saving tips and encouraged event goers to get involved in our Bathroom Beats campaign.
- Supported the virtual Green Heart Fair, where we promoted both our Bathroom Beats and Water Savvy Gardens campaigns.
- Sponsored the 'Diversity Employer of the Year' category at the Women in Digital Awards.
- Supported the Young Engineers Australia Executive Breakfast 2020, with CEO Louise Dudley delivering the keynote speech.

FEBRUARY 2021

- Teamed up with Bulimba Creek Catchment Coordinating Committee (B4C) to host a stand at the Brisbane Home Show. Event goers stopped by to learn about water conservation, including simple ways to save water in the garden.
- Added value to Whites Hill State College's panel discussion in recognition of International Day of Women and Girls in Science. Three Urban Utilities employees spoke about their careers in the water industry and engaged with the students.

MARCH 2021

- Supported the Brisbane Catchments Network's event at the B4C Sustainability Centre, where Urban Utilities' water savvy community garden was showcased. This event was part of the World Science Festival.
- Joined forces with the Tangalooma EcoMarines for Clean Up Australia Day. Over 70 participants collected 3,000+ pieces of rubbish, including single-use plastic water bottles, that often end up polluting our waterways.

MAY 2021

- Supported the Salvation Army's Red Shield Appeal launch in Ipswich. As the event's major sponsor, we were pleased to provide a free breakfast to all attendees.
- Sponsored Brisbane City Council's Green Heart Fair in Chermside where we provided event goers with free drinking water from our Hydration Station.

JUNE 2021

- Sponsored the Scenic Rim Eat Local Week – a week-long community event celebrating the region's hard-working growers and the world-class produce they yield.

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CHAPTER 3: PERFORMANCE AGAINST STRATEGIC DIRECTION

Our four strategic goals are vital to the ongoing success of our business. They inform the way we prioritise, plan and deliver our products and services and are the basis of our performance reporting.

STRATEGIC GOAL 1:

Constructive Culture

We inspire, create and sustain a constructive culture to deliver high performance.

STRATEGIC GOAL 2:

Foundational Success

We know our business, we know our customers and we deliver value for both.

STRATEGIC GOAL 3:

Environmental Leadership

We protect and enhance our environment for current and future generations through excellence in water cycle management.

STRATEGIC GOAL 4:

Social & Economic Value

We advance the wellbeing and prosperity of society by leveraging our unique capabilities.

WHAT'S INCLUDED IN THIS CHAPTER

Chapter 3 summarises our performance against the program of work we committed to with our Board and shareholders to deliver our four strategic goals.

Under our strategic goals, we have set longer-term **business objectives** to ensure we remain on track to realise our purpose and vision. We use **strategic measures** to assess our performance against these business objectives.

This chapter contains a section dedicated to each strategic goal. Within each section, you will find:

- Commentary on our performance against our longer-term business objectives.
- Detailed information on a selection of key highlights and challenges.
- Goal-specific reporting, statistics and facts.

Chapter 3 also contains reporting against the delivery of our **10 strategic initiatives**. These are the significant projects across the business that will provide the transformation required to achieve our longer-term business objectives.

Status reporting

Throughout this chapter, our performance against strategic measures and strategic initiatives is reported using the following indicators:

Strategic measure	Strategic project
✓ Achieved target	Planned outcomes achieved
⊖ Slightly outside of target	Majority of planned outcomes achieved
✗ Significantly outside of target	Planned outcomes not achieved

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STRATEGIC GOAL I: CONSTRUCTIVE CULTURE

Enriching quality of life starts with employing the right people – people who are purpose-driven and care about providing the best products and services for our customers and communities. It is vital they have clarity on how their role aligns to our purpose and that they feel engaged, enabled and rewarded. If we take care of our people, they will take care of our business.

Performance summary

- Continued to roll out initiatives from our holistic health and wellbeing program.
- Adopted an 'activity-based working' model, resulting in a more flexible, agile and digitally enabled workforce.
- Introduced our five-stage COVID-19 Transition Roadmap, designed to gradually guide our office-based team members back into the workplace.
- Invested in the growth of our leaders, with a focus on building 'courageous leadership' behaviours.
- Remained focused on enhancing our organisational culture.
- Celebrated our 10-year anniversary and reflected on our progress since formation.

Our focus for 2021/22

- Develop an Integrated Experience Strategy to address the evolving needs of our people, customers and communities.
- Initiate and implement an enterprise-wide program to drive integrated experience.

93%

of team members felt satisfied with their flexible working arrangements throughout the COVID-19 crisis

95%

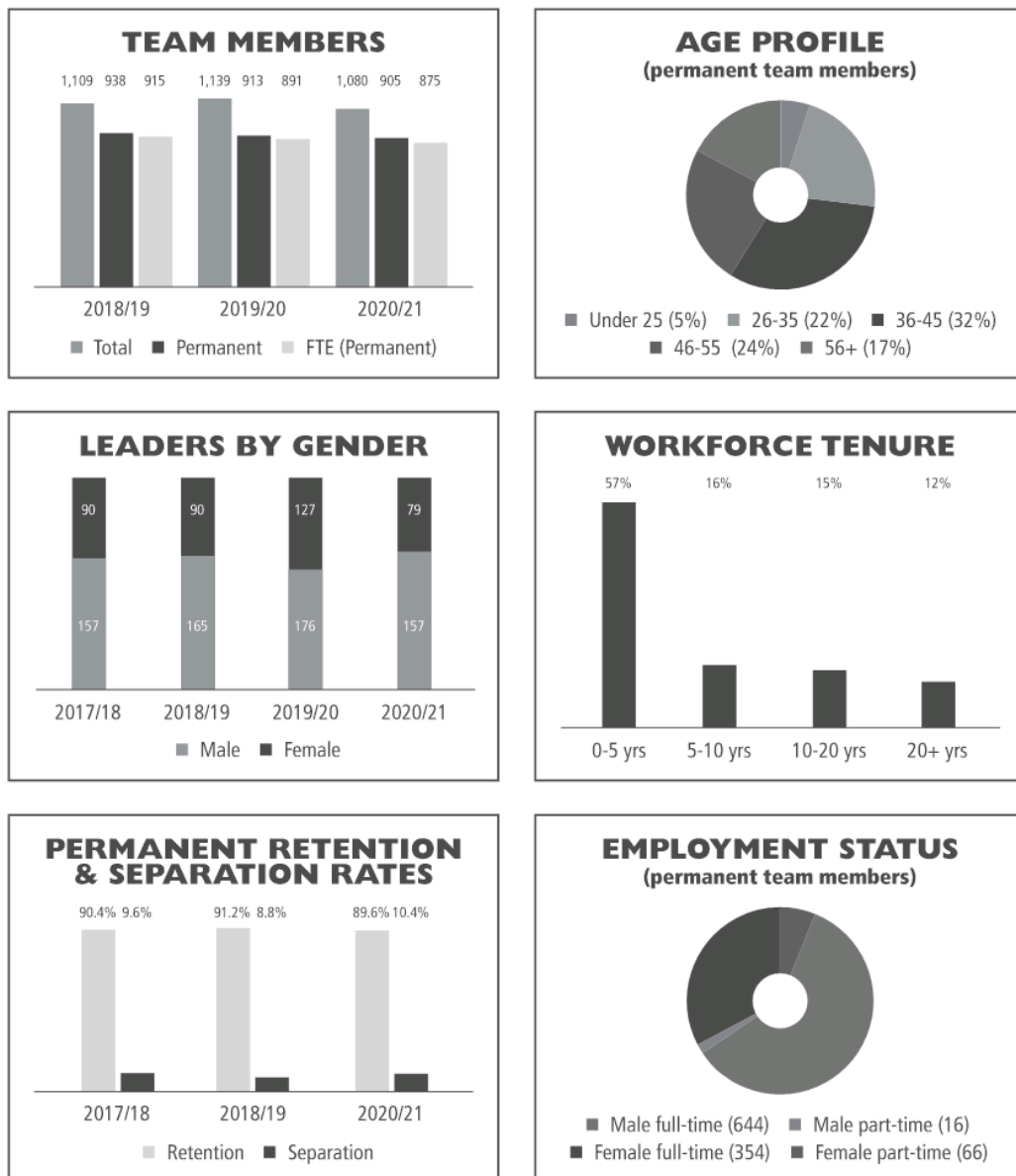
of team members feel their work area is safe

90%

of team members believe their colleagues are committed to delivering high quality products and services

ENRICHING QUALITY OF LIFE
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OUR WORKFORCE PROFILE



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OUR WORKFORCE

Our workforce profile

In 2020/21, our total workforce (1,080) comprised a range of professional and trade roles in permanent full-time, permanent part-time and casual capacities, and included employees on enterprise and individual employee arrangements. This figure excludes agency resources who were employed on a short-term basis to meet ad-hoc business requirements.

Year-on-year, our total workforce decreased by 59 team members, which can be attributed to the conclusion of key strategic projects, such as our Enterprise Asset Management Solution, which employed project-specific resources.

Of our permanent team members, 93% were employed in full-time roles, while 6% of our female permanent team members and 1% of our male permanent team members were employed in part-time roles.

Research continues to prove that diversity is essential for any organisation to grow and prosper. In a typically male-dominated industry, we boast distinctly higher female leadership than the industry norm of 24.1%, as cited in the Australian Government's 2020 Gender Equality Scorecard. In 2020/21, 33% of all Urban Utilities leaders were female, while 37.5% of the Board were female (just under the Australian Institute of Company Directors' recommendation of 40%). From October 2021, this will increase to 62.5%.

During 2020/21, our workforce profile by age and tenure remained consistent, with no movement in any category. The majority of our employees were aged between 36 and 45 years old, and over half of our workforce had been employed with us for less than five years.

Finally, our retention rate (89.6%) decreased by 1.6 percentage points, while our separation rate (10.6%) increased by 1.8 percentage points. Again, this can be attributed to the conclusion of key strategic projects, which employed project-specific resources.

Official misconduct

Matters that raise a suspicion of corrupt conduct are referred to the Crime and Corruption Commission. Where necessary, investigations are undertaken, with outcomes reviewed and monitored.

Industrial and employee relations

Under the *Fair Work Act 2009 (Cth)*, we operate to three enterprise agreements:

1. Variation to the Administration and Technical Enterprise Agreement 2017 (expiring August 2021)
2. SAS Laboratory Employees' Enterprise Agreement 2020 (expiring August 2021)
3. Operations and Field Services Enterprise Agreement 2018 (expired 30 April 2020).

All three Enterprise Agreements will commence renegotiation in the first half of 2021/22, using an approach that optimises employee engagement and reflects our values and culture.

Code of Conduct (*Public Sector Ethics Act 1994*)

All Urban Utilities team members are expected to display the highest ethical standards and conduct themselves in a way that is reflective of our organisational values, policies and legal obligations.

Prepared in accordance with the *Public Sector Ethics Act 1994*, our *Code of Conduct* sets the minimum standard of behaviour expected in the workplace. It makes it clear that all team members are responsible and accountable for their own conduct and that they are expected to contribute to a constructive, productive and safe workplace.

Our *Code of Conduct* was revised in 2020.

Promoting a work/life balance

We recognise the importance of work/life balance and offer access to various paid and unpaid leave arrangements, including COVID-19 leave, which gives team members an additional 20 days' leave in the event they are unable to work due to implications of the disease. We also offer staggered working weeks/fortnights, part-time and job-sharing arrangements, flex-time and time off in lieu.

In response to COVID-19, Urban Utilities has permanently adopted agile work practices to help us respond and adapt quickly to challenges, namely snap lockdowns that require our office-based employees to work from home for varying periods of time. Our dynamic new approach is enabled by technological advancements, which allow team members to stay productive and connected, despite their location.

This year, the majority of our office-based team members permanently assumed a hybrid working arrangement, which involves a mix of remote and on-site working (see page 30).

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**Workforce planning, attraction and retention**

The success of Urban Utilities is built on the commitment, skills and mindsets of our team members. Therefore, it is critical that we attract, develop and retain the right people, to help move us closer to realising our purpose and vision.

To help us better understand our future workforce requirements and to nurture and develop our existing workforce, we have:

- a well-established Diversity and Inclusion Program,
- a successful Pathways and Graduate Program,
- a dedicated Talent Acquisition team, and
- a Learning Management System that enables self-directed skills and knowledge development.

We are also committed to giving our leaders the tools and support they need to improve their resilience, self-awareness and ability to coach and communicate. In 2020/21, we delivered our final Strive leadership program, which consisted of four targeted workshops to build courageous leadership behaviours. In addition, we:

- Ran a series of workshops related to wellbeing, psychological safety, mental health and resilience.
- Redefined our levels of work, which inform organisational structure as an enabler of the creation and delivery of customer value.
- Identified core behavioural competencies, which are the minimum behavioural requirements for anyone entering Urban Utilities and are foundational to becoming a high-performing organisation.
- Refreshed our Enabling Performance Framework, which provides the guiding principles and practices that enable performance within Urban Utilities.
- Began developing our new Fearless Organisation Leadership Program, which will launch in 2021/22.

Health and safety committees

Our health and safety (H&S) structure was specifically designed to support consultation and communication on H&S issues across our organisation. We have achieved this by ensuring that all workgroups have access to a safety committee or advisory group and at least 50% of our committee members are employee-nominated representatives.

The committee structure has two distinct layers:

- **Strategic Safety Group (SSG):** An executive advisory group that sets the strategic direction for all H&S initiatives and is responsible for upholding a strategic approach towards maintaining our culture of safety excellence. The SSG is the final decision point for any H&S issues that cannot be resolved by the safety committees that are strategic in nature or beyond the authority of the committees to resolve.

- **Line Committees:** These committees bring together Health and Safety Representatives (HSRs), team members and leaders to discuss safety issues and are responsible for implementing best practice safety solutions for their workgroups. The line committees include:

- Office Administration Safety Committee
- Field Services Safety Committee
- Treatment and Production Safety Committee
- Operational Safety Committee
- Petroleum and Gas Advisory Group
- Electrical Safety Advisory Group
- Delivery Partner Safety Group

In 2020/21, we had 26 trained HSRs.

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PERFORMANCE AGAINST BUSINESS OBJECTIVES

Business objective	Performance commentary	How we measured our success
Embrace our leadership philosophy and create a work environment that delivers high performance	<ul style="list-style-type: none"> Issued a COVID-19 Employee Feedback Survey to understand how team members were adapting to new working arrangements. Results were overwhelmingly positive, indicating that team members felt cared for, trusted and well supported. Delivered our final Strive leadership program, with our closing report for 2021 indicating improvements across all leadership measures. Conducted an employee survey for our Target Operating Model (TOM) program, with results indicating that leaders are supportive of the TOM and are demonstrating constructive behaviours as we progress through change. Initiated a program to review and refresh our brand promise and organisational values. Implemented a Behavioural and Leadership Competency Framework. Developed an 'Enabling Performance' module for UrbanHQ (our new Human Resource Information System), which will go live in August 2021. 	<p>Growth in constructive leadership behaviour – leader effectiveness (out of 5) ✓</p> <p>Target: 4 Result: 4.1</p> <p>Growth in constructive leadership behaviour – Trust index –</p> <p>Target: 66% Result: 60%</p> <p>Our performance challenge: This year's result is slightly lower than our 2020 result of 62%. While team members reported improved trust in their immediate manager, we are cognisant that further work is required to improve trust in senior leaders and our openness in the way we communicate with our people.</p> <p>Serious Injury Frequency Rate</p> <p>Target: 0 Result: 0.53</p> <p>Our performance challenge: This year, Urban Utilities recorded one serious injury, as did our delivery partners. Safety remains our number one priority. In the coming year, we will continue to deliver on our improvement program, which will drive improvement in our injury outcomes and also focus on leading indicators and proactive management. ✕</p>

ENRICHING QUALITY OF LIFE
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Business objective	Performance commentary	How we measured our success
Enhance the efficient delivery of work through improved employee experience	<ul style="list-style-type: none"> Hosted our annual enterprise-wide roadshow, Enrich, which brought together all team members to celebrate achievements, share knowledge and look ahead to future opportunities. Commenced a pilot of Joyous, an employee feedback tool that encourages open feedback, rather than anonymous feedback. This transparency allows our leaders to receive feedback at both an individual and enterprise level. To date, feedback indicates that many employees have ideas on how to improve their work areas and are eager to be involved in the changes. Conducted regular TOM surveys to help us assess the change readiness of the business and monitor our progress against our success criteria. Stood up three cross-collaborative TOM focus groups (breaking down silos, streamlining decision-making and simplifying processes) to attend to feedback offered by employees. 	<p>Qualitative comments in Employee Effectiveness Survey increase in positivity (% positive comments)</p> <p>Target: 66%</p> <p>Result: 46%</p> <p>Our performance challenge: This year's result is largely attributed to the gap between our people not correlating the changes we have made to improve the employee experience to the survey results. This indicates a requirement to better link insights to actions in our storytelling to ensure our people are aware of how their feedback has informed decisions.</p> <p>Employee Experience Index (average % of favourable responses to five specific questions)</p> <p>Target: 62%</p> <p>Result: 56%</p> <p>Our performance challenge: This year, we saw an uplift in our overall enablement score, while our effectiveness score remained relatively strong (higher than Australian and General Industry norms). Since measurement commenced in 2014, our effectiveness score has increased by 58%. While we did not meet our target this year, the result validates the actions we are implementing to improve the timeliness of our decision-making and reduce barriers to doing our best work.</p>

HIGHLIGHTS & CHALLENGES

Supporting our team members through the COVID-19 crisis

In June 2020, we introduced our five-stage COVID-19 Transition Roadmap (see below), designed to gradually guide our office-based team members back into the workplace, albeit under more flexible conditions. In November 2020, we reached Stage 5, which saw us settle into our new, permanent ways of working.

Despite our best efforts, the transition was far from seamless. Positive cases of COVID-19 continued to be identified in Queensland (in August 2020 and January, March and June 2021), which led to State Government-enforced community restrictions. On each occasion, we reverted to Stage 2 of our roadmap, which saw the majority of our office-based workforce return to remote working arrangements until restrictions were lifted. Despite these setbacks, our people responded and adapted quickly.

Our COVID-19 Transition Roadmap

Stage 1: Lockdown

Government-enforced community lockdown

Stage 2: Restricted

Restricted return to workplace

Stage 3: Measured

Limited to 40% of employees in the workplace

Stage 4: Transitioning

Limited to 70% of employees in the workplace

Stage 5: New normal

Final stage of 'new normal' transition

To support our workforce through these challenging times, we delivered a number of initiatives throughout the year, including, but not limited to, the following:

- Issued regular COVID-19 business updates, to communicate changes to policies, procedures or work arrangements, infusing humour, where appropriate.
- Offered office-based team members a one-off Home Office Set-Up Payment.
- Continued to offer a weekly COVID-19 assistance payment to all team members (until August 2020).
- Offered a series of webinars targeting pertinent topics, such as mental health and self-care, home office ergonomics and balancing work and home life (see page 33).
- Offered additional support to leaders to assist them with leading remotely.

In August 2020, we issued an enterprise-wide survey to understand how team members and leaders were adapting to the new working arrangements and to gauge their perceptions of Urban Utilities' response to the crisis.

Overwhelmingly, the insights were positive, with the vast majority of team members saying they felt well supported by their leader; satisfied with the flexible working arrangements in place; well supported in terms of their health, safety and wellbeing; and adequately resourced to perform their job effectively.

Encouragingly, almost half of our leaders reported that the modified work arrangements had improved their team's performance, whilst around a quarter of leaders had noticed an improvement in their team's culture.

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**WHAT OUR PEOPLE SAID
ABOUT OUR RESPONSE TO
COVID-19**

"Thank you for the support during this time. It's helped to reduce stress knowing that I can continue to work at home and not worry about being in public."

"Overall, a great response to COVID-19."

"Very happy with the way Urban Utilities has looked after the business and its employees in these difficult times."

**OF THE COVID-19 SURVEY
RESPONDENTS:**

95% said they thought Urban Utilities was doing a good job of maintaining its services.

93% said they were satisfied with the flexible working arrangements made by Urban Utilities.

90% described Urban Utilities as an organisation that cares for its people.

90% said they felt well supported and knew where to go for further assistance about their health, safety and wellbeing.

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HIGHLIGHTS & CHALLENGES

Bringing our workforce together to connect, share and celebrate

In November 2020, we hosted our annual organisation-wide roadshow, Enrich, which brings our workforce together to connect, share and celebrate. With COVID-19 restrictions preventing our usual mass gathering, we opted to host a hybrid live-streamed event, which saw our people either tune in from their homes, watch in smaller satellite locations with their colleagues or attend one of the four in-person sessions.

The theme of this year's roadshow was 'Reimagine', the focus of which was on our transformational journey to become a forward-thinking, high-performing organisation that delivers exceptional experiences for both our customers and our people. Specifically, Louise and her guests discussed the end goals of our Target Operating Model (see page 46), the benefits that teams have realised thanks to their new ways of working, the opportunity to refresh our values, and examples of how we're continuing to innovate for a better future.

In the spirit of celebration, Louise presented 10 of our dedicated team members with an UrbanInspiration award for truly embracing our organisational values and living our purpose.

In addition to the keynote session, team members could opt-in to smaller specialised sessions, including:

- a powerful session with The Resilience Project's Martin Heppell, who shared his experiences and practical strategies to build resilience, happiness and improve our overall wellbeing, and

- a leadership masterclass with Trudy MacDonald on building high-performance teams.

After attending Enrich, participants were asked 'Do you feel proud to work for Urban Utilities?' On a scale of 1 to 5, an average score of 4.2 was recorded.



WHAT OUR PEOPLE SAID ABOUT ENRICH

"It gave me reassurance that Urban Utilities is forward thinking and always looking at improving in every area."

"I loved the videos of the UrbanInspiration award winners. They made me feel inspired, motivated and positive."

"Great to see real examples of how teams work together to get things done."

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**Investing in the holistic health of our people**

This year, we continued to deliver BetterTogether, a holistic health and wellbeing program, designed to empower our people to pursue a state of complete physical, mental and social wellbeing. The program, which was launched in October 2019, is based on four wellbeing elements: Better Health, Better Minds, Better Work and Better Space.

Supporting the delivery of the program is the BetterTogether Roadmap, which details when and how we plan to deliver the initiatives against each wellness element.

In 2020/21, we delivered or progressed the following initiatives:

Better Health

- Continued to offer onsite physiotherapy support for field-based team members, with the aim to reduce serious injury frequency rates and promote faster return to work for previously injured workers.
- Continued to offer annual flu vaccinations to all team members, with a high take-up in 2020/21.
- Developed new heat stress resources, including a short video series, to help our people understand how heat stress develops in work settings and how it can be avoided.

Better Minds

- Continued to offer an onsite mental fitness program for our Service Delivery employees. Based on its effectiveness to date, the program was extended for a further 12 months and will soon be offered to additional field-based teams. In addition, our Employee Assistance Program, which is available to all team members, continued to be well utilised.

- Continued to deliver mental health literacy and resilience workshops across the organisation.
- Developed a Better Minds e-guide, which will be launched in conjunction with SuperFriend self-paced e-modules in July 2021. Both are designed to provide strategies to promote mental health and provide support for individuals suffering ill mental health.
- Introduced Thrive Chats as an avenue for mental health promotion and support. Available to both teams and individuals, the 30-minute coaching sessions with our Health and Wellbeing Culture Partner help guide our people towards the right wellbeing help, support and solutions.
- Delivered a seven-part Better Finances series, which included topics on budgeting, fundamentals on retirement fund planning, superannuation and insurance cover. The online series was well received and of great value to our multigenerational workforce.

Better Space

- Adopted an 'activity-based working' model, which saw most team members move from an anchored desk to a desk-sharing arrangement. Our new clutter-free, paper-light way of working has resulted in a more flexible, agile and digitally enabled workforce, which allows our people to transition between their home and the office with ease.
- Continued to offer ergonomic assessments to reduce the long-term health effects of sedentary work.

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STRATEGIC GOAL 2: FOUNDATIONAL SUCCESS

We want to build long-term, meaningful customer relationships that are based on trust, value and respect. Our customers have told us that to build trust, we must continue to enhance the delivery and cost effectiveness of our water and sewerage services. To us, Foundational Success means adopting new technologies and smarter ways of working so we can continue to provide sustainable products and services for current and future generations. With this strong foundation in place, we can continue to explore opportunities where we can provide and support increased social, economic and environmental value for our customers and communities.

Performance summary

- Unveiled Australia's first full-scale sidestream plant using anammox bugs to treat wastewater.
- Progressed the implementation of our new Target Operating Model, which is reimagining all facets of our business and already delivering operational and financial improvements.
- Fully implemented our Program Management Approach capital delivery program, which has reduced costs and improved timeliness of project delivery.
- Delivered drought preparedness and response initiatives.
- Continued to deliver our Digital Strategy, moving us closer to realising our 2024 Digital Aspiration.
- Continued to improve the customer billing experience.
- Participated in a collaborative pilot program, which involved monitoring wastewater for fragments of SARS-CoV-2, the virus that causes COVID-19.
- Progressed our research into transforming sewage treatment in regional Australia.
- Produced our first Modern Slavery Statement to help identify, manage and mitigate modern slavery risks in our operations and supply chain.

Our focus for 2021/22

- Ensure organisational readiness for TOM implementation and handover to business by 31 August 2021.
- Develop an Operational Technology Strategy to drive step-change in performance.
- Confirm a critical asset roadmap for system-level climate change adaptation.
- Co-design elements of one state planning area.
- Successfully implement our Simpler Pricing program on 1 October 2021.
- Develop a Pricing and Tariff Strategy that is resilient and adaptive to customer expectations and regulatory oversight.

\$342m

invested in new and existing infrastructure

100%

of Customer Service Standards achieved

25%

increase in business units using actionable customer insights in their decision making

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT

OUR INFRASTRUCTURE NETWORK

Our vast water and sewerage infrastructure networks are made up of thousands of kilometres of mains and hundreds of individual assets. These include:

9,889 km of sewerage mains

340 sewage pump stations

63 water pump stations

87 water boosters

9,665 km of water mains

30 sewage treatment plants

117 water reservoirs

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PERFORMANCE AGAINST CUSTOMER SERVICE STANDARDS

Specific to the Foundational Success strategic goal are our Customer Service Standards, which inform our customers of the level of service they can expect to receive from us.

The following table shows how we have performed against these standards over the past five years.

Indicator	Service standard	2016/17 result	2017/18 result	2018/19 result	2019/20 result	2020/21 result	Achieved?
Water quality							
Annual chemical compliance with <i>Australian Drinking Water Guidelines</i> health limits	All relevant schemes compliant	12/12 schemes compliant	12/12 schemes compliant	12/12 schemes compliant	12/12 schemes compliant	12/12 schemes compliant	Yes
Bacteriological compliance with the <i>Public Health Act 2005</i>	All relevant schemes compliant	12/12 schemes compliant	12/12 schemes compliant	12/12 schemes compliant	12/12 schemes compliant	12/12 schemes compliant	Yes
Chemical compliance with the <i>Public Health Act 2005</i>	All relevant schemes compliant	8/8 schemes compliant	8/8 schemes compliant	8/8 schemes compliant	8/8 schemes compliant	8/8 schemes compliant	Yes
Water quality complaints	≤6 Per 1,000 properties	1.75	2.42	0.68 ³	0.46	0.33	Yes
Water services reliability							
Number of unplanned water supply interruptions	≤100 per 1000 properties per annum	67	77	83	89	55	Yes
Water main breaks	≤39 breaks per 100 km of water main per year	23.1	22.5	30.0	31.1	25.35	Yes
Responding to unplanned water and sewerage interruptions							
Urgent incidents	80% within 1 hour	91%	89%	89%	88%	81%	Yes
Non-urgent incidents	80% within 24 hours	73%	85%	77%	92%	91%	Yes

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Indicator	Service standard	2016/17 result	2017/18 result	2018/19 result	2019/20 result	2020/21 result	Achieved?
Restoration of supply after unplanned water and sewerage interruptions							
Restoration of supply	≥90% unplanned interruptions restored within 5 hours	97%	96%	96%	96%	97%	Yes
Sewerage service reliability							
Sewerage main breaks and chokes	30 breaks per 100 km of sewerage main per year	25.8	20.9	18.4	21.1	23.9	Yes
Water pressure and flow							
Water pressure	Urban area ≥21 metres head of water Trickle feed areas (and private booster) ≥10 metres head of water	Urban Utilities undertakes ongoing electronic and manual monitoring of the water network to ensure water supply pressure and volume standards are met. Where an issue is detected or a complaint received, it is investigated and corrective action is undertaken.					
Water flow	Urban areas ≥25 L/min Trickle feed areas ≥3.2 L/min						

³On 1 July 2019, we changed the way we classify and report water quality complaints to ensure alignment with the Australian Standard and consistency with other water utilities. While this change in reporting will see a significant decrease in the reported water quality complaints, it does not change our commitment to investigate instances where our service or product fails to meet customer expectations or our service standards. We value all customer feedback as it helps us to identify any trends and possible areas of improvement in the operation, maintenance and management of Urban Utilities' water networks.

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MAJOR INFRASTRUCTURE PROJECTS COMPLETED OR PROGRESSED

In 2020/21, we invested \$342 million in new and upgraded infrastructure to improve the reliability and sustainability of our water and sewerage networks. The table below shows the key infrastructure works we commenced, progressed or completed during the year.

The balance of the \$342 million was invested in ongoing programs for the renewal, enhancement and replacement of existing infrastructure across our service territory.

Region	Project title	Total project investment (\$'m)	2020/21 investment (\$'m)	Commenced	Completed/estimated completion
Brisbane	S1 & S18 Main Sewer Rehabilitation	71.9	9.6	2015/16	2021/22
	Luggage Point STP Augmentation – Stage 1	21.5	10.2	2019/20	2022/23
	Grey Street Sewage Pump Station and Associated Pipework Relocation and Upgrade	19.1	6.3	2020/21	2023/24
	Centenary Highway Burst Section Refurbishment	16.5	13.3	2019/20	2020/21
	Luggage Point STP Biosolids Sidestream Treatment	10.2	4.7	2019/20	2020/21
	Luggage Point STP 11kV Auxiliary Switchboard & Substation 5 Replacement (HV Phase 1)	9.0	5.1	2019/20	2021/22
	Luggage Point STP HV Cable & Substation 6 Replacement (HV Phase 2)	8.4	4.5	2019/20	2021/22
	Sandgate STP Inlet Works Renewal	7.6	3.4	2019/20	2021/22
	Luggage Point STP Main Transformer Room & Substation 7 Replacement (HV Phase 3)	7.0	4.2	2019/20	2021/22
	Luggage Point STP - Final Settling Tanks 9-12 Renewal	5.8	3.5	2019/20	2021/22

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Region	Project title	Total project investment (\$'m)	2020/21 investment (\$'m)	Commenced	Completed/estimated completion
Ipswich	Ipswich RTU Telemetry Network Upgrade	15.0	1.3	2021/22	2022/23
	Goodna STP Membrane Replacements (MBR Stage 4a)	11.2	4.7	2020/21	2022/23
	Carole Park STP Various Upgrades Renewals and Improvements	9.9	2.7	2019/20	2021/22
	Swanbank Sewer Augmentation	9.4	0.9	2020/21	2021/22
	Goodna STP Dewatering Upgrade and Site Improvements	6.0	1.3	2020/21	2022/23
Lockyer Valley	Plainland Diversion to Laidley STP	20.0	1.1	2021/22	2022/23
	Laidley STP Upgrade	10.7	5.9	2019/20	2020/21
	Regional STPs Chemical Delivery and Storage Compliance	6.4	1.6	2019/20	2020/21
Scenic Rim	Beaudesert STP Capacity Compliance and Improvements Projects	10.3	3.8	2019/20	2021/22
	Boonah STP Sustainable Effluent Management	7.0	4.3	2019/20	2021/22
	Boonah Fassifern Reservoirs Rehabilitation	6.9	4.7	2020/21	2021/22
Somerset	Lowood/Fernvale Sewerage Scheme Upgrade – Stage 1	59.0	10.1	2017/18	2021/22
	Toogoolawah STP Compliance Project	5.7	4.0	2019/20	2021/22
	Kilcoy STP Various Upgrades, Renewals and Improvements	3.0	0.1	2018/19	2020/21





N.B. In some instances, the estimated completion dates vary between this report and our 2019/20 Annual Report. Project extensions can be attributed to longer field trials (i.e. S1), scope additions, disputes and COVID-19.

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PERFORMANCE AGAINST BUSINESS OBJECTIVES

Business objective	Performance commentary	How we measured our success
Shape the way future services are provided to ensure we meet community requirements at the lowest sustainable cost	<ul style="list-style-type: none"> • Successfully developed and applied our new integrated catchment planning (ICP) approach across four major sub-catchments in Brisbane and Ipswich, demonstrating a significant shift toward an evidence-based approach to planning and solution development supported by calibrated modelling. • For two catchments, the second phase of solution development and detailed design will commence in mid-2021. • Challenges relating to higher-than-expected complexity and state planning dependencies were encountered for two of the catchments. Solution development and design of alternative approaches will continue through the second half of 2021. • The implementation of solution packages in 2022 will see a shift toward the integration of operational and capital solutions to improve service performance across targets that have been calibrated to align with the requirements of the catchment. 	<p>Extent of improved operational and maintenance practices, demand management, and in-network wet weather management opportunities derived from integrated planning ✓</p> <p>Target: Integrated solution packages developed for key projects from existing plans for CBD to Luggage Point and Ripley/Bundamba; Oxley Creek adaptive plan completed.</p> <p>Result: Achieved</p> <p>System models are used to identify investment solutions and interventions at the lowest possible cost ✓</p> <p>Target: Dynamic models developed and informed by operational performance analytics and used to identify investment solutions for Breakfast Creek, Perrin Creek and North Kedron Brook sub-catchments.</p> <p>Result: Achieved</p>

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Business objective	Performance commentary	How we measured our success
Deliver products and services that our customers prefer	<ul style="list-style-type: none"> Our revised <i>Drinking Water Quality Management Plan</i> was approved by the regulator. This plan is a regulated risk management framework to ensure the safety of customers of drinking water service providers. Implemented Hazard Analysis and Critical Control Point (HACCP) product quality management systems at our sewage treatment plants (STP) to ensure our recycled water product is of the highest quality, safe and fit for purpose. It also allows potential issues to be identified and addressed prior to the product being supplied to customers. Implemented HACCPs at two Western Corridor Recycled Water Schemes, with the remaining four to be implemented in 2021/22. Expanded the HACCP program to include effluent as a unique product. In 2020/21, we implemented the HACCP for effluent at nine STPs, with a further six to be implemented during in 2021/22. 	<p>Quality of drinking water supplied to customers (number of water quality incidents) </p> <p>Target: 10 Result: 16</p> <p>Our performance challenge: In 2020/21, we collected approximately 11,600 drinking water samples and performed over 116,293 water quality tests. Of these 116,293 tests, there were 16 occasions that required us intervene to ensure the ongoing safe supply of water to our customers. Each year, we set ourselves stretch targets to guarantee the ongoing provision of safe drinking water, the quality of which is world class.</p> <p>Quality and reliability of recycled water </p> <p>Target: 100% Result: 97.8%</p> <p>Our performance challenge: Our recycled water quality management system, which we have continued to roll-out this year, enables us to proactively identify potential supply and quality issues and take appropriate measures to mitigate risks to our customers.</p> <p>Fit-for-purpose biosolids product quality </p> <p>Target: 100% Result: 99.93%</p> <p>Quality of effluent product </p> <p>Target: 100% Result: 99.08%</p>

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PERFORMANCE AGAINST BUSINESS OBJECTIVES






Business objective	Performance commentary	How we measured our success
Deliver sustainable customer services through optimised planning and active risk management	<ul style="list-style-type: none"> Identified extreme risk assets in all classes. Condition information from the Enhanced Condition Assessment Program downgraded some asset risks where the condition was better than predicted and confirmed the risk where the condition was as expected. Progressed the development of mitigation strategies to reduce the probability of a risk event. Contingency planning focused on the Seqwater Barnes Hill valve replacement shut down and the Hamilton sewage siphon. Key learnings from the Barnes Hill trial will be transferred to contingency planning for critical trunk mains and reservoirs. Developed reliability modelling for water networks and assessed impact on select key customer accounts. Endorsed water network requirements that support strategic investment business cases and incorporated water quality factors into the comprehensive reservoir risk model. Endorsed changes to sewer network performance requirements in wet weather and completed dry weather performance modelling and associated strategic investment business cases. 	<p>Extent of all critical assets with effective mitigation and contingency plans in place ✓</p> <p>Target: Actionable mitigation and contingency plans in place for 100% of critical assets.</p> <p>Result: Plans in development for the Top 10 risks in each asset class.</p> <p>Extent of total asset base with reliability requirements defined and performance strategies in place -</p> <p>Target: Asset reliability requirements defined and performance strategies developed for 100% of sewer network assets, water reservoirs and booster stations.</p> <p>Result: Sewer network assets complete as planned, water reservoirs and booster stations ongoing.</p> <p>Our performance challenge: This year's result was slightly behind schedule due to the significant effort required to uplift reservoir and water booster data that underpins the risk and performance modelling.</p>

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Business objective	Performance commentary	How we measured our success
Become a truly customer-centric business that delivers an effortless customer experience (CX)	<ul style="list-style-type: none"> Increased our use of customer insights across the business to inform the delivery of products, services and initiatives that impact customers. Increased engagement with the Customer and Community Reference Group on the delivery of products and services and the design of initiatives to improve the services we provide to customers and communities. Saw an increase in satisfied customers across key customer journeys, though some are still below target. Influenced by customer insights and COVID-19 impacts, our current focus is on improving the customer billing experience and the high consumption experience. 	<p>Customer at the table – evidence of increased use of actionable insights across the business  <i>(% business units informed by insights)</i> Target: >50% Result: 56%</p> <p>Effortless customer experience  <i>(% satisfied customers)</i> Target: >71% Result: 71%</p> <p>Customer-centric mindset – leader survey to understand current levels of customer centricity (out of 10)  Target: >5.5 Result: 5.8</p>

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PERFORMANCE AGAINST BUSINESS OBJECTIVES

Business objective	Performance commentary	How we measured our success
Harness technologies to improve the customer and employee experience and the use of the digital systems that provide proactive and real-time monitoring of performance	<ul style="list-style-type: none"> Added information on water service interruptions across the network to our website, providing customers with real-time, self-service information on interruptions that may impact them. Delivered self-service improvements in MyAccount, allowing customers to re-set their passwords. This has addressed a significant customer experience issue and improved the efficiency of our Contact Centre agents. Successfully implemented our new Enterprise Asset Management Solution (EAMS) and completed the hypercare period in Q1 of 2020/21. Successfully decommissioned legacy systems. Added a new feature to our Customer Relationship Management system, which allows our Contact Centre agents to quickly view and set the customer's digital bill reminder preference. Launched UrbanHQ, our new human resources system, which provides leaders with access to improved workforce data, reporting and analytics. Introduced our new Emergency Management System, which provides the ability to manage every element of an incident or emergency from one centralised web-based platform. Continued to consume and provide increased data sets through our business intelligence and data analytics platform, providing employees with increased information to improve performance and decision making. Rolled out technology to support the use of Microsoft Teams in the office environment. Introduced an asbestos layer in GIS to identify hazards and prevent crew exposure to asbestos when working near these hazards. Enabled automated updates from field devices into the EAMS system, automating maintenance tasks based on equipment use and performance, improving targeted maintenance for assets. Released additional data from our eDNA Enterprise Historian system, providing operators with increased real-time asset and network performance. 	<p>Easy to deal with for customers <i>(% of customers that report Urban Utilities is "easy to deal with" via the available digital channels)</i> </p> <p>Target: >68%</p> <p>Result: 60%</p> <p>Our performance challenge: This result comprises an average customer satisfaction % across four channels: webchat, overall website, ability to find information on the website and MyAccount. This year's result can be attributed to a decline in overall website satisfaction, mainly in relation to customers' ease of locating account and billing-related information on our website. In 2021/22, we will activate a dedicated Channel Strategy to improve the usability of our website. In addition, we will deliver significant upgrades to MyAccount, including more intuitive menus and improved functionality, which will improve customer satisfaction.</p> <p>Digitally enabled workforce <i>(% of Urban Utilities processes that are digitally enabled)</i> </p> <p>Target: 20% uplift</p> <p>Result: Achieved</p> <p>Digitally enabled workforce <i>(% of employees who report they are confident in the use of Urban Utilities' digital solutions)</i> </p> <p>Target: >60% surveyed staff</p> <p>Result: Achieved</p> <p>Predictive and proactive management of assets <i>(proportion of near real-time data-driven insights being used)</i> </p> <p>Target: 20% uplift</p> <p>Result: Achieved</p> <p>Predictive and proactive management of assets <i>(proportion of data driven insights that are based on predictive models)</i> </p> <p>Target: 20% uplift</p> <p>Result: Achieved</p>

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Business objective	Performance commentary	How we measured our success
Maintain affordable and transparent pricing for our customers	<ul style="list-style-type: none"> To support customers through the financial impacts of COVID-19, we implemented a 6-month price freeze for water and wastewater charges for the first half of 2020/21. Price increases from 1 January 2021 resulted in an annualised equivalent increase of 1.5% in prices for 2020/21. Achieved harmonisation of prices across all service territories, which will come into effect on 1 October 2021. This will result in a weighted average price reduction of 0.7% to the Urban Utilities component of the bill. 	<p>Utility price increases</p> <p>Target: Average annual utility price increases not exceeding CPI in the medium term (FY20-26)</p> <p>Result: Achieved</p> 

HIGHLIGHTS & CHALLENGES

Reimagining our future with a new Target Operating Model

This year, we made considerable progress on implementing our new Target Operating Model (TOM).

The TOM, which was launched in January 2020, is a blueprint of how our business will operate in the future, and it considers **five enterprise themes: Ways of Working; Processes; People, Capability & Structure; Data & Digital; and Governance & Measures.**

There were two main drivers behind TOM – the first being the need to accelerate strategic change. Our new TOM will incorporate new solutions that will keep us relevant, financially sustainable and well-positioned to deliver on the objectives set out in our *2024 Statement of Strategic Intent*.

The other driver was feedback from our people. Through our regular employee surveys (see page 29), we learned about the challenges and frustrations being experienced in the workplace, namely **silos, decision-making and processes**. Through the TOM, we have actively sought to alleviate these pain points (see table below).

To help us assess the change readiness of the business and monitor our progress against our success criteria, we conducted quarterly TOM surveys. The results allowed us to measure change, respond to feedback and focus our communications on the priorities identified by our people.

The following table outlines just some of the achievements we’ve realised this year against each of the TOM Enterprise Themes.

Enterprise theme	A selection of what we achieved in 2020/21
Ways of Working	<ul style="list-style-type: none">• Reorganised the existing office floors at our Head Office to better align team spaces and release spare capacity following a transition to hybrid working arrangements.• Transitioned to an ‘activity-based working’ model that promotes productivity, flexibility, wellbeing and collaboration.• Established a cross-organisation focus group to accelerate the breaking down of organisational silos. This enabled our people to identify root causes of challenges, confirmed improvement actions and empowered teams and employees to implement these improvements.
Process	<ul style="list-style-type: none">• Established a focus group to streamline our processes. The group identified root causes of process challenges, confirmed improvement actions and implemented several improvements.• Deployed a human-centred approach to process design, focused on defining value for our customers and people, our key journeys and supporting governance and tools.• Identified and began implementing improvements to the process that supports the way we work with developer customers.
People, Capability & Structure	<ul style="list-style-type: none">• Launched our new enterprise group structure on 1 July 2020, which better aligns our functions to deliver our strategic goals.• Completed recruitment of our Executive Leadership Team.• Refreshed our leadership and behavioural competencies to align with consistent levels of work, providing clearer expectations and career paths for our people.
Data & Digital	<ul style="list-style-type: none">• Developed a new operating model for operational technology to enable delivery of the next phase of our digital transformation.• Developed and implemented a new operating model for data, analytics and insights to support our increased focus on insights-based decision making.
Governance & Measures	<ul style="list-style-type: none">• Established a cross-collaborative focus group to streamline decision making. The group identified root causes of existing challenges, piloted improvement actions and planned for these actions to be implemented across the organisation.• Refreshed our strategic planning approach, with a new planning cycle beginning from July 2021.• Developed and implemented a new operating model for Procurement to enable appropriate focus on risk and value.

The TOM Program will conclude on 31 August, where it will then transition into the final ‘Embed and Improve’ phase. Once the TOM is fully embedded and part of our ‘business as usual’, we will have achieved our desired state and have increased confidence of achieving our 2024 strategic goals.

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**Treating our wastewater with anammox superbugs**

This year, Urban Utilities was proud to unveil Australia's first full-scale sidestream plant using anammox bugs to treat wastewater.

Located at our Luggage Point Resource Recovery Centre (RRC), the facility employs the unique microorganisms to naturally remove ammonium and nitrogen from sewage – a more efficient treatment process that requires less energy for aeration and eliminates the need to add carbon.

The innovative treatment method will save around \$500,000 per year in operational costs and boost capacity at our Luggage Point RRC, which treats around 60% of Brisbane's sewage — the equivalent of around 50 Olympic swimming pools — every day.

This milestone comes after five years of farming the slow-growing bugs at our Luggage Point site, in partnership with Veolia Water Technologies, who developed the pioneering technology. In the spirit of collaboration, the full-scale sidestream plant now operates as a biofarm, meaning other wastewater utilities can have instant access to seeded carriers if they're interested in using the technology.

This is just one of the 24 collaborative research projects underway at our dedicated Innovation Precinct – home to over \$20m worth of research.



"Treating sewage with anammox uses less energy and fewer chemicals, which reduces our operating costs of the treatment plant itself. This, in turn, helps keep downward pressure on the cost to serve our customers."

JUSTIN TODHUNTER
Process Engineer

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HIGHLIGHTS & CHALLENGES

Transforming our approach to capital investment and delivery

In June 2021, we achieved full implementation of our Program Management Approach (PMA) – an operating model that has fundamentally transformed the way we manage our capital investment portfolio.

Since our PMA journey began in 2016, we have progressively shifted away from an asset-based delivery approach to a contemporary, integrated and collaborative multi-year program management delivery model. This has vastly improved the foundation of our investment decisions and is seeing us deliver the right projects at the right time for the benefit of our customers and communities.

We now have long-term agreements in place with four construction partners to deliver more than \$1 billion in capital projects over five years. This greater certainty on the upcoming pipeline of work has not only given our delivery partners the confidence to invest in their businesses and supply chains, it has also increased investment planning integration with our shareholders.

To date, our PMA has delivered more than \$100 million in savings through improvements in efficiency, performance and accountability. These savings have subsequently placed downward pressure on our cost to serve, which means we can maintain affordability for our customers into the future.

In addition, our PMA has boosted economic support for both metropolitan and regional communities through the creation of local jobs, training and business opportunities.

The successful implementation of the PMA reflects our steadfast commitment to evolve and strengthen our business to ensure we continue to enrich the quality of life for our customers and communities.

Investing in the growth of our communities

One of our core capabilities is to provide infrastructure that accommodates the needs of our geographical area. Our commitment to this capability is evidenced by our \$342 million investment in infrastructure this year, examples of which include, but are not limited to, the following:

- Continued work on a \$45 million upgrade to the Somerset sewerage network – our largest project in the region to date. The project involves replacing the existing Lowood and Fernvale Sewage Treatment Plants (STPs) with pump stations, which will then pump to a new central STP in Lowood. Once complete, the project will double the capacity of the local sewerage network and help to future-proof the growing region.

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- Made significant progress on the \$25 million Bundamba Sewage Treatment Plant Upgrade in Ipswich. Works included replacing the inlet works with a new state-of-the-art screening facility to enhance the operation of the plant, as well as a new electrical switch room. The upgrade, due for completion in August 2021, will significantly increase the site's flood resilience, thereby improving reliability of services for the Ipswich community.
- Completed work on a \$16 million project, which involved installing a 1-kilometre length of sewer pipe parallel to the Centenary Motorway to replace the existing sewer pipe under the road. The larger pipe will cater for future growth in the Kenmore/Jindalee area and is now easier to access for maintenance and repairs. The pipe was installed using trenchless technology to minimise disruptions to the community, road and environment.
- Broke ground on a \$12.4 million project to upgrade the water network in the Scenic Rim. The works include upgrading and building new infrastructure in Boonah, Aratula and Birnam Range and will improve water security for the three towns, as well as catering for future growth in the region.
- Completed the \$9 million Laidley Sewage Treatment Plant Upgrade in the Lockyer Valley, which included installation of new pipework to improve the plant's hydraulic capacity, chemical dosing to improve effluent quality and an upgrade to the electrical and control system. The upgrade has increased the plant's treatment capacity to cater for growth in the Laidley community and has enabled the growing Plainland community to be connected to this treatment facility.
- Continued work on the new \$8.6m Sewage Pump Station in South Brisbane, which is being installed as part of Brisbane City Council's early works program for the Brisbane Metro. The scope of the project also includes construction of a trunk gravity sewer system and a new sewer rising main. Once complete, the network will have greater flow capacity to cater for growth and development in the area.
- Completed work on a project to reline a 2.2 km section of 130-year-old pipeline under Ann Street in inner Brisbane. The \$4 million project has extended the operational life of the arterial pipe by at least 50 years.

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HIGHLIGHTS & CHALLENGES

Protecting the region’s drinking water supply

On 1 July 2020, the drinking water supply capacity of the South East Queensland (SEQ) water grid sat at 63.6%, with the region in a state of ‘Drought Readiness’ (Seqwater’s trigger between 60% and 70%).

When the grid fell below 60% in September 2020, Seqwater triggered the region’s ‘Drought Response’ phase, which saw production at the Gold Coast Desalination Plant increase to 100% and customers and communities asked to voluntarily save water (no enforced water restrictions at this time).

Despite a La Nina weather pattern being active during the summer of 2020/21, capacity of the grid continued to fall, dropping to its lowest point of 54.7% in December 2020.

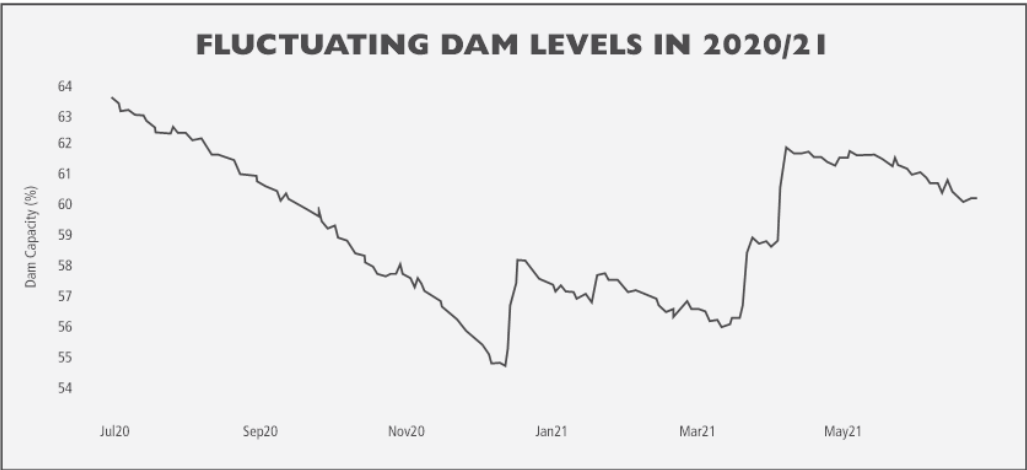
As at 30 June 2021, following minimal rain during the region’s traditional wet season, the grid level sat at 60.1% and on a downwards trajectory. Once again, the region found itself in the voluntary conservation stage of active drought response.

Our response

With a changing climate and growing population, we are acutely aware of the need to provide climate-independant water sources for our customers and communities. One of these valuable sources is recycled water, and this year, we delivered 6.9 billion litres of the product, both for our own use (for example, in the sewage treatment process) and for business and industry (see page 63). In addition, we delivered infrastructure upgrades to improve our long-term water security and worked closely with Seqwater to plan for the recommissioning of existing infrastructure that was established during the Millennium Drought.

To minimise water loss within our own network, we continued to proactively identify leaks through our Leak Detection Program, which incorporates pressure and acoustic sensors, leak-detecting dogs and a thermal imaging drone (see page 57).

From a community education perspective, we reminded our customers that water is a precious resource that needs to be used wisely. Through various marketing campaigns and initiatives, we encouraged households to be more mindful of their water consumption habits, highlighting that even the smallest of changes can make a noticeable difference (see page 58).



ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**Water restrictions in off-grid communities**

Within our service region, there are 11 communities not connected to the SEQ water grid. Each of these communities is serviced by a standalone water treatment plant (owned and managed by Seqwater) and a water distribution network (owned and managed by Urban Utilities).

Throughout the year, medium-level restrictions remained in place for the Scenic Rim to protect local water storages. This included the towns of Beaudesert, Boonah, Kalbar, Mt Alford, Aratula, Rathdowney, Kooralbyn and Canungra.

In October 2020, residents in Beaudesert, Kooralbyn and Rathdowney were encouraged to further increase their water saving efforts, with capacity of the Maroon Dam falling below 50%. A month later, flows in Canungra Creek almost stopped due to a lack of rainfall, moving the community to Level 3 drought response. Throughout this period, we used letterbox drops and road signage to actively remind affected customers to monitor and reduce their water usage.

In March 2021, water restrictions were lifted in the Scenic Rim, with drought response levels moving to voluntary conservation, in alignment with the rest of SEQ.

In collaboration with Seqwater, we undertook a review of the Drought Response Plans that service our off-grid townships. Improvements were made to the plans to incorporate lessons learned during recent drought response events, with the aim of providing better water security outcomes and an improved customer experience during active drought response. The plans extend to those customers considered as off-network (not connected to a town water supply), who rely on sourcing water from off-grid communities in times of need.

Demonstrating our commitment to long-term water security in the Scenic Rim

This year, we completed upgrade works to two existing reservoirs in the Scenic Rim.

The Aratula Reservoir Upgrade involved the construction of two new reservoirs at our existing water pump station site, as well as the demolition of the existing reservoir.

The Boonah Fassifern Reservoir Network Upgrade in Templin involved the construction of a new reservoir, as well as refurbishments to an existing reservoir.

Importantly, water tanker filling facilities were installed at both reservoirs – neither of which are connected to the SEQ water grid. If, during drought conditions, Seqwater is unable to supply the reservoirs with water from its sources and treatment plants, water from the SEQ water grid can be transported via a tanker and pumped directly into one or both reservoirs, ensuring water security for the local community.

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HIGHLIGHTS & CHALLENGES

Delivering on our Digital Strategy

Our Digital Strategy and Roadmap lays out the steps we must take to achieve our 2024 digital aspiration. It articulates how foundational investments in our Enterprise Asset Management solution (EAMS), SCADA and Customer Relationship Management (CRM) solution, together with our focus on business intelligence and data, can be leveraged to deliver greater skill and automation across our business to optimise our operations, workforce productivity and the customer experience.

In October 2020, Urban Utilities was proud to be named Digital Utility of the Year (Water) at the 2020 Digital Utility Awards. This is a testament to the effectiveness of our Digital Strategy and recognises our achievements in the digitisation of our networks, processes and practices.

Our Digital Strategy focuses on four strategic themes:

1. Easy to Deal With
2. Digitally Enabled Workforce
3. Predictive and Proactive
4. Essential Foundations

In 2020/21, we progressed or delivered a number of initiatives related to each of these themes.

Our 2024 digital aspiration

By 2024, our digitally enabled workforce will harness intelligent, predictive and proactive digital technologies to efficiently operate and manage our assets and network infrastructure, making Urban Utilities easy to deal with for our customers, stakeholders and communities.

1. Easy to Deal With

- Rolled out our Simpler Billing initiative to our Brisbane, Ipswich and Scenic Rim customers, enabling service charges to be transitioned from being billed in advance to in arrears (see page 54).
- Improved our password management process for our customers, resulting in reduced calls to the Contact Centre relating to password issues. This has improved the overall efficiency of our Contact Centre agents and has enhanced our customers' ability to self-serve via their channel of choice.
- Introduced a web portal search facility, which allows customers to identify both water outages in progress and future planned water interruptions impacting their area. This has reduced Contact Centre enquiries and improved our transparency.



More and more Urban Utilities customers are choosing digital channels as their channel of choice. This year, we saw a 61% increase in customer service transactions via social media and webchat.

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**2. Digitally Enabled Workforce**

- Delivered several projects to support a hybrid digital workforce, including the introduction of soft phones and Microsoft Teams-enabled meeting rooms. We also migrated Microsoft Outlook to the cloud for improved usability and resilience.
- Launched UrbanHQ, our new people system that provides an uplift in our workforce planning and management capability by providing improved access to workforce data, reporting and analytics. It has improved organisational performance by enabling leaders to better manage their teams.
- Introduced InEight Document, which streamlines the capture, review, management and distribution of project documents for our Infrastructure Delivery project teams. The project management software has not only improved efficiency and reduced expenses, it has also allowed us to establish the right controls to manage risk.
- Introduced the new web-based Emergency Management System (EMS), which provides the tools necessary to manage an incident, including running logs, situation report development, workflows to support decision making and a powerful communications tool to ensure the right information is sent to the right people at the right time.

3. Predictive and Proactive

- Created an undetected leak algorithm as a pilot program for the Rocklea area, supporting potential early detection of water loss through smart meter data.
- Developed a depot location optimisation solution that has the potential to reduce drive times between depots and job sites by approximately 17.5%, thereby improving customer satisfaction.
- Implemented a reusable framework using Microsoft Azure to ingest data from 23 source systems into the Enterprise Data Warehouse. This supports the introduction of standardised foundational data models for Work Order Management, Procurement to Pay (P2P), and Finance GL for business analytical consumption and development.

- Continued to deliver our SCADA (Supervisory Control and Data Acquisition) project, the aim of which is to uplift our physical and digital capabilities to monitor and control our entire water and sewerage network. This year, we completed the uplift of 25 key business applications, upon which the new SCADA system will operate, and established a new secure off-site location. The next phase of delivery will include site installation of remote switchboards, deployment of a new radio network and upgrades to the monitoring and control capabilities at a number of sites.

4. Essential Foundations

- Delivered and embedded our new Enterprise Asset Management Solution – our most significant digital transformation to date. Ongoing enhancements continue to leverage these new technologies for targeted business improvements.
- Replaced the technical platform for our billing platform, which was approaching end-of-life support. The new platform delivers improved stability, performance and resilience that can continue to be developed as our billing function evolves.
- Further developed our CRM solution to deliver efficient and effective customer engagement outcomes. We now use the solution to capture our customers' preferred method of receiving bills and reminders.
- Combined Enterprise Historian aggregated pressure monitor and flow meter data in the water and sewer networks with the Water Supply Digital Twin to provide consumable metrics to our operations-based analytical teams. We also integrated the Water Supply Digital Twin's detailed water consumption analytics model with our network planning processes to improve the accuracy of short and long-term water service and infrastructure demand forecasts.

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HIGHLIGHTS & CHALLENGES

Transforming the way we bill our customers

This year, as part of our Billing Transformation journey, we continued to deliver three significant programs of work: Simpler Billing, Simpler Pricing and Digital Billing. While each project has a specific purpose, they all share the same overarching objective: to improve our customer billing experience.

Simpler Billing

In July 2020, we commenced Phase 2 of Simpler Billing – a more efficient meter reading and billing schedule for our customers in Brisbane, Ipswich and Scenic Rim. Customers in the Lockyer Valley and Somerset successfully transitioned to Simpler Billing in April 2019.

Simpler Billing changes fixed-service charges from being billed in advance to in arrears and shortens the time between when a customer's meter is read and when their bill arrives. Once fully implemented, customers will receive their bill within seven days of their water meter being read.

Not only will Simpler Billing make it easier for our customers to track their water usage and understand the charges on their quarterly bill, it will also allow for earlier detection of any leaks on their property. For Urban Utilities, it's another step towards a surprisingly easy account management experience and streamlining our billing-related workload.

As at 30 June 2021, two thirds of our customers (405,000) were receiving their bills no more than seven days after their meter reading. During the October 2021 billing period, approximately 119,000 additional Brisbane customers will complete their transition to Simpler Billing. The remainder of our customers will have their Simpler Billing transition finalised by March 2022.

Simpler Pricing

From 1 October 2021, we will be making our tariffs more equitable and consistent across our regions. This program of work, known as Simpler Pricing, will see us adopt more of a 'user-pays' approach, where customers who use or benefit more from our water and sewerage services pay more than customers who use less. This change will mainly impact our non-residential and multi-residential customers.

By moving to a user-pays model, our customers will gain more control over their water and sewerage bills, as well as a better understanding of how they are calculated.

For Urban Utilities, Simpler Pricing will reduce the total number of tariffs from more than 400 across our five service regions to less than 100. We are streamlining and simplifying tariffs towards a user-pays approach, so they are:

- more equitable,
- applied consistently across our service regions, and
- easier to understand.

In November 2020, we began our open and transparent communication process with customers who will be adversely impacted by Simpler Pricing. This was to ensure they had enough notice to help them prepare for the changes.

Simpler Pricing was announced to all customers in May 2021, five months ahead of implementation.

Digital Billing

The way customers want to communicate, connect and transact with service providers is rapidly evolving.

This year, in collaboration with FUJIFILM Business Innovation, we developed and implemented an improved digital billing experience. Our customers are now able to:

- pay instantly via a link from their digital bill,
- add customised payment reminders to their digital calendar,
- choose SMS as a channel to receive bills and overdue notices, and
- opt-in to different channel preferences for bills, reminders and overdue notifications.

These improvements are helping us solve some of the biggest challenges faced by our customer-facing teams. They are also enabling customers to self-serve via their channel of choice and are reducing our environmental footprint.

Since implementing these changes in March 2021, we have attracted 25,000 new e-billing customers and seen a decrease in the volume of calls to our Contact Centre.

95% of our reminder notices are now sent via digital channels

Assisting in the fight against COVID-19 through wastewater surveillance

COVID-19 has reinforced the critical role the water industry plays in the protection of public health, with Urban Utilities being one of the first water utilities in Australia to contribute to the fight against the disease.

In March 2020, we partnered with the University of Queensland and the CSIRO to deliver the Queensland Wastewater Surveillance Program – a proof-of-concept trial run in Brisbane, which involved collecting and testing untreated wastewater for non-infectious and non-transmissible fragments of SARS-CoV-2, the virus that causes COVID-19.

The success of the trial proved that wastewater testing has great potential to provide communities with early warning about local cases of COVID-19 and, when integrated with health data, can be used as a valuable tool to inform government decisions.

In July 2020, the trial expanded into a pilot program led by Queensland Health, which saw us commence sampling at 10 of our Brisbane and Ipswich-based sewage treatment plants (STP) using refrigerated automatic samplers that are permanently set up to collect our compliance samples.

In April 2021, we further developed our sampling program by deploying 10 torpedo devices – simple, cost-effective and portable sampling devices, shaped like a torpedo – in the sewer network upstream of our largest STP in Luggage Point. This enables Queensland Health to target more specific suburbs in the catchment.

In addition to our continuous sampling sites, we commenced planning to extend the surveillance of the SARS-CoV-2 virus in sewage at upstream locations of all six of our large sewer networks. This will involve deploying torpedo devices in the network but only when positive cases are detected in the community.



“This initiative has been a truly collaborative effort, involving teams right across Urban Utilities, including Research and Development, Strategy and Planning, Service Delivery, Treatment and Production, Systems Planning and SAS Laboratory. After a tough year, we’re so proud to be contributing something positive and helping to support the community response. We feel our sampling is another tool in the public health surveillance system and complements other data, like identified cases in the community.”

PAUL SHERMAN
Principal Scientist Water Quality

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HIGHLIGHTS & CHALLENGES

Understanding the risks associated with microplastics in biosolids

This year, Urban Utilities, in partnership with Sydney Water, SA Water, Water Corporation WA and Eurofins Environmental Testing Australia, entered the second year of a three-year research project to investigate the concentrations, composition, sizes and toxicity of microplastics that are retained in biosolids (a by-product of the sewage treatment process) and applied to agricultural land as fertiliser.

This information will help us better understand the risks associated with microplastics in biosolids, will inform evidence-based regulatory decisions and will enable water industry authorities to target management strategies to control microplastics in sewage treatment plants.

While part of the planned research was delayed due to COVID restrictions, initial samples of biosolids were collected from around Australia (NSW and SA) and analysed. More than 60% of the microplastics in the biosolids were found to be fibres, indicating that majority of microplastic pollution is likely to be caused during the laundering process of synthetic textiles.

The research team is currently processing the second round of biosolid samples and, once analysed, will experiment with selected crops and microplastic-spiked soil to investigate the uptake of microplastics by the plants.

The results will be invaluable for improved agricultural management practices and establishing new strategies against wastewater-based microplastics.

Transforming sewage treatment in regional Australia

Now in its third and final year, we continued to lead a \$5.3 million Cooperative Research Centre Project (CRC-P) titled, *Transforming wastewater treatment in regional Australia with robust technology for multiple benefits*.

In collaboration with six other organisations, we are working to transform underperforming lagoon-based sewage treatment plants (STPs) into self-contained assets that will deliver environmental and economic benefits to regional communities.

This year, we completed the operating phase of a pilot system at our Innovation Precinct where we fully evaluated, developed and optimised this innovative technology for operation under local environmental conditions.

A full-scale demonstration plant is now under construction at our regional Helidon STP in the Lockyer Valley, where we will challenge the designed system under real-world conditions. The performance will also be compared with a recently commissioned demonstration plant operated in the Northern Territory by our partner Power and Water Corporation. The location of the demonstration plants in both tropical and subtropical locations highlight the system's efficacy across a range of Australian conditions – a benefit we predict will encourage industry take-up and improve commercialisation potential.

The project is due to conclude in January 2022.

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**Using innovation to minimise water loss**

As part of our response to drought, we are constantly looking for ways to improve our water efficiency. This includes proactively identifying leaks through our Leak Detection Program, which comprises a number of novel initiatives, as highlighted below.

- *Leak detection dogs*

Since October 2018, we have been working with trained scent-detector dogs to identify water leaks in our network. Springer spaniels Halo and Danny can detect the chlorine in potable water and have proven to be effective at sensing hidden leaks in water meters, hydrants and valves across our service territory. Once the dogs detect a potential leak, we send our field crews to further investigate and repair it. To date, the dogs have detected 53 leaks, resulting in significant savings – both water and monetary – for Urban Utilities and affected customers.

- *TaKaDu*

We continue to use a leak-detection software system called TaKaDu, which allows us to monitor the pressure in our network and detect leaks before they become bursts. This year, it allowed us to save 435 ML of water, equating to \$1.4m. Since we began using TaKaDu in late 2013, we have saved 9,600 ML of water and \$25m.

- *HWM PermaNET+ accelerometers*

In July 2020, we commenced a trial of HWM PermaNET+, a leak detection system that utilises a fleet of noise loggers to 'listen' for leaks as they occur. Once a noise has been identified, the logger takes a recording and sends it to our leakage technicians for further investigation and repair.

At present, there are 144 loggers in our Brisbane CBD water network. Over 12 months, the technology proactively identified 22 hidden leaks, allowing for early, planned fixes to be completed to reduce water loss and prevent larger scale leaks and bursts.

- *Drone trial*

In late 2020, we collaborated with Cardno to trial the effectiveness of a leak detection drone. The drone uses a ground penetrating thermal camera to identify even the smallest variances in soil temperature, which can indicate the presence of a leak that would not otherwise be visible.

The drone technology is especially useful when there is a suspected leak under a high-traffic road or in an area that could be unsafe or disruptive for our field crews to access.

A second trial is planned for the winter months of 2021, when the ground is typically dryer and changes in soil temperature are more apparent.

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HIGHLIGHTS & CHALLENGES

Encouraging the community to adopt water-wise habits

Water is arguably the most precious resource on Earth, and as a water utility, we strive to highlight its value to our customers and communities – especially during times of drought when its supply is under threat. This year, as South East Queensland experienced ongoing drought conditions (see page 50), we encouraged the community to be more mindful of their water consumption habits, highlighting that even the smallest of changes can make a noticeable difference.

In 2020/21, we delivered two water-saving campaigns.

• *How low can you go?*

In August 2020, we launched our 'How low can you go?' campaign, to prepare customers for the possibility of water restrictions.

The face of the campaign was Henry, an 8-year-old water-saving champion. Through a series of light-hearted advertisements, the gregarious Henry challenged customers to adopt water-wise behaviours as part of their daily activities and practise them until they became habit. Challenges included turning off the tap while brushing teeth, taking shorter showers and watering the garden in the morning or at night to avoid evaporation. The campaign had one simple call to action: How low can you go?

We created a series of four advertisements for radio, online news and YouTube to address typical customer behaviours inside and outside of the home. The campaign was supported by a suite of social media collateral, as well as media engagement efforts around drought.

As at June 2021, the campaign had exceeded targets in the digital space, with an overall engagement rate of 9% (target 5%) and 94% positive sentiment (target 85%).

• *Water-savvy gardens*

Limiting water use shouldn't impact our liveability or enjoyment of green space.

As an environmental leader, Urban Utilities wanted to demonstrate that a flourishing, productive and water-efficient green space is still achievable during dry periods. All you need is a little knowledge about ground preparation and plant selection.

This year, in partnership with the Bulimba Creek Catchment Coordinating Committee (B4C), we created a water-savvy community garden, located at the B4C Sustainability Centre in Carindale.

The purpose of the garden is to educate customers about sustainable gardening practices and to inspire them to create their own water-wise green space – whether they have a backyard or a balcony.

Whilst COVID-19 restrictions saw the garden close to the public from March 2020, customers were encouraged to visit our website to follow the garden's progress, meet the volunteer gardeners from B4C and learn tips about smart garden design, plant selection and how to maintain a luscious lawn.

The garden re-opened to the public in October 2020 and since then, a number of tours have taken place, including a large-scale event as part of the World Science Festival in March 2021.

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**Understanding and addressing our modern slavery risks**

This year, we were proud to produce Urban Utilities' first Modern Slavery Statement, which outlines the steps we have taken – and will continue to take – to identify, manage and mitigate modern slavery risks in our operations and supply chain.

Modern slavery is described as situations where coercion, threats or deception are used to exploit victims and undermine their freedom. It can occur in any industry and is often linked to other crimes and activities that adversely impact human rights.

In the development of our Modern Slavery Statement, we sought expert external advice on modern slavery compliance, supply chain risk assessment and human rights issues to develop a set of recommendations to uplift our modern-slavery-related controls.

In addition to our Modern Slavery Statement, which sets out our foundational work, we established a Modern Slavery Working Group, which is charged with implementing our Modern Slavery Action Plan. This plan sets out a roadmap of the activities, priorities and accountabilities that we are committed to achieving over the coming years.

We also introduced a Supplier Code of Conduct and Modern Slavery Supplier Questionnaire and rolled out Modern Slavery Awareness Training for our people.

In accordance with the Commonwealth's *Modern Slavery Act 2018*, our Modern Slavery Statement will be updated annually and published on the Australian Government's Modern Slavery Register.

Partnering for planned maintenance success

On 1 July 2016, we outsourced our planned maintenance services to Utilita Water Solutions (Utilita), the aim of which was to lower our operational costs and enhance our maintenance outcomes.

After an exhaustive and competitive procurement and due diligence process, the decision to engage Utilita was based on its parent company's proven track record in the Australian and New Zealand water industry; its expertise in asset management, operations and maintenance services; and its outstanding safety record.

In December 2020 – following a successful initial term – we were pleased to extend Utilita's contract for a further 18 months, with two additional one-year extension options.

Over the past five years, our relationship with Utilita has evolved into a strategic and collaborative partnership, based on trust and transparency.

Adopting an outsourced scheduled maintenance model has not only delivered significant financial savings and outstanding maintenance and safety outcomes, it has also improved our understanding of our maintenance costs, allowing us to make more informed decisions.

We look forward to further strengthening our partnership with Utilita in 2021/22 and continuing to realise efficiencies for the benefit of our customers.

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STRATEGIC GOAL 3: ENVIRONMENTAL LEADERSHIP

While we successfully deliver our water and sewerage services against a strict compliance framework, we are committed to further reducing our impact on waterways and the broader landscape by working in harmony with environmental processes. Bolstered by our vast experience and innovative culture, we are exploring alternative servicing solutions that will help us improve the health of our waterways and bays, deliver a more secure long-term water supply and build liveable communities that are resilient to the effects of our changing climate.

Performance summary

- Increased the volume of recycled water supplied to regional customers.
- Worked with the community to design a nature-based solution to address wet weather overflows.
- Began irrigating four hectares of koala habitat with recycled water from our Helidon Sewage Treatment Plant.
- Reduced our nutrient emissions into water and greenhouse gas emissions into the atmosphere.
- Progressed our collaborative research into using seaweed to remove nutrients from Moreton Bay.

Our focus for 2021/22

- Implement the Receiving Environment Digital Twin (REDiT) model.
- Increase our reuse of dry weather effluent discharges in western catchments.
- Finalise our new standard for management of wet weather flows.

14,150

MWh generated through cogeneration and solar

11%

reduction in our environmental footprint

6,930

ML of recycled water delivered for customer use

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT

PERFORMANCE AGAINST BUSINESS OBJECTIVES

Business objective	Performance commentary	How we measured our success
Reduce our environmental footprint	<ul style="list-style-type: none"> Reduced nutrient (Nitrogen + Phosphorus) emissions to water by 13%, year on year. Reduced greenhouse gas emissions to atmosphere by 9%, year on year. Negotiated and executed a new electricity contract, which will save us over \$2m per year for the next four years. As part of this contract, we will work with our supplier to increase the proportion of renewable energy we generate to help minimise the cost to our customers. Generated 13,690 MWh from cogeneration and 460 MWh from solar, offsetting around \$1.1m in electricity costs. 	<p>Reduce emissions to air, water and land ✓</p> <p>Target: No increase year on year for nutrient and greenhouse gas emissions</p> <p>Result: Achieved</p> <p>Target: Developed a five-year emission reduction program ✓</p> <p>Result: Achieved</p>
Reshape the water cycle by reusing and recycling to maximise the value of water	<ul style="list-style-type: none"> Continued to use recycled water at our regional treatment plants, achieving 69% reuse of dry weather flow. Made strong progress on the Cannery Creek nature-based solution, based on productive engagement with community representatives, elected representatives and regulators. Seqwater insights showing acceptance for Purified Recycled Water (PRW) at 68%. A review has commenced of Seqwater's PRW communications and engagement program to better understand the opportunities for Urban Utilities to play a lead role and increase community awareness about the importance of climate-independent water sources. 	<p>Supply of recycled water in western catchments (% reuse of dry weather flow from STPs) -</p> <p>Target: >70%</p> <p>Result: 68%</p> <p>Our performance challenge: Our year-end result can be attributed to an unseasonably wet winter, which led to lower customer demand. Year-on-year, our total re-use volume remained consistent at >1.1 GL.</p> <p>Number of outcomes-based solutions planned for wet weather management ✓</p> <p>Target: Outcome solutions developed for two sewerage network projects</p> <p>Result: Achieved</p> <p>Indirect potable reuse accepted by the community ✓</p> <p>Target: Maintain >60% community acceptance</p> <p>Result: 72%</p>

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PERFORMANCE AGAINST BUSINESS OBJECTIVES

Business objective	Performance commentary	How we measured our success
Partner locally to improve environmental liveability, sustainability and resilience in our communities	<ul style="list-style-type: none"> Engaged Seqwater on the next iteration of the water security plan and reinitiated a regional approach to catchment management. Continued our positive engagement with Economic Development Queensland (EDQ) regarding various priority development areas (PDAs), though progressed has been impacted by Christmas leave and alignment on cost recovery. Engaged with Brisbane City Council to agree on criteria for evaluating waterway health. Engaged in positive discussions with Cross River Rail to establish practical and transparent approaches to planning and approvals. Regular engagement is will occur as the project progresses in the coming year. 	<p>Evidence of partnerships with relevant shareholders, stakeholders and community ✓</p> <p>Target: Develop partnerships with key stakeholders to support progression of catchment management, climate-independent water sources, regional water security planning and sub-regional planning</p> <p>Result: Achieved</p> <p>Improved perception as a trusted environmental custodian – corporate reputation index (score out of 100) ✓</p> <p>Target: >57</p> <p>Result: 70</p>

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT

HIGHLIGHTS & CHALLENGES

Growing our recycled water supply

Recycled water plays an important role in the water cycle by providing a climate-resistant water source for our customers and communities. In 2020/21, we delivered 6.9 billion litres of recycled water, both for our own use to maximise water efficiency (for example, throughout the sewage treatment process) and for customers to use for various purposes, including:

- sports field irrigation,
- golf club irrigation,
- agricultural irrigation and stock drinking,
- industrial applications, and
- dust suppression for construction activities.

This year, we recycled 70% of all effluent at our regional wastewater treatment plants (up 1% on last year and 15% on the year prior), which met our corporate target for the year and kept us on track to achieve our 2024 target of 80%.

Our increased recycled water use has helped to conserve potable water, improved the quality of public assets and supported agriculture activities through difficult climate conditions (see Kilcoy case study).

Outside of the direct customer benefits, recycled water is also a key sewage treatment strategy for the regions whereby minimising effluent entering the waterways reduces the nutrient loads, thereby improving river quality. It also plays an important role in reducing our sewage treatment costs, as recycled water can often be deployed with reduced treatment technologies, saving large amounts of capital.

In 2021/22, we will continue to focus on developing new recycled water schemes that provide our customers with a valuable water source that contributes to meeting our environmental leadership goals, and we will also look to urban areas for new emerging commercial opportunities.

Keeping the track green at Kilcoy Race Club

Urban Utilities is helping to drought-proof one of the state's most popular country racing destinations by significantly increasing its supply of recycled water.

Plant upgrades have allowed us to boost the volume of recycled water supplied to the Kilcoy Race Club by around 25% the past 18 months.

It comes at a crucial time as the south-east continues to experience drought conditions and the racing industry works to recover from the financial blow dealt by COVID-19.

An average of 330,000 litres of nutrient-rich recycled water is diverted to the club every day, which is used to irrigate the track to keep it lush and green.

Veteran Kilcoy Race Club president Con Searle said the partnership with Urban Utilities to supply recycled water is helping cut costs at a crucial time.

"If we didn't have the recycled water, especially after being hit hard by COVID-19 and the drought, the track would not be at the high standard it is today, there is no way in the world," he said.

"Our track has flourished and turnover has skyrocketed. Every time we have a major race meeting the town is booked out, so it benefits the whole Somerset region and boosts the local economy."

Mr Searle said he planned to hand over the reins as club president in years to come and that using recycled water was a legacy he was happy to leave behind.

"Urban Utilities' recycled water has put Kilcoy on the map, it's as simple as that and it will help us ensure the club continues to prosper for years to come," he said.

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HIGHLIGHTS & CHALLENGES

Involving the community in our decision-making process

This year, we made significant progress on our Cannery Creek Sewer Upgrade – Urban Utilities' first major infrastructure project to be guided by a Community Planning Team (CPT).

We involved the CPT – comprising 23 local residents – early in the process to help us design the most effective and efficient solution to the wet weather overflows into Cannery Creek, a suburban waterway in Brisbane's north.

After several workshops and site visits in 2019/20, the CPT put forward a recommendation that Urban Utilities pursue a nature-based solution in the form of constructed wetlands. This solution would naturally treat the overflow water before entering the creek and improve the visual amenity of the urban environment.

The alternative solution was to install larger sewerage pipes that would achieve the same public health outcomes but at a substantially higher cost (approximately \$20 million more than the nature-based solution).

In February 2021, the Urban Utilities Board agreed to progress with the recommended nature-based solution, with many of the elements requested by the CPT to be included in the proposed works, including improved public access and greater habitat diversity.

For the majority of the year, COVID-19 restrictions prevented in-person meetings with the CPT. Regardless, we kept the group informed of our progress via email newsletters and a video call, which encouraged valuable two-way conversation.

However, in May 2021, we were able to conduct our first in-person CPT meeting of the year, where we provided a summary of our progress to date, requested feedback on their preferred communication methods and sought their advice on how to best engage with the wider community in the future.

In 2021/22, we expect to complete many of the on-site investigations, such as land surveying and soil/underground conditions, acquire the impacted land and start work to secure planning approvals.

Using seaweed to reduce nutrients in Moreton Bay

As the population grows, so too does the volume of pollutants, for example, nutrients, entering our waterways and Moreton Bay. To protect Moreton Bay and the benefits it provides to local communities, such as recreation and jobs, these nutrient levels need to be managed in a cost-effective manner.

Supported by our Innovation, Research and Development Program, Urban Utilities has partnered with the University of the Sunshine Coast, Quandamooka Yoolooburrabee Aboriginal Corporation, Moreton Bay Rock Oysters and Healthy Land and Water to investigate macroalgae aquaculture (seaweeds) as a potential solution for nutrient extraction and carbon sequestration. The project, which recently received a grant from the Australian Government's Fisheries Research Development Corporation (FRDC), aims to examine the viability of establishing seaweed aquaculture as a new industry in Moreton Bay and the potential for utilising the production of seaweed as nutrient offset to counterbalance increasing nutrient emissions from our sewage treatment plants.

Further, the project demonstrates social sustainability by considering the needs, rights and interests of indigenous communities and has the potential to bolster the Moreton Bay oyster-farming industry through diversification of aquaculture species.

This year, we successfully completed lab trials and will move to pilot-scale seaweed farming trials at oyster leases in Moreton Bay in 2021/22.

We expect the project will conclude in August 2022.

Note: Project 2019-032 'Seaweed production as a nutrient offset for Moreton Bay' is supported by funding from the FRDC on behalf of the Australian Government.

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**Using recycled water to restore Lockyer Valley ecosystem**

In 2018, we were challenged to identify an alternative method of managing treated effluent from our Helidon Sewage Treatment Plant (STP), following the retirement of the local farmer who had previously used the product for his fodder crops.

It was determined that the most beneficial approach was to use the recycled water to re-establish four hectares of regional, now endangered, forest, on land adjoining both our Helidon STP and known koala habitat. In late 2019, we planted 1,600 blue gum trees – a preferred food source of the koala – on the site.

Despite the dry conditions that followed, the trees have thrived and now measure over three meters tall. In early 2021, we began irrigating the site with nutrient-rich recycled water from the STP to encourage further – and faster – growth.

The project will see Urban Utilities reuse around 25 million litres of recycled water each year, while providing a valuable ecosystem to protect South East Queensland's koala population. Although it will be at least five years before the trees are mature enough to regularly attract koalas, the forest is already providing valuable habitat for other native fauna, including wallabies, bandicoots and multiple bird species.

For Urban Utilities, this is just one example of how we are embracing 'green engineering' projects. This means that, rather than investing in traditional 'grey engineering' projects, we work in harmony with the natural environment to safely and sustainably manage STP effluent through water and nutrient recycling.

The successful delivery of this project has relied heavily on collaboration and knowledge-sharing. Internally, advice was sought from a cross-functional team of experts, while externally, we engaged heavily with a range of stakeholders, including Lockyer Valley Regional Council, adjacent landowners, the environmental regulator and the scientific community.

Demonstrating our commitment to environmental leadership, we are proud to have worked alongside the community to help secure a sustainable future for the region's native wildlife.

“

“This collaborative project will see Urban Utilities reuse around 25 million litres of recycled water each year, while providing a valuable ecosystem to protect South East Queensland's koala population.”

CAMERON JACKSON
Leader Water Quality & Environment

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STRATEGIC GOAL 4: SOCIAL & ECONOMIC VALUE

The provision of quality water and sewerage services is fundamental to the health and wellbeing of our communities – the social and economic value of which is indisputable. Similar to our Environmental Leadership strategic goal, we are committed to exploring opportunities and solutions beyond our core services to further contribute to the prosperity of our region. We will primarily focus on how we work with key customers to increase economic value for industry and communities, with government and communities to build social value through more connected and liveable communities, and with government and industry to implement an environmentally responsible approach to waste management.

Performance summary

- Continued to provide financial relief to customers impacted by the COVID-19 crisis.
- Implemented our first Reconciliation Action Plan (RAP) and prepared our second RAP.
- Continued to educate and empower school students through our Education Program.
- Supported numerous community events and initiatives.
- Became the first foundational sponsor of UNIQ YOU, a not-for-profit committed to increasing the number of high-school-aged girls considering STEM-based careers.
- Launched a new sponsorship with Foodbank Queensland and continued our long-term sponsorships of Tangalooma EcoMarines and Orange Sky Laundry.
- Played a key role in the development of an Australian Standard for passive grease arrestors.

Our focus for 2021/22

- Establish and implement a framework to assess social value, aligned with the United Nations' Sustainable Development Goals.
- Implement the Innovate RAP and prepare the Stretch RAP.
- Continue to progress our five priority expansions:
 - Biosolids pelletisation to incineration
 - Biosolids pyrolysis to biochar
 - Co-digestion, including processing of food/garden organics
 - Beyond-the-meter solutions
 - Off-grid and residential solutions

10,000+

financially vulnerable customers supported by our UrbanAssist program

1,100

school students learned about the water cycle at our Beneath the Streets show

100%

of students and teachers would recommend our Water Warriors show to other schools

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT

PERFORMANCE AGAINST BUSINESS OBJECTIVES

Business objective	Performance commentary	How we measured our success
Create societal value through our essential products and services	<ul style="list-style-type: none"> Finalised our Social Value Framework, including overall objectives and reporting requirements. Continued to lead the Cooperate Research Centre project to transform sewage treatment in regional Australia. 	Creation of human, social, financial and natural benefits (\$ social value created) ✓ Target: >\$35m Result: Achieved
Enhance community liveability by embracing circular economy practices and protecting the community from emerging contaminants	<ul style="list-style-type: none"> Continued to work with key commercial customers to receive their liquid waste, which is used to increase our generation of electricity and by-products from the treatment process, thereby reducing operational costs. Received initial loads of fats, oils and grease and slurried food waste as part of a commercial co-digestion trial at the Luggage Point Resource Recovery Centre. Commercial opportunities with customers are progressing through the different stages of analysis, design, feasibility and approval. 	Reduction of our cost of treatment through the commercial utilisation of capacity for co-digestion of organic waste ✓ Target: >20,000kL of high-strength organic waste under contract and being treated Result: Achieved
Enhance community prosperity and wellbeing by supporting vulnerable customers, minority groups and local business, and by creating employment and education opportunities	<ul style="list-style-type: none"> Continued our involvement with the Thriving Communities Partnership (TCP) Queensland Chapter. The goal of this cross-sector collaboration is for everybody to have fair access to the essential services they need to thrive in contemporary Australia, including utilities, telecommunications and transport. Implemented our new Sponsorship Program, with significant commitments made to the community and hardship. Developed a new Vulnerable Customer Strategy (to replace our existing Hardship Strategy), which we expect to implement in late 2021. Concluded our 'Reflect' Reconciliation Action Plan (RAP) in late 2020 and submitted our annual RAP impact measurement questionnaire to Reconciliation Australia. Submitted our second RAP, 'Innovate', to Reconciliation Australia for endorsement. 	Financial investment leading to measurable community benefits, including health, economic and training outcomes ✓ Target: \$500k Result: Achieved Drive reconciliation and improve the economic, health and social opportunities for Aboriginal and Torres Strait Islander people ✓ Target: Reflect Reconciliation Action Plan completed and Innovate Reconciliation Action Plan submitted Result: Achieved

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HIGHLIGHTS & CHALLENGES

Shaping young minds through our Education Program

This year, we continued to deliver our dedicated Education Program, which sees us teach, partner and share with the school-aged community.

Our Education Program aims to:

- increase water literacy and water-saving behaviours in the younger generation,
- partner with community and environmental leadership programs,
- raise awareness of Urban Utilities in school communities, and
- increase value, trust and respect for our brand.

This year, our program achieved these objectives through the following initiatives:

TEACH	
Water Warriors	In February 2021, we launched our new and improved Water Warriors show, which educates primary-school-aged students and their parents about the water cycle, water conservation and environmental care in a fun and engaging way. Since its launch, the Water Warriors have visited 19 schools and performed at four educational events for over 8,500 viewers. Demonstrating the effectiveness of the show, 100% of students and teachers recommended the show, with all teachers rating it as either "very effective" or "extremely effective" at communicating water-saving behaviours.
Events	Promoting the value of water and water sustainability to the younger generation is very important to us. This year, we hosted or attended 16 educational events to share our key campaigns and water efficiency messages to children and their families.
Beneath the Streets – Street Science	In February 2021, we launched Beneath the Streets, an interactive experience for primary and high school students. The highly successful workshops and shows deliver STEAM-based, curriculum-aligned content about the water cycle, environment and innovation. In just five months, the team has visited 11 schools and engaged with over 1,100 students.
PARTNER	
School Water Conservation Program	We continued to provide schools with smart water meters to help them take control of their water use and drive water-efficient behaviours. Through real-time data and high-use alerts, a number of schools were able to identify hidden leaks or faulty appliances, which ultimately conserved water and saved unnecessary expenses. This year, 17 schools across our service territory were part of our School Water Conservation Program.
Tangalooma EcoMarines	We continued our long-term partnership with the Tangalooma EcoMarines to promote the value of water and explore ways to combat waterway pollution. We supported the EcoMarines ambassadors by hosting school challenges and developing early childhood toilet training materials.
SHARE	
Tours & school visits	In early 2021, we resumed our educational tours of the SAS Laboratory, Innovation Centre and Resource Recovery Centres, after being paused since March 2020 due to COVID-19. Attendees learnt about our latest innovations and how we are turning sewage into valuable resources to benefit the environment and communities. In addition, our industry experts visited nine schools, kindies and universities to share valuable knowledge and support classroom learning.

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**Caring for our financially vulnerable customers**

We are committed to supporting our customers who are most vulnerable. One of the ways we show our support is through our Hardship Program, which helps us identify and manage customers who are experiencing financial difficulty and are struggling to pay their water and sewerage accounts.

This year, as part of our Hardship Program, we continued to offer our UrbanAssist initiative to help ease the financial burden placed on customers as a result of COVID-19. This well-received initiative provides interest-free payment extensions and flexible payment options to those struggling to pay their accounts and, since its launch in April 2020, has aided over 10,000 impacted customers. As at 30 June 2021, over 2,000 customers continued to utilise the service.

Our dedicated Customer Care Officers continued to provide specialist support for other financially vulnerable customers. Our officers treat every customer with fairness, care and integrity, as exemplified by these customer testimonials:

- "Thank you so much for your compassion and understanding at this difficult time. It's a trait that is commendable in the current climate."
- "I am so grateful for your understanding, for giving me time and for 'getting it'. I wish all people were like you (Urban Utilities), as no one has been as understanding. You all have been amazing. Thank you."
- "I am grateful to have this conversation and I am grateful for what Urban Utilities are doing. Thank you for your support."

Developing customised and distributed solutions for our commercial customers

Urban Utilities is proud to have established the capabilities to develop 'behind the meter' solutions to cater for the complex needs of our commercial customers. These capabilities allow us to develop customised solutions to manage specific water and wastewater challenges faced by some of the largest commercial operations in South East Queensland.

In October 2020, we commissioned a first-of-its-kind customised solution project in collaboration with one of our largest commercial customers. An engineering solution was developed in response to the ongoing need to supply water with specific physiochemical properties to support our customer's operations.

The project involved us developing a concept design to address a specific operational requirement. We also supported the detailed design, construction and commissioning of our customer's water treatment asset. The design was based on the practical application of research into more effective water treatment processes, with the research conducted in collaboration with leading universities and other water authorities. The solution was seamlessly incorporated into our customer's existing infrastructure, eliminating costly disruptions and improving the resilience of our customer's operations.

In this particular case, Urban Utilities was appointed to operate and maintain the newly constructed asset on behalf of our customer under a commercial agreement. The operation of the asset is supported by our engineering expertise, remote monitoring and controlling capabilities and the analytical proficiency of the SAS Laboratory.

This is the first commercial customised solution project delivered by Urban Utilities and we look forward to developing and delivering additional solutions to address the complex and unique needs of our various commercial customers.

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HIGHLIGHTS & CHALLENGES

Turning waste into valuable resources

Water utilities have a critical role to play in achieving a circular economy, not only through maximising the value of water resources, but also in terms of the contribution to other sectors through wastewater and organic waste management. By disrupting the linear model of extraction, production, consumption and disposal, Urban Utilities is contributing to minimising waste and creating reusable products for various applications.

We have created two Resource Recovery Centres (RRC) at our largest sewage treatment plants (Luggage Point and Oxley) where we're currently processing sewage, commercial trade waste and liquid organic waste substrates (from our commercial customers) using anaerobic digestion. This process generates three key resources: recycled water, nutrient-rich biosolids and energy-rich biogas.

In 2020/21, we conducted two trials at our RRCs with the purpose of developing commercial services for anaerobic codigestion and biosolids management.

Aerobic co-digestion

In addition to the beverage and dairy waste we are already processing, we began trialling anaerobic codigestion with fats, oils and grease (FOG) and slurried food waste at our Luggage Point RRC. When commercialised, this initiative will:

- Process up to 15,000 tonnes per annum of FOG and 50,000 tonnes of food waste per annum over a period of 10 years.
- Enable energy neutrality at the Luggage Point RRC, as each truck generates 5000m³ biogas or 15MWh electricity for Luggage Point RRC.
- Generate sufficient volumes of downstream products (biogas, biosolids, nutrients) to explore higher-value use options, such as hydrogen from biogas, biochar from biosolids and industrial ammonia from nutrient-rich centrate.

The trials were successfully completed in January 2021, and we are now progressing to commercialisation.

Biosolids management

Biosolids are the residual solids obtained as part of the anaerobic digestion of sludge to destroy pathogens and meet environmental requirements. Currently, biosolids are dewatered and beneficially re-used as a soil conditioner via application to non-food crops by a third-party contractor.

Driven by the pursuit of environmental leadership and building on the existing operational efficiency gains, we have identified an alternative commercial option called Enerpel™ for biosolids management.

The technology uses a proprietary non-thermal self-drying process to produce pellets with more than 80% dry solids content. Whilst the pellets can be used as a soil conditioner, they have an equivalent calorific value to biomass and can be incinerated at high enough temperatures to destroy contaminants, which is becoming a limiting factor for ongoing land application.

A world-first trial to demonstrate the commercial viability of the technology is currently underway at our Luggage Point RRC.

Advancing on our reconciliation journey

We are committed to driving reconciliation and improving economic, health and social outcomes for Aboriginal and Torres Strait Islander peoples.

In December 2020, we completed our 'Reflect' Reconciliation Action Plan (RAP) and submitted our first RAP Impact Measurement Questionnaire to Reconciliation Australia.

By delivering the initiatives detailed in our Reflect RAP, we have improved our understanding of and strengthened our relationships with Aboriginal and Torres Strait Islander communities. In 2020/21, we:

- Identified key Aboriginal and Torres Strait Islander stakeholders and organisations within our service territory.
- Reviewed our HR policies and procedures to encourage a constructive culture, where discrimination is not tolerated.
- Launched Cultural Capability and Awareness Learning Modules for our leaders and employees. These modules provide great insight into the rich culture and history of Aboriginal and Torres Strait Islander peoples and how we can recognise and respect the contribution that they have made, and continue to make, to our community.
- Re-named meeting rooms at a number of Urban Utilities sites. The new names were chosen in consultation with the RAP Working Group to recognise some of the sacred sites, animals and vegetation within our service region. New names include Warra, meaning 'expanse of water', and Boondall, meaning 'crooked creek'.

Our second RAP, 'Innovate', was developed in late 2020/21 and is currently with Reconciliation Australia for endorsement. We expect to launch the RAP in Q1 of 2021/22.

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**Developing an Australian standard for passive grease arrestors**

For our Trade Waste team, it is fundamental that our food service business customers have correctly sized grease arrestors installed. A grease arrestor (or grease trap) is a device designed to intercept most greases and solids before they enter the sewerage network. Arrestors that are too small are ineffective, and those that are too large incur unnecessary costs for the customer.

In the absence of an Australian Standard for the design, manufacture, performance, installation and operation of grease arrestors, there is no uniformity, and this has led to individual authorities developing a confusing array of local policies.

In 2018, WSAA (Water Services Association of Australia) recognised the need for consistency in sizing, and subsequently developed the WSAA Food, Fat, Oil and Grease (FFOG) Guidelines, which include three optional sizing methodologies. While the guidelines were a welcome development, but a comprehensive Australian Standard was still required.

As a necessary next step, WSAA sponsored the development of an Australian Standard (known as AS 5215 Passive Grease Arrestors) and, in partnership Standards Australia, established Working Group WS-042 for the purposes of investigating and drafting the new standard.

In recognition of Urban Utilities' lobbying and leadership in respect to this project, our Manager of Commercial Water and Trade Waste, Colin Hester, was appointed Chair of Working Group WS-042 to lead representatives of water utilities, manufacturers, regulators and plumbing organisations in drafting the standard for public consultation in late May 2021.

The completed standard will provide a consistent Australian approach to the design, manufacture, selection and use of passive grease arrestors, and will be used by:

- manufacturers to guide design and demonstrate the qualities of their product;
- hydraulic consultants, plumbers and engineers to select appropriate arrestors for use;

- owners and occupiers of premises that generate greasy wastewater to understand and meet their responsibilities with respect to grease arrestors; and
- water authorities to establish clear, consistent and efficient requirements for the protection of sewerage networks and treatment systems from the negative effects of FOG and solids accumulation.

Following the public consultation period, the standard will be subject to ballot, with publication expected around December 2021.

Supporting local causes that enrich quality of life

Each year, Urban Utilities is proud to support a range of community organisations and events through our Sponsorship Program.

All sponsorship initiatives provide an opportunity for us to strengthen our relationship with our customers and local communities by collaboratively working towards our purpose: to enrich quality of life.

This year, we began sponsoring two new initiatives:

- We launched a 12-month sponsorship of Foodbank Queensland, with our funds supporting school breakfast programs and charities in Ipswich, Lockyer Valley, Scenic Rim and Somerset. Since the start of the COVID-19 crisis, Foodbank has recorded a 47% increase in demand for food relief, highlighting the importance of the services it delivers. As well as providing hunger relief for our vulnerable communities, Foodbank also redirects or repurposes millions of kilograms of food from landfill every year.
- We became the first foundational sponsor of UNIQ YOU, a Queensland-based not-for-profit committed to increasing the number of high-school-aged girls considering or pursuing roles within industries currently under-represented by women. Through this program, we will connect young women with Urban Utilities' female leaders in STEM-based roles.

We also continued our long-term sponsorship of Tangalooma EcoMarines, an environmental education program aimed at developing young people's leadership skills, and Orange Sky Laundry, the world's first free mobile laundry service for the homeless.

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DELIVERY OF STRATEGIC INITIATIVES

PERFORMANCE CULTURE

Project objective:

Develop a culture, led by Urban Utilities' leaders and aligned with the organisation's purpose, vision, brand and values, that drives individual and business performance and ultimately delivers enhanced experiences for our people, our customers and our communities.

Strategic Goals supported:

- Constructive Culture
- Foundational Success

Performance summary:

- Developed a Brand Strategy incorporating customer and employee insights. The draft strategy is currently being circulated for employee feedback.
- Developed a new suite of organisational values, which is currently being tested with employees.
- In collaboration with FUJIFILM Business Innovation, we developed and implemented an improved digital billing experience for our customers.
- Used customer insights to inform a range of continuous improvement initiatives, including responsive maintenance customer communications.
- Launched and embedded Joyous, an employee feedback tool that encourages open feedback and allows leaders to address issues at an individual and team level.

Status:



HEALTH & SAFETY

Project objective:

Ensure the health, safety and wellbeing of Urban Utilities' workforce by delivering the necessary systems, maintaining the required culture, and empowering our people. This will ensure we can continue to engage in the essential work to supply drinking water, recycled water and sewerage services that support our customers and our communities.

Strategic Goals supported:

- Constructive Culture
- Foundational Success

Performance summary:

- Completed a review of our draft Health, Safety and Wellbeing Operating Model, with organisational design now underway.
- Completed process safety hazard identification workshops at major sewage treatment plants.
- Completed Better Together leadership onboarding and developed wellbeing action plans.

Status:



ENRICHING QUALITY OF LIFE
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TARGET OPERATING MODEL

Project objective:

Re-design our operating model to enable effective delivery of our *2024 Statement of Strategic Intent*.

Strategic Goals supported:

- All

Performance summary:

- Overall, strong progress was made across the program, with each group making headway in their design process and implementation of changes.
- Conducted an enterprise survey, which gauged the status of change readiness amongst our people and our progress against success measures. Based on employee feedback, we introduced monthly communications campaigns and stood-up three focus groups to address the challenges of breaking down silos, streamlining decision-making and simplifying processes.
- Strong progress was made by all three focus groups, with our Executive Leadership Team supporting proposed improvement actions.

Status:

DIGITAL STRATEGY

Project objective:

Uplift digital capabilities across the organisation to improve customer and employee experience, provide proactive and real-time monitoring of performance and operational efficiencies.

Strategic Goals supported:

- Constructive Culture
- Foundational Success

Performance summary:

- Delivered and embedded our new Enterprise Asset Management Solution – our most significant digital transformation to date.
- Delivered several projects to support a hybrid digital workforce, including the introduction of soft phones and Microsoft Teams-enabled meeting rooms. We also migrated Microsoft Outlook to the cloud for improved usability and resilience.
- Launched UrbanHQ, our new people system that provides an uplift in our workforce planning and management capability.
- Introduced the new web-based Emergency Management System.
- Continued to deliver our SCADA project, the aim of which is to uplift our physical and digital capabilities to monitor and control our entire water and sewerage network.
- Further developed our CRM solution to deliver efficient and effective customer engagement outcomes.

Status:

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DELIVERY OF STRATEGIC INITIATIVES

BILLING TRANSFORMATION

Project objective:

Transform our customer account management proposition through simpler billing and pricing, payment channels of choice, better ways of working, and a focus on digital uplift.

Strategic Goals supported:

- Foundational Success

Performance summary:

- Completed the first critical phases of introducing Simpler Billing to the remaining regions of Brisbane, Ipswich and Scenic Rim. For most customers, the time frame between their meter being read and a bill produced is now around seven days, and for all customers, access charges are now in arrears rather than being charged in advance.
- The Simpler Pricing initiative, effective 1 October 2021, will simplify and harmonise our suite of non-residential tariffs. Commenced customer communications and engagement, and internal business systems and processes are on track for implementation.
- In collaboration with FUJIFILM Business Innovation, we developed and implemented an improved digital billing experience.

Status:



ENTERPRISE PERFORMANCE

Project objective:

Achieve financial sustainability through the delivery of our *2024 Statement of Strategic Intent* and drive future business performance

Strategic Goals supported:

- Foundational Success

Performance summary:

- Full year financial results target achieved for 2020/21.
- Finalised 2022-26 budget and future year forecasts.

Status:



SOCIAL VALUE

Project objective:

Operate in an ethical and sustainable manner, deliver products and services to our customers and deliver a positive impact on society to build trust and support long-term performance.

Strategic Goals supported:

- Foundational Success
- Environmental Leadership
- Social & Economic Value

Performance summary:

- The Social Value strategic initiative continues to evolve and be refined. This year, we finalised our Social Value Framework, which includes overall objectives and reporting requirements.
- Developed a new Vulnerable Customer Strategy (to replace our existing Hardship Strategy), which will be implemented in late 2021.
- Concluded our 'Reflect' Reconciliation Action Plan (RAP) in late 2020 and submitted our annual RAP impact measurement questionnaire to Reconciliation Australia.
- Submitted our second RAP, 'Innovate', to Reconciliation Australia for endorsement.

Status:



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SERVICING STRATEGY

Project objective:

Implement a circular approach to recycling and reusing our valuable water resources to ensure our water supply remains secure and able to support our growing communities into the future.

Strategic Goals supported:

- Foundational Success
- Environmental Leadership
- Social & Economic Value

Performance summary:

- Successfully developed and applied our new integrated catchment planning approach across four major sub-catchments in Brisbane and Ipswich, demonstrating a significant shift toward an evidence-based approach to planning and solution development supported by calibrated modelling.
- For two catchments, the second phase of solution development and detailed design will commence in mid-2021.
- Challenges relating to higher-than-expected complexity and state planning dependencies were encountered for two of the catchments. Solution development and design of alternative approaches will continue through the second half of 2021.

Status:

ASSET MANAGEMENT

Project objective:

Enable sustainable service delivery through optimised planning and management of assets to achieve the right balance between cost, risk and performance for our customers.

Strategic Goals supported:

- Constructive Culture
- Foundational Success
- Environmental Leadership

Performance summary:

- Completed a review of our Enhanced Condition Assessment Program, the findings from which will inform the next phase of program development.
- Developed risk models, investment prioritisation tools and 10-year renewal strategies for water mains, sewer mains and sewage rising mains.

Status:

PROGRAM MANAGEMENT APPROACH

Project objective:

Implement an integrated, program-based, benefits-driven approach to capital investment.

Strategic Goals supported:

- All

Performance summary:

- Our PMA model achieved full implementation this year. We now have a contemporary, integrated and collaborative multi-year program management delivery model that has vastly improved the foundation of our investment decisions and is seeing us deliver the right projects at the right time for the benefit of our customers and communities. To date, our PMA has delivered more than \$100 million in savings through improvements in efficiency, performance and accountability.

Status:

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CHAPTER 4: CORPORATE GOVERNANCE

We are committed to good governance and have a framework in place that provides a sound basis for decision-making, to define mechanisms for accountability, and to support our strategic direction.

We are committed to a high level of corporate governance and to fostering a culture that values ethical behaviour, integrity and respect.

Our corporate governance framework and processes ensure accountability and transparency, and promote quality leadership, effective people management, and efficient and ethical use of our resources. Our governance structure on the opposite page incorporates our shareholders, Board, Board committees, Executive Leadership Team and executive advisory groups. This chapter will explore each of these components in detail.

It will also discuss our strategic planning approach, our approach to infrastructure planning, delivery and maintenance, and the assurance programs we have in place.

Our reporting approach has been guided by the *ASX Corporate Governance Council's Corporate Governance Principles and Recommendations*.

ENRICHING QUALITY OF LIFE
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OUR GOVERNANCE STRUCTURE



*Internal Audit reports directly to the Audit and Risk Committee.

^Replaced by the Experience and Safety Committee, effective June 2021.

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OUR SHAREHOLDERS

Our shareholders are the councils of Brisbane, Ipswich, Lockyer Valley, Scenic Rim, and Somerset. In accordance with the *South-East Queensland Water (Distribution and Retail Restructuring) Act 2009*, Urban Utilities formed an agreement (the "Participation Agreement") with its participating local governments (our shareholders) when it formed in July 2010.

The Participation Agreement outlines the responsibilities and obligations of Urban Utilities and its participating local governments. It includes, but is not limited to: the participation rights of each shareholder; decision making and dispute resolution; the role, composition, appointment, remuneration and powers of the Board; Board meetings; corporate (strategic) planning; reporting; and profit distribution.

Our Participation Agreement is available on our website.

OUR BOARD

ROLE OF THE BOARD

The Urban Utilities Board comprises eight independent, non-executive members, including the Chair. The appointments were made in accordance with the provisions of the *South-East Queensland Water (Distribution and Retail Restructuring) Act 2009*.

The Board's role includes deciding the strategies and the operational, administrative and financial policies to be followed. The Board also ensures that we perform our functions and exercise our powers in a proper, effective and efficient manner, and that we comply with planning and reporting requirements.

The Board's role and responsibilities are set out in the Board Charter, and include, but are not limited to:

- Deciding on our direction, strategies and financial objectives, and ensuring appropriate resources are available.
- Establishing and maintaining our corporate strategies and monitoring their implementation.
- Establishing and monitoring a framework to assess compliance with legislation and government policy.
- Establishing and monitoring a framework to ensure compliance with control and accountability systems, regulatory requirements and ethical standards.
- Establishing and monitoring a framework to ensure that appropriate risk management systems are in place and are operating effectively.
- Informing and approving our business plans and capital investment plans.
- Determining tariffs and pricing.
- Establishing and monitoring a framework to ensure the preparation of accurate financial reports and statements.

- Approving the terms and conditions of major contractual relationships.
- Appointing the Chief Executive Officer and Executive Leadership Team.
- Monitoring performance of and setting remuneration of the Chief Executive Officer.
- Reporting to shareholders on the performance and state of the business.

To discharge its obligations and responsibilities, the Board operates to an authorities and delegation instrument, which describes the powers vested in and reserved by the Board.

Outside of these reserved powers, the Chief Executive Officer has the authority to manage and oversee the day-to-day operations and activities of Urban Utilities.

In accordance with the provisions set out in the *South-East Queensland Water (Distribution and Retail Restructuring) Act 2009*, the Chief Executive Officer can sub-delegate some of her powers to employees through an instrument of sub-delegation.

CONFLICT OF INTEREST

The Board is acutely aware of its members' obligations to avoid conflicts of interest between their duties to Urban Utilities and their personal interests.

A Conflicts of Interest policy has been in place for the duration of the reporting period.

The policy sets out the obligation of Board members to declare any material interests relevant to the activities of Urban Utilities, and to ensure that conflict arising from any material interest is noted and managed in accordance with the policy.

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OUR BOARD MEMBERS

Our Board comprises eight independent, non-executive members who are responsible for setting and overseeing our strategic direction.

BRONWYN MORRIS AM (CHAIR)
B.Com, FCA, FAICD

Bronwyn was appointed to the Urban Utilities Board in July 2017.

She is a professional non-executive director with extensive experience in the ASX-listed, public, private, government and not-for-profit sectors spanning a range of industries, including infrastructure, energy, financial services, retail and managed services.

Bronwyn currently serves on the boards of RACQ, RACQ Insurance, RACQ Bank, Collins Foods Limited, Dalrymple Bay Infrastructure Limited and Menzies Health Institute Queensland. She is chair of the RACQ Foundation.

Bronwyn is a Chartered Accountant and former partner of KPMG.

JOHN COTTER
(DEPUTY CHAIR)
BRTP, M (Applied Finance), GAICD, FAIM

John was appointed to the Urban Utilities Board in January 2014.

John is the CEO of Initiative Capital, a private venture capital firm in alternative infrastructure assets.

He serves on the major investment boards and as the Managing Director of Bowen River Utilities, which is developing a large-scale dam and pumped hydro project.

He also serves on the boards of Phosphate International and the Brisbane Powerhouse, and is councillor of the Royal National Agricultural and Industrial Association of Queensland (RNA).

MARK GRAY
D.Univ, B.Econ (Hons), Sf Finsia, FAICD

Mark was appointed to the Urban Utilities Board on 1 July 2019.

Mark is a highly experienced Company Director. He is currently Chair of Sugar Terminals

Limited and Tailored Superannuation Solutions. He is also a Non-Executive Director of Data#3, genomiQa, the Royal Flying Doctor Service (Queensland Section and Foundation) and Queensland Cricket.

Mark has also had a distinguished executive career, primarily in financial and economic services. He has held Chief Executive roles with the Queensland Treasury Department, the Queensland Competition Authority and the Queensland Commission of Audit, as well as senior executive roles with the Macquarie Group and BDO.

KATHY HIRSCHFELD AM
B.E. (Chem), HonFIEAust, FTSE, FIChemE, FAICD

Kathy was appointed to the Urban Utilities Board on 1 January 2019.

She is an experienced Non-Executive Director of listed and government companies spanning a variety of industries, including manufacturing, utilities and oil and gas. Her expertise encompasses engineering, business management, safety and risk, mergers and acquisitions, logistics and organisational culture.

Kathy is currently Chair of Powerlink Queensland and a Non-Executive Director of Central Petroleum Ltd.

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**BRUCE LESLIE**
DEngBE (Hons),
MEngSc, DEng, RPEQ,
FIEAust, FAIE, MAICD

Bruce was appointed to the Urban Utilities Board on 1 July 2018.

Bruce has worked as a consulting mechanical engineer for over 30 years, specialising in the commercialisation of innovation. He managed and grew his mining equipment consultancy from foundation through to its acquisition by CQMS Razer 25 years later. Since leaving CR in 2018, he has been working as an engineering manager on a concentrated solar thermal power project.

In 2019, Bruce was awarded a Doctorate in Engineering from the University of Queensland.

Bruce's term concluded on 30 June 2021.

JULIE-ANNE
SCHAFER
LLB (Hons), FAICD,
ANZIIF

Julie-Anne was appointed to the Urban Utilities Board on 1 July 2018.

She has extensive directorship experience across a range of sectors, including financial services, infrastructure, health, energy and transport.

Julie-Anne is currently President of the National Competition Council and a Non-Executive Director of CS Energy and AvSuper.

Prior to being a professional director, Julie-Anne was a legal partner specialising in commercial and insurance matters for 25 years.

PHILLIP
STRACHAN
B.Com, FCPA, MAICD

Phillip was appointed to the Urban Utilities Board on 1 July 2019.

Phillip has held a number of executive roles over a 35-year career with the Rio Tinto Group, including the Chief Executive Officer of the global Bauxite and Alumina business based in Brisbane and Chief Financial Officer at the Rio Tinto global aluminium product group based in Montreal.

He is currently Chair of Coal Network Capacity Co, on the Board of the Great Barrier Reef Foundation and is a member of Sunshine Coast University's Audit and Risk Committee and Planning and Resources Committee.

GRAHAM
THOMSEN
MPhil (Engineering),
RPEQ, CPEng, MAICD

Graham was appointed to the Urban Utilities Board in September 2016.

He has practiced civil engineering with a specialty in water management for over 40 years. As a professional adviser, Graham has worked with State and Local Government bodies in all aspects of strategic planning, governance and management of water and wastewater systems.

Graham is currently the chairman of Verterra Ecological Engineers and chairman of the recruitment company Leading Roles.

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OUR BOARD COMMITTEES

The Board has four sub-committees to assist in the execution of its duties. Each committee operates to a charter, which sets out its roles and responsibilities, composition, structure, membership requirements, and the manner in which it is to operate.

A summary of attendance of Board members at committee meetings is set out in the table on page 83.

AUDIT AND RISK COMMITTEE

In 2020/21, the Audit and Risk Committee included Julie-Anne Schafer (Chair), John Cotter, Mark Gray, Phillip Strachan and Bronwyn Morris (Chair Ex-Officio). The executive sponsor was Mark Letica.

The role of the Audit and Risk Committee is to provide advice to the Board on the suitability of our accountability and control framework.

As per its charter, the committee's responsibilities include, but are not limited to:

- Reviewing our risk assessment and management framework.
- Evaluating our procedures to ensure we comply with laws and regulation.
- Reviewing our business contingency planning framework.
- Reviewing and endorsing our internal audit program.
- Reviewing internal audit reports.
- Overseeing the adequacy of our accounting
- internal control system.
- Reviewing external audit reports.
- Reviewing continuous assurance reports.
- Reviewing our insurance program.

The Audit and Risk Committee has observed the terms of its charter and has had due regard for the Queensland Treasury's Audit Committee Guidelines.

FINANCE AND PRICING COMMITTEE

In 2020/21, the Finance and Pricing Committee included John Cotter (Chair), Graham Thomsen, Bruce Leslie, Mark Gray and Bronwyn Morris (Chair Ex-Officio). The executive sponsor was Ruth Coulson.

The role of the Finance and Pricing Committee is to provide advice to the Board on the suitability of our capital, finance and pricing approaches, requirements and recommendations.

As per its charter, the committee's responsibilities include, but are not limited to:

- Reviewing the short- and long-term funding arrangements, debt profile and capital structures.
- Working with rating agencies, including the Queensland Treasury Commission, on credit ratings.
- Establishing and managing Queensland Urban Utilities' pricing strategy, pricing principles and framework.
- Reviewing long-term regulatory framework development and Queensland Competition Authority reviews.
- Reviewing the annual budgeting process, including assumptions for operating and capital expenditure.
- Reviewing revenue strategies.
- Reviewing the Participation Return policy.

PEOPLE AND SAFETY COMMITTEE*

In 2020/21, the People and Safety Committee included Kathy Hirschfeld (Chair), Julie-Anne Schafer, Phillip Strachan and Bronwyn Morris (Chair Ex-Officio). The executive sponsor was James Dymock.

The role of the People and Safety Committee is to provide advice to the Board to ensure we have people who are safe, adaptable, capable, and are committed to achieving our vision and living our values.

As per its charter, the committee's responsibilities include, but are not limited to:

- Promoting a culture of safe and accountable behaviour.
- Assessing and monitoring safety compliance and assurance.
- Reviewing and recommending employee performance KPIs.
- Establishing appropriate human resource strategies and policies.
- Embedding a culture that supports the successful delivery of our strategic objectives.
- Reviewing and recommending industrial agreements.
- Recommending to the Board the appointment or termination of the Chief Executive Officer.
- Recommending to the Board final and preferred candidates or terminations for Executive Leadership roles reporting to the Chief Executive Officer.

**The People and Safety Committee was replaced by Experience and Safety Committee, effective June 2021.*

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- Reviewing the performance results of the Chief Executive Officer and her direct reports and recommend remuneration and financial incentive outcomes to the Board.
- Reviewing and recommending major organisational structure changes proposed by the Chief Executive Officer, including major changes to the accountabilities of positions reporting directly to the Chief Executive Officer.

In June 2021, the People and Safety Committee was replaced by the Experience and Safety Committee. Its purpose is to fulfill its governance responsibilities and due diligence in relation to health and safety, and people, customer and community experience strategies, obligations, performance and culture.

STRATEGIC ASSET MANAGEMENT COMMITTEE

In 2020/21, the Strategic Asset Management Committee included Graham Thomsen (Chair), John Cotter, Kathy Hirschfeld, Bruce Leslie and Bronwyn Morris (Chair Ex-Officio). The executive sponsor was David Brooker.

The role of the Strategic Asset Management Committee is to provide advice to the Board on our asset management strategies, policies and systems.

The scope of the committee includes all material capital investments (water, sewerage and ICT activities).

As per its charter, the committee's responsibilities include, but are not limited to:

- Understanding the performance of systems and associated project, network and infrastructure risks, and ensuring that critical project, network and infrastructure risks are mitigated.
- Reviewing the capital delivery program, focusing on major projects and significant variance to the program delivery.
- Reviewing long-term strategic asset management planning with a five-to-10 year view.
- Reviewing and ensuring compliance with relevant statutory and environmental responsibilities, and customer service standards.
- Reviewing our five-year plan on an annual basis to ensure it is still relevant and economical.
- Reviewing the ICT Strategy and Roadmap.
- Keeping abreast of domestic and international innovation, including any new products and strategies that may benefit our operations.

Board member meeting attendance										
Member	Ordinary Board		Audit & Risk Committee		Finance & Pricing Committee		People & Safety Committee*		Strategic Asset Management Committee	
Meetings held/attended	H	A	H	A	H	A	H	A	H	A
Bronwyn Morris	11	11	4	4	5	4	5	4	5	5
John Cotter	11	10	4	4	5	4			5	5
Mark Gray	11	11	4	4	5	5				
Kathy Hirschfeld	11	11					5	5	5	4
Bruce Leslie	11	11			5	5			5	5
Julie-Anne Schafer	11	10	4	4			5	5		
Phillip Strachan	11	11	4	4			5	5		
Graham Thomsen	11	11			5	5			5	5

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OUR EXECUTIVE LEADERSHIP TEAM

Our Executive Leadership Team is responsible for the deployment of strategy and the day-to-day service delivery and operations of Urban Utilities.

LOUISE DUDLEY
CHIEF EXECUTIVE OFFICER
BCom, CA, GAICD,
CompIEAustEngExec

Louise was appointed Chief Executive Officer of Urban Utilities on 1 July 2012. Louise previously held the role of Chief Financial Officer.

During her time as Executive Manager Water Retail at Brisbane City Council, Louise played an integral role in the creation of Urban Utilities, which involved transitioning five local authority water businesses into a single entity.

Prior to joining Brisbane City Council, Louise spent 17 years with leading accounting and advisory firm KPMG and in a senior role with PresCare.

Louise's core competencies include enterprise strategy development, business transformation, organisational performance, complex stakeholder management, culture and innovation, financial management and customer and community relations.

DAVID BROOKER
EXECUTIVE LEADER SERVICE
DELIVERY
BE (Chem)

David is responsible for Urban Utilities' network operations, network maintenance, billing and metering.

A qualified chemical engineer with over 20 years' experience, David has a demonstrated track record in building and leading teams to deliver exceptional safety, public health, customer service, environmental and commercial outcomes.

Preceding his Executive role at Urban Utilities, David held the roles of Production Manager and Manager Strategy and Planning. Prior to this, he held several senior management roles within the water industry, including Chief Operating Officer Water & Waste at Mackay Regional Council.

David's core competencies include operations management, strategic planning, risk management, business transformation, leadership and corporate governance.

CHRIS BULLOCH
EXECUTIVE LEADER INTEGRATED
SOLUTIONS
MEng(Civil), MEng (Mgt),
MEng(Env)

Chris is responsible for the functions of strategy and planning, systems planning, asset management, portfolio investment and infrastructure delivery.

A planning, engineering and construction professional with over 28 years' experience, Chris has successfully led major engineering and construction companies and delivered key infrastructure projects in the transport, power and utility sectors.

Notably, as an Executive, Chris has played a leading role in the planning and delivery of Mega Projects, including the NSW Water Security Program, the Adelaide Desalination Project and the SEQ Water Grid.

Chris's core competencies include business transformation, leadership and culture, regional shaping and liveability, financial management, complex commercial transactions and complex engineering and construction management.

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**RUTH COULSON**CHIEF FINANCIAL OFFICER
B.Com, CA, GAICD

Ruth is responsible for Urban Utilities' financial activities, regulation, pricing and procurement functions. Collectively, these functions champion, safeguard and drive customer, community and shareholder value.

She has a background in finance, operations, capital management, and major transformation and change initiatives.

Ruth previously held senior leadership roles at Aurizon Limited. She has worked in both Australia and internationally in listed businesses with a strong focus on sound financial reporting, long-term financial strategy, risk and governance and external reporting obligations.

Ruth's core competencies include financial governance and risk, business transformation and capital management and optimisation.

JAMES DYMCKCHIEF EXPERIENCE OFFICER
BA (Psych), Grad Dip HRM & IR

James is responsible for leading Urban Utilities' Experience Group to drive integration and continuous enhancement of the Urban Utilities experience for our people, customers and communities. Within the Experience portfolio, James oversees the core divisions of health, safety and wellbeing, people experience, customer and community experience and experience performance.

Prior to joining Urban Utilities, James held senior leadership roles with The Star Entertainment Group, Virgin Australia and Toyota Australia, with a focus on brand, people and culture, customer experience, service excellence, business transformation, employee relations and safety.

James's core competencies include brand, people and customer strategy, people leadership, organisation and culture change, communications and engagement, business performance and continuous improvement, human-centred design, and innovation.

IAN HALLEXECUTIVE LEADER
COMMERCIAL CUSTOMERS
**BEng (First Class Honours),
GAICD, MIEEE**

Ian is accountable for Urban Utilities' industrial partnerships, key commercial relationships, SAS Laboratory, trade waste and environmental services and treatment operations, as well as the development of new commercial opportunities.

An experienced company executive, Ian has held senior positions with a number of multinational organisations, including Telstra, Boeing and Verizon.

Ian's core competencies include customer relations, strategic growth and leadership.

Ian retired from Urban Utilities on 2 July 2021.

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OUR EXECUTIVE LEADERSHIP TEAM (CONT'D)

MARK LETICA

EXECUTIVE LEADER CORPORATE AFFAIRS

BCom, GAICD

Mark is responsible for Urban Utilities' strategic planning, corporate reporting, corporate records and publications functions.

He is also responsible for public relations and media, internal audit, assurance and corporate property, as well as innovation, research and development, and shareholder relations.

In 2020/21, Mark continued to lead Urban Utilities' COVID-19 Program Management Office.

Mark previously held roles within both public and private sectors and was Program Manager for the establishment of Urban Utilities.

Mark's core competencies include stakeholder and shareholder management, leadership and culture, innovation and complex program management.

TRACEY MOORE

GENERAL COUNSEL AND BOARD SECRETARY

BA LLB (Hons), MA (Hons), GAICD, AGIA

Tracey is responsible for the provision of the legal, insurance, risk and resilience management functions at Urban Utilities.

She is also the Board Secretariat, and oversees the development, implementation and management of the organisation's land access and tenure services. Tracey has significant experience in infrastructure delivery, regulatory compliance, and procurement in both the public and private sectors. Tracey is also an experienced probity advisor.

Tracey's core competencies include people management, legal acumen and creativity and corporate governance.

SHAUN NESBITT

CHIEF DIGITAL AND INFORMATION OFFICER

BSc, MBA, TOGAF, MAICD

Shaun is responsible for leading all aspects of Urban Utilities' information, technology and digital capabilities.

A skilled digital and technology executive, Shaun has over 20 years' experience in delivering innovative, customer-focused and system-wide digital transformation.

Shaun has previously held executive roles within the public and private sectors, both locally and internationally. Most recently, he held the role of Chief Information Technology Officer at Health Support Queensland.

Shaun's core competencies include digital transformation, people management, strategy development and implementation, digital governance and risk management.

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OUR EXECUTIVE ADVISORY GROUPS

During 2020/21, we had eight advisory groups assisting the Executive Leadership Team to fulfil its responsibilities.

Each group operates under a charter, which sets out its roles and responsibilities, composition, structure, membership requirements, and the manner in which it is to operate.

ADVANCED SOLUTIONS BOARD

The Advanced Solutions Board ensures that new business opportunities are balanced appropriately with the considerations of the core operating business and that investments are made in accordance with risk and opportunity frameworks developed for expansionary initiatives.

CUSTOMER EXPERIENCE COUNCIL

The Customer Experience Council provides a forum for executive leaders to review customer analytics, survey feedback and trends, and discuss and prioritise strategic customer experience opportunities and challenges.

EXECUTIVE RISK COMMITTEE

The purpose of the Executive Risk Management Committee is to identify, assess and manage risks that are material to the achievement of Urban Utilities' business and corporate objectives. It also provides oversight across all business groups to ensure that risk management activities are embedded into business practices.

EXECUTIVE WATER SECURITY COMMITTEE

The purpose of the Water Security Executive Committee is to provide high-level leadership, direction and information-sharing with regards to Urban Utilities' water security activities. The Committee provides updates on the current water security status in SEQ, reviews the progress of the delivery of key water security and drought response actions, and tables any topical water security issues that require direction or endorsement.

ICT PORTFOLIO BOARD

The ICT Portfolio Board oversees the planning, prioritisation and delivery of the Board-approved information and communications technology vision and roadmap. The ICT Portfolio Board reviews program and project progress for the current year, oversees the governance of the portfolio, and provides input into the prioritisation and funding of the future years of the portfolio.

INVESTMENT COMMITTEE

The purpose of the Investment Committee is to review the five-year Capital Investment Plan (CIP), review progress of delivery of the capital program, review Infrastructure Master Plans and Asset Management Plans, approve the entry of new major (\$5 million+) or significant projects into the CIP, review the feasibility of major projects, and review close-out reports.

PROCUREMENT ADVISORY GROUP

The Procurement Advisory Group provides governance for the procurement process as well as the application of procurement policy. The group reviews submissions and provides advice on high risk and/or high value procurement activities and forward plans at each stage of the procurement process.

STRATEGIC SAFETY GROUP

The purpose of the Strategic Safety Group (SSG) is to maintain a strategic approach to our responsibilities under the Work Health and Safety Act 2011. The SSG is also the final decision point for any safety issues that cannot be resolved by our line safety committees, are of a strategic nature or are beyond the authority of the committees to resolve.

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OUR PLAN FOR THE FUTURE

OUR STRATEGIC PLANNING PROCESS

Utilising an approach endorsed by the Australian Institute of Company Directors, our strategic planning process starts with a scan of the trends impacting our operating environment. The results are used to determine and assess key trends and drivers that could influence our future direction.

In 2021, we thoroughly reviewed the following external trends and considered their implications on our organisation.

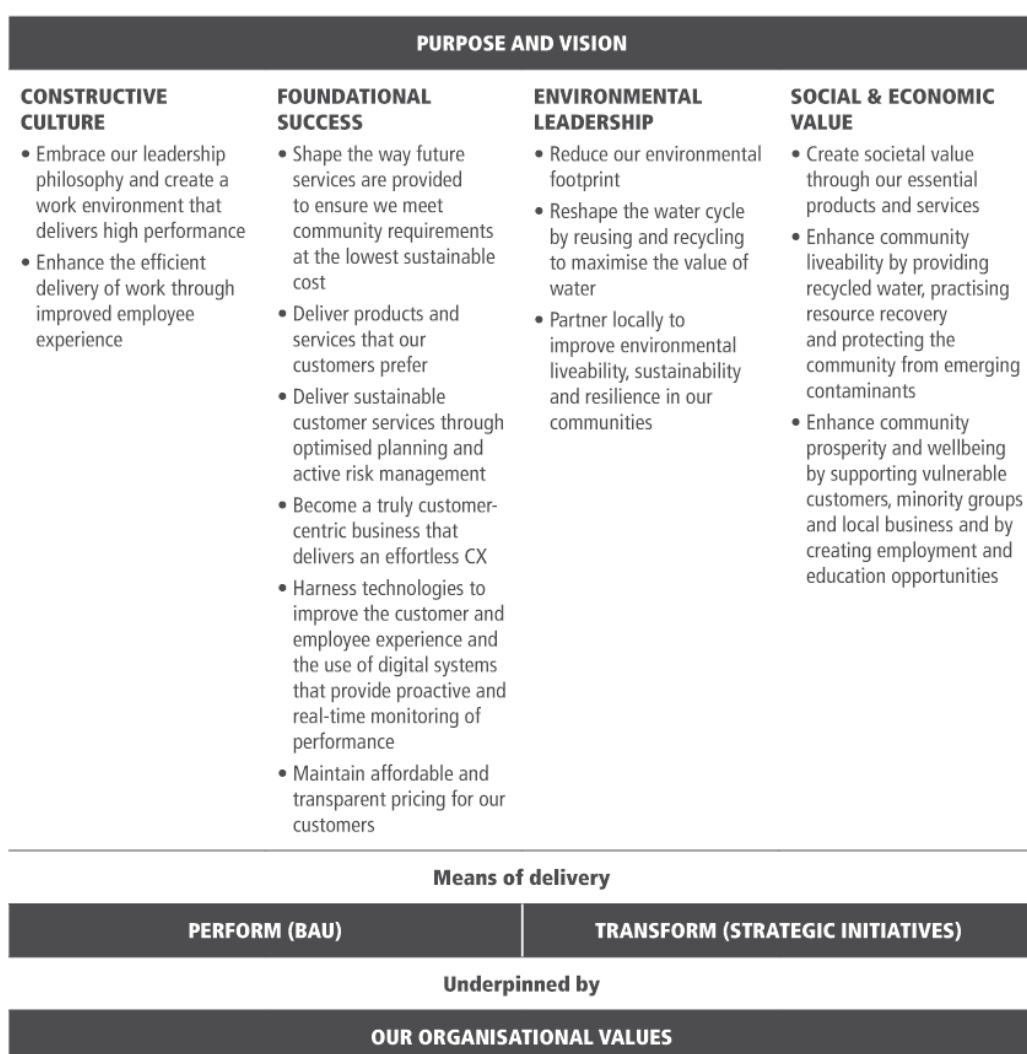
External trend	
The evolving expectations of our customers and community	We recognise that the needs and expectations of our customers and community continue to evolve, which is something the water and sewerage industry has experienced throughout history. Initially, our industry was formed to cater for the public health needs of growing urban populations. Our role then expanded to help protect of our receiving environments. Today, there is an expectation for us to play an increased role in supporting the ongoing liveability of our society.
Population growth and a changing urban form	Prior to the travel restrictions associated with the COVID-19 pandemic, the population of our region was expected to grow by two million people over the next 25 years. This growth would have driven the need for almost 30,000 new dwellings each year. It is expected that much of this growth will be facilitated within our existing urban footprint, through a combination of high-density infill developments close to the Brisbane CBD and other major centres and transport links. In surrounding local government areas, it was expected that this growth would be facilitated through 'green field' low-density residential developments, either close to existing towns or in new master-planned communities.
Our changing climate and environment	Our natural environment and ecosystem sustain our society, supporting our quality of life, water and food security, and our regional economy. Our growing population and industry continue to place pressure on our receiving environment, mainly through our contributions to nutrients, sediments and pollutants in our waterways. While our waterways have a range of natural ecological processes that can manage through these contributions, their ability to cope with our growing impacts is under increasing pressure from a changing climate.
A rapidly changing technology landscape	<p>The speed of the research, development and implementation of new technologies and methods is continuing to accelerate. The extent and pace of this change is likely to have wide-reaching implications across almost all industries, impacting how economies function and society interacts.</p> <p>Within the last decade, significant advancements have been made in the collection, storage and analysis of the vast volumes of data now able to be collected from every facet of our world. It is expected that automation and machine learning will play an increasing role in the decisions our organisations make.</p> <p>Technology enables new types of products and services, but also creates new types of business models that can significantly disrupt incumbent industries.</p>

ENRICHING QUALITY OF LIFE
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As at 1 July 2019, we transitioned to a five-year Statement of Strategic Intent, meaning we are no longer required to review and update our strategy every 12 months. Rather, we retain the same strategic intent for the stipulated five-years, and only make revisions in the event of significant business or industry changes. We continue to produce an Annual Operational Plan, which sets out how we will action our strategic intent in the coming financial year.

To deliver our strategic direction, we have strategic goals underpinned by objectives, measures and targets. Supporting the achievement of these objectives are key projects, known as strategic initiatives, which are detailed on page 72.

All of these elements make up our strategic planning framework (below).



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OUR PLAN FOR THE FUTURE

OUR STRATEGIC INTENT (CONTINUED)

A summary of our 2024 strategic direction, as per our *2024 Statement of Strategic Intent*, can be seen below.

Strategic goals	Strategic objectives
Constructive Culture We inspire, create and sustain a constructive culture to deliver high performance.	<ul style="list-style-type: none">• Embrace our leadership philosophy and create a work environment that delivers high performance.• Enhance the efficient delivery of work through an improved employee experience.
Foundational Success We know our business, we know our customers, and we deliver value for both.	<ul style="list-style-type: none">• Shape the way future services are provided to ensure we meet community requirements at the lowest sustainable cost.• Deliver products and services that our customers prefer.• Deliver sustainable customer services through optimised planning and active risk management.• Become a truly customer-centric business that delivers an effortless CX.• Harness technologies to improve the customer and employee experience and the use of digital systems that provide proactive and real time monitoring of performance.• Maintain affordable and transparent pricing for our customers.
Environmental Leadership We protect and enhance our environment for current and future generations through excellence in water cycle management.	<ul style="list-style-type: none">• Reduce our environmental footprint.• Reshape the water cycle by reusing and recycling to maximise the value of water.• Partner locally to improve environmental liveability, sustainability and resilience in our communities.
Social & Economic Value We advance the wellbeing and prosperity of society by leveraging our unique capabilities.	<ul style="list-style-type: none">• Create societal value through our essential products and services.• Enhance community liveability by embracing circular economics practices and protecting the community from emerging contaminants• Enhance community prosperity and wellbeing by supporting vulnerable customers, minority groups and local business, and by creating employment and education opportunities

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**OUR STRATEGIC RISKS**

The below table outlines the strategic risks that may prevent us from achieving our strategic objectives.

Strategic goals	Risk name	Risk description
Constructive Culture	Culture & Experience	Culture and employee experience or changing societal and community expectations does not enable the delivery of an acceptable customer experience.
	Safety, Health & Wellbeing	Death, illness, disease or serious injury to Urban Utilities employee, contractor, partner or to a member of the public.
	Conduct & Integrity	Inappropriate, unethical or unlawful behaviour on the part of the organisation's management or employees.
Foundational Success	Enterprise Security	Major unauthorised access to Urban Utilities systems or infrastructure including because of inappropriate, unethical or unlawful behaviour - (People, Physical, IT and OT environments).
	Technology & Data Governance	Provision of technology to support business processes / strategies, manage data, enable reliable data-driven decision making and drive effective planning, delivery and cost efficiency.
	Water Security, Disruption & Cycle Adaption	Urban Utilities through our bulk water provider is unable to ensure water security. Urban Utilities is unable to provide quality of water for health, livelihoods and commercial production to enrich the quality of life.
	Political & Regulatory	Major changes, reform or restructure in Urban Utilities political or regulatory environment adversely impacts on the ability to influence and advocate and achieve our strategic objectives.
	Investment, Disruption & Competition	Investment decisions are not prudent and efficient in maintaining our service risk commitments.
	Financial Sustainability and Affordability	Urban Utilities becomes financially unsustainable and price affordability is not maintained.
Environmental Leadership	Sustainability (Environment & Climate)	Climate changes, urbanisation and demographic changes or environmental expectations (e.g. emerging contaminants or nutrient discharges) manifest in unplanned change or impact cost to serve.
Social & Economic Value	Shareholder	Serious loss of shareholder trust or support for Urban Utilities.
	Customer	Significant disruption or changes in expected service value, affordability or customer expectations for utility providers and the impact on Urban Utilities including loss of revenue and missed or misdirected opportunities.

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OUR PLAN FOR THE FUTURE

PLANNING FOR FUTURE SERVICES

The water and sewerage services that Urban Utilities provide help to make our communities great places to live. In providing these services, we perform a critical role in protecting and enhancing quality of life by:

- Protecting public health by providing access to clean drinking water and effective sewerage services.
- Enhancing and preserving our natural ecosystems through the collection and safe management of sewage and other wastes.
- Helping to shape the way our cities and regions are planned and developed.

We recognise that what matters most to our communities evolves over time and we work in partnership with other service providers across the region to deliver on the community's liveability requirements and to ensure that we can continue to do so well into the future.

By working in partnership with our stakeholders, we are able to optimise the way services are provided, encourage water sensitive planning approaches and ensure that services are available in the right place at the right time. This helps us to keep downward pressure on our prices. At a local level, we work with our five shareholders, Economic Development Queensland and other State Government authorities. These close connections give us an understanding of the type, size, location and timing of future developments that will support growth in our region. By working in this way, we can influence prudent and efficient delivery of services and are able to use an appropriate mix of traditional and innovative approaches to maximise the value delivered through investment in infrastructure.

We align our services with the *South East Queensland Regional Plan 2009–2031*, the purpose of which is to manage regional growth and change in the most sustainable way and to protect and enhance quality of life. Our *Water Netserv Plan* provides an overview of our infrastructure planning and development for the next 20 years and supports the land-use planning undertaken by the State Government and our five shareholders. Regular updates of the Water Netserv Plan make this a living document that promotes greater transparency in our operations and our planning for future changes.

Committed to understanding our customers' needs, we engage directly with them and strive to co-design our servicing solutions through regular consultation.

In our planning, we also consider the South East Queensland Water Security Program developed by the bulk water service provider, Seqwater. This program identifies the level of service objectives for water supply security and the future investments in bulk water infrastructure. We have joined with the other service providers across the region to provide collaborative support for updates to the Water Security Program.

We manage our services by using:

- Contemporary approaches in whole-of-lifecycle asset management.
- Efficient and effective capital investment through strategic procurement and 'just-in-time' delivery.
- Benchmarking against national and international peers.

OUR CONTROLS AND ASSURANCE

RISK MANAGEMENT

Our Enterprise Risk Management Framework was developed and implemented in accordance with the *ISO 31000:2018 Risk Management*.

Our Board-approved Risk Appetite Statement is a central component of our Enterprise Risk Management Framework. Its purpose is to articulate, from the Board's perspective, how much risk is acceptable in pursuing our strategic direction.

The Risk Appetite Statement guides management in making decisions that balance risk and opportunity and is a key driver in establishing an organisational culture that is risk aware.

Our risks are managed at the strategic and operational levels, which are aligned to our risk appetite and tolerance levels.

Our strategic risks have the potential to materially impact the achievement of our purpose and vision and are considered in our strategic planning process (see page 88).

The Enterprise Risk Management Framework, in conjunction with our Performance Management Framework, facilitates risk-based planning and decision making and improves organisational resilience.

Supporting our Enterprise Risk Management Framework is our Corporate Compliance Management System, which was developed and implemented in accordance with *ISO 19600 Compliance Management Systems – Guidelines*.

EXTERNAL SCRUTINY

The Queensland Audit Office (QAO) is our external auditor under the terms of the *Financial Accountability Act 2009*. The QAO is responsible for auditing our financial statements and expressing an opinion on the financial report, based on the audit (see page 180).

The Queensland Competition Authority (QCA) is responsible for regulating our water and sewerage services to ensure the costs we incur in delivering those services are prudent and efficient. This process is designed to ensure that monopoly providers of essential utility services are not charging prices in excess of efficient costs.

Prior to 30 June 2015, the QCA applied a specific price monitoring regime and found no evidence of an exercise of market power. This regime has expired, but the QCA still retains general investigatory powers into our pricing practices to protect customers. We continue to set prices and adhere to service quality standards. Since 1 July 2015, we have not been subject to investigation under the general investigatory powers of QCA.

Besides the report on financial statements, no other government body issued any other external scrutiny reports regarding our operations during the reporting period.

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OUR CONTROLS AND ASSURANCE

INTERNAL AUDIT

Internal audit is an independent function within Urban Utilities' Office of the Chief Executive Officer, which assists the Chief Executive Officer in the discharge of her responsibilities under the *Financial Accountability Act 2009* and provides an independent review of internal system controls.

In 2020/21, KPMG provided internal audit services for Urban Utilities. These services were performed in accordance with a Board-approved Internal Audit Charter and Internal Audit Plan. This plan has regard for Urban Utilities' strategic risk profile, previous audits, industry insights, Queensland Audit Office key focus areas and engagement with the Audit and Risk Committee and Executive Leadership Team.

The internal audit function was conducted independently of management, and authorised auditors and the deployment of the program had due regard to Queensland Treasury's Audit Committee Guidelines.

In 2020/21, Internal Audit undertook seven audits. The audits were separated into strategic risk-based reviews, core business process reviews and information technology reviews

HUMAN RIGHTS

We are committed to delivering our products and services to the community in a manner that is consistent with our corporate values and aligned to people's human rights. To demonstrate this, we have:

- Continued to assess the compatibility of our policies with human rights through our policy review process.
- Incorporated respect for human rights into the updated Urban Utilities Code of Conduct.
- Published the Urban Utilities Modern Slavery Statement, outlining the measures Urban Utilities is taking to identify and address modern slavery and other labour rights risks within our operations and supply chain.
- Reviewed our compliance with the Human Rights Act through our corporate compliance framework.
- Monitored complaints for any human rights issues.

In 2020/21, no human rights complaints were received.

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CONTINUOUS ASSURANCE

Urban Utilities continued its data analytics-based continuous assurance program during 2020/21, supported by KPMG and independent to the Internal Audit services provided.

The program provides the Board, Audit and Risk Committee and management with assurance that processes and control systems are working effectively under outsourced and internal service delivery models. It considers processes and controls that mitigate strategic risks relating to customers, finance, procurement, environment, ICT, people and security.

FRAUD CONTROL

Urban Utilities has a Fraud and Corruption Control Plan, which is reviewed annually.

The plan documents how we will implement the recommendations by the Queensland Audit Office.

These attributes include:

- implementing fraud awareness training,
- carrying out fraud risk assessments, and
- developing fraud reporting and investigations systems, including our UrbanDisclosure hotline for reporting potential fraud and corruption matters.

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ACCOUNTABILITY AND TRANSPARENCY

REPORTING ON PERFORMANCE

Transparent, accurate and timely reporting is a key component of our governance framework that enables us to remain on track to achieve our purpose and vision, continue providing services that meet customer expectations, and continue to manage operational risks and priorities.

Progress against our strategic objectives, our strategic risks we manage to ensure we can achieve our strategic objectives, and the delivery of our customer service standards (see page 36) are reported to our Executive Leadership Team, Board and all employees on a monthly basis. They also form the basis of regulatory reporting, reporting to shareholders and annual reporting.

In addition, we also report the status of our strategic initiatives to our Executive Leadership Team and all employees on a monthly basis, to our Board on a quarterly basis and to shareholders on a half-yearly basis.

Our key operational measures, which predominately act as lead indicators to the management of our strategic risks, are reported to our Executive Leadership Team and all employees on a monthly basis.

We also support and comply with various industry and regulatory reporting requirements, including the National Performance Reporting annual industry benchmarking, which provide regulators and the public with transparency and comparability around our performance, services and costs. These include, but are not limited to, our Drinking Water Quality Management Annual Report and Annual Performance Plan, both of which are on our website.

We continually seek to improve our performance reporting to ensure it is transparent and provides our shareholders, Board, executives, managers, customers, and all employees with a clear understanding of how we are performing and where we need to focus our efforts.

INFORMATION SYSTEMS AND RECORD KEEPING

Urban Utilities is compliant with the *Public Records Act 2002* and supporting policies as directed by the Queensland State Archivist. Policies and procedures are in place for recordkeeping, email management, retention and disposal of records, managing information on shared network drives and information security. Our skilled records management team oversees the lifecycle of both our digital and physical records.

We continue to look for opportunities to improve our records governance, reduce our information footprint and develop a collaborative culture based on the sharing of knowledge. In 2020/21, we:

- Rolled out an online education program for our people regarding public recordkeeping and the related responsibilities.
- Commenced a disposal process of legacy physical records.
- Reviewed our tier-one systems.
- Continued to address legacy data issues in our core recordkeeping system, QDOX.

Additionally, we have taken steps via the Target Operating Model program (see page 46) to identify and agree upon data governance improvements for implementation. These include establishing data stewardship commitments across the organisation and establishing an overarching Data Governance Board, with the intention to further mature our compliance with regulations, including the *Public Records Act 2002*.

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OTHER DISCLOSURES

In accordance with State Government disclosure obligations, disclosures for overseas travel and consultancies for Urban Utilities can be found on the Queensland Government's Open Data website (data.qld.gov.au).

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CHAPTER 5: FINANCIAL PERFORMANCE

CHIEF FINANCIAL OFFICER'S SUMMARY

Financial performance at a glance

- Operating profit before tax and capital revenues: \$130.4 million, up 6.4% on 2019/20.
- Profit after tax: \$233.3million, up 1.4% on 2019/20.
- Total revenue: \$1,435.7 million, down 0.8% on 2019/20.
- Operating cost base: \$1,101.6 million, down 1.2% on 2019/20.
- Capital expenditure (including developer donated assets): \$465 million.
- Gearing consistent at 40%.

Financial performance for the year ended 30 June 2021

For the year ended 30 June 2021, Urban Utilities reported an operating profit before tax and capital revenues of \$130 million, which was 6.4% higher than our 2019/20 result. Our net profit after tax of \$233 million was a \$3 million increase on 2019/20.

As a result of COVID-19, Urban Utilities implemented a utility price freeze from 1 July 2020 to 31 December 2020 to support our customers and communities. We also experienced reduced commercial consumption of services and a reduction in contributions from developers. Additionally, we saw an increase in customers requesting payment extensions, which will likely impact the timing of cashflows and recoverability of utility charges. COVID-19 continues to have an impact on the domestic and international migration to South East Queensland, which may impact future growth within our service territories.

Capital revenues from developers comprise both donated assets and cash used to build water and wastewater infrastructure. This assists funding towards our investment in infrastructure, enabling us to keep our prices lower.

Our five-year financial performance summary is detailed below:

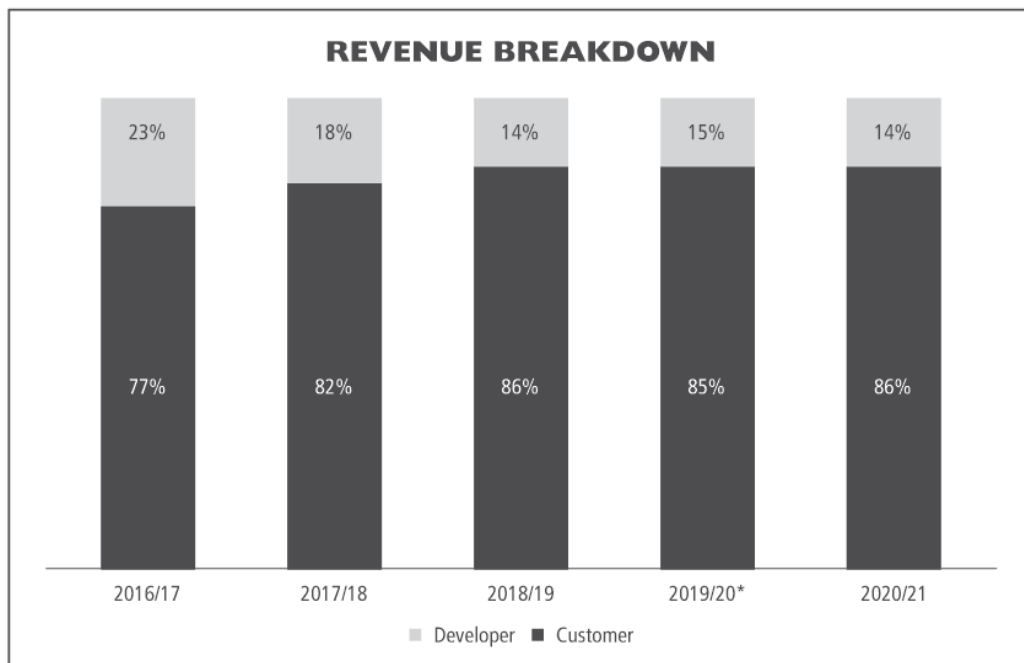
\$m	2016/17	2017/18	2018/19	2019/20*	2020/21
Revenue	1,069	1,109	1,182	1,237	1,232
Operating expenses	(965)	(985)	(1,053)	(1,114)	(1,102)
Operating profit before tax and capital revenues	104	124	130	123	130
Capital revenues	313	239	195	210	204
Profit before tax	417	363	325	333	334
Taxation expense	(125)	(110)	(99)	(102)	(101)
Profit after tax	291	253	227	230	233

*2019/20 is restated due to prior period adjustments relating to donated assets.

We return the majority of our profit as a dividend or income tax payment to our shareholding councils. The total return to our shareholding councils for 2020/21 was \$245 million, which was an increase of \$2 million against 2019/20.

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**Revenue summary**

Urban Utilities' gross revenue for the year ended 30 June 2021 was \$1,435.7 million and had two main sources: customers and developers.



*2019/20 Restated for prior period adjustments.

Customer revenue was generated through \$722 million in water utility charges and \$482 million in wastewater utility charges, with the remainder from our professional services, such as SAS Laboratories and developer services. For 2020/21, customer revenue represented 86% of total revenue in line with previous financial years.

The downturn in commercial and developer revenues is attributed to the effects of COVID-19, with customer revenue decreasing by \$5 million (0.4%) on 2019/20, largely due to the lower water and recycled water usage and developer revenue decreasing by \$6 million (3.0%) on 2019/20.

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CHAPTER 5: FINANCIAL PERFORMANCE

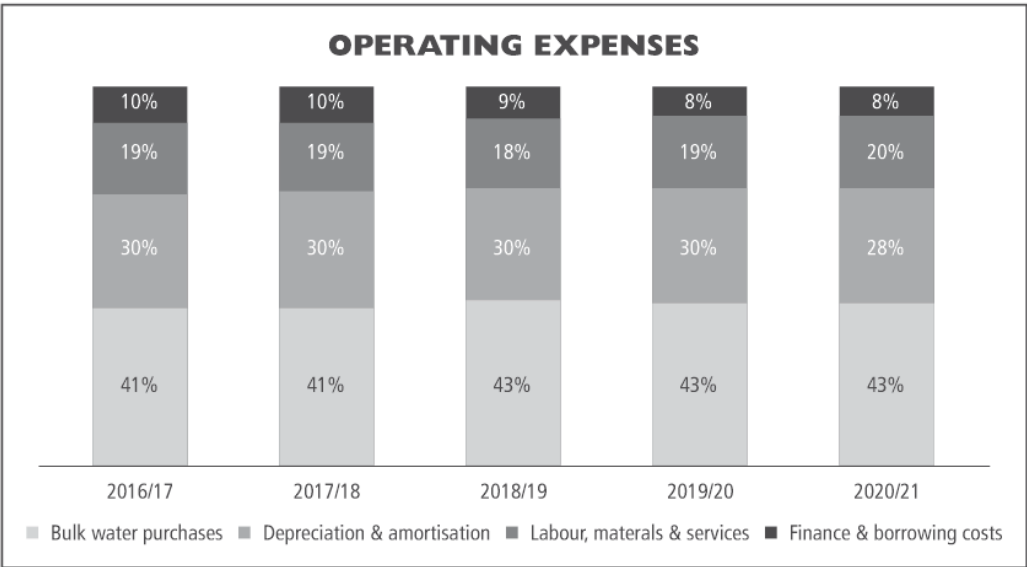
CHIEF FINANCIAL OFFICER’S SUMMARY (CONTINUED)

Operating expense summary

The overall decrease in total operating expenses was \$12.7 million. Of this, \$4.0 million was attributed to decreases in demand for water by our customers, while the remaining \$8.7 million was associated with the delivery of our services to customers. Bulk water charges were impacted by an average 3.5% price increase approved by the State Government, with these costs passed directly through to customers. Bulk water continues to account for 43% of our operating cost base.

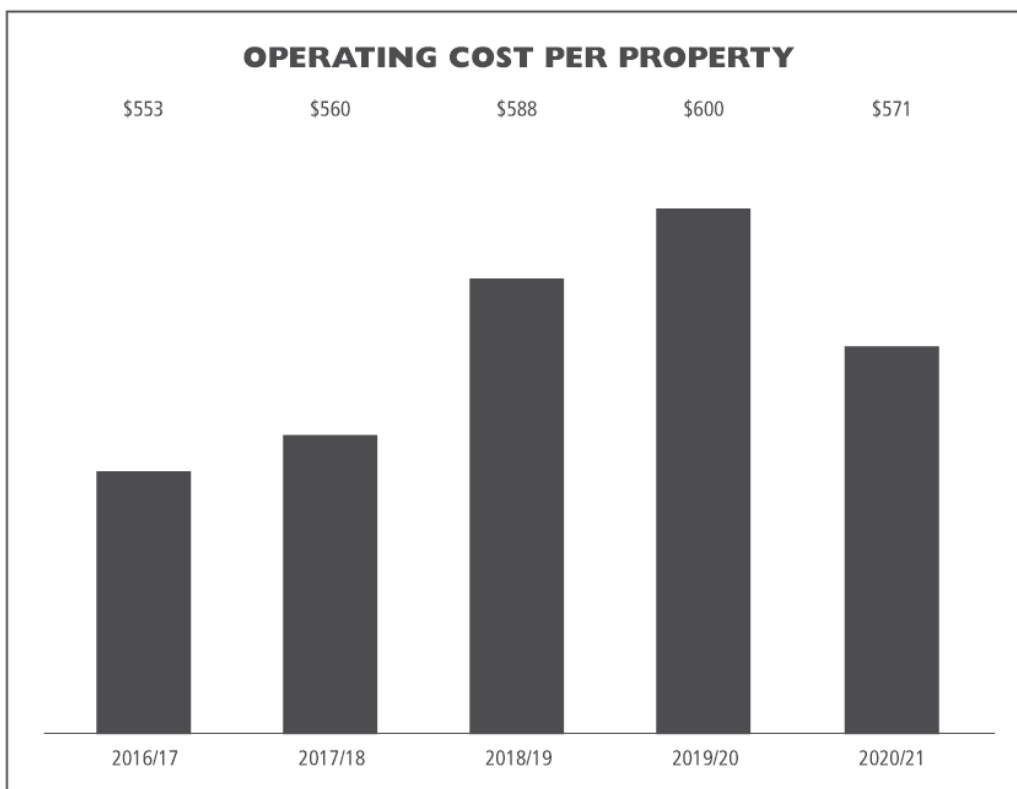
Despite the decrease in the cost of service delivery to customers, there was a \$19.1 million increase in depreciation and amortisation, which represents the consumption of the useful life of our assets and the depreciation on our leased building assets. Our infrastructure assets’ useful lives range from 10 to 110 years. As the size of our asset base grows, so too does our depreciation expense.

In 2020/21, our cost base was reduced by \$27.8 million as we continued to focus on identifying ways to realise efficiencies for our customers. For example, we introduced new ways of working through our Target Operating Model, implemented a new system that provides quality data to enable better scrutiny of our job costs and reduced our information technology support costs by removing legacy systems.



ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**Operating cost per property**

Operating cost per property excludes the cost of purchased water. This is because these costs do not result from Urban Utilities' activities, rather they are driven by customer demand with the price of bulk water determined by Seqwater and is passed through to our customers. There was a 5% decrease in Urban Utilities' operating costs per property from 2019/20 to 2020/21. This decrease can be attributed to our drive to realise efficiencies across the organisation.



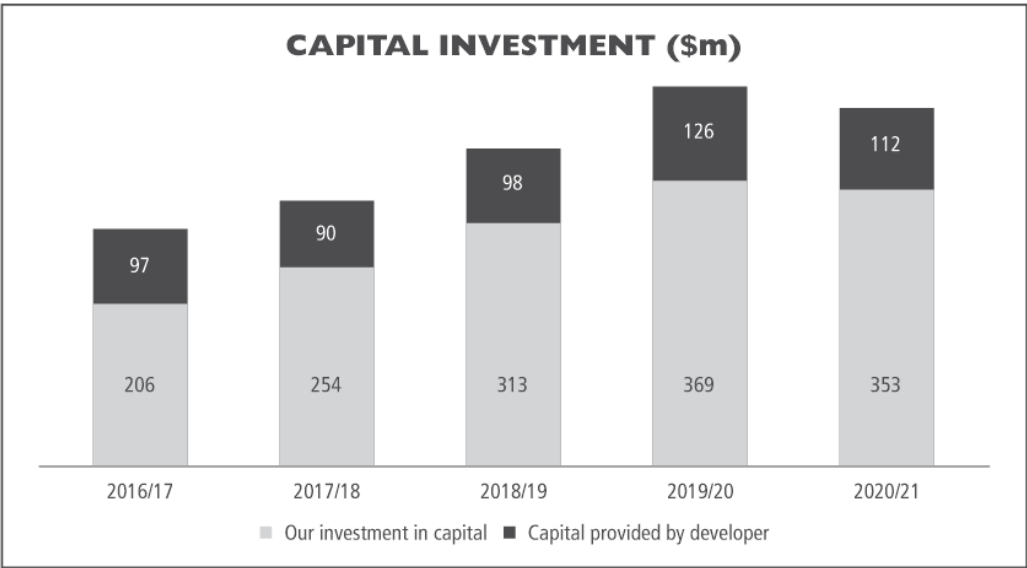
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CHAPTER 5: FINANCIAL PERFORMANCE

CHIEF FINANCIAL OFFICER’S SUMMARY (CONTINUED)

Capital expenditure

It is important that we continue to invest in infrastructure and systems to ensure we can meet the evolving needs of our customers and enhance our growing communities. Construction and delivery of these assets is achieved through our own Capital Investment Program or by developers providing infrastructure (for example, pipes and associated fittings) as they develop new communities.



ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**Key performance measures**

Our financial performance and financial sustainability is presented through the following industry-accepted ratios.

Key Performance Measures	Unit	2016/17	2017/18	2018/19	2019/20	2020/21
Return on assets	%	8.8%	7.8%	6.9%	6.4%	6.3%
Return on equity	%	8.9%	7.6%	6.6%	6.4%	6.5%
EBITDA interest cover	times	4.00x	4.25x	4.52x	4.48x	4.86x
Funds from operations to net debt	%	10%	11%	12%	11%	11%
Net debt to fixed assets	%	35%	36%	37%	38%	40%

The return on assets is an indicator of how profitable our business is relative to our total assets. Return on equity measures profitability by comparing the profit generated against the investment by our five shareholding councils.

An EBITDA (Earnings before income tax, depreciation and amortisation) interest cover demonstrates our ability to meet our interest expenses. The funds from operations to net debt is a measure of our ability to manage our debt obligations. Net debt to fixed assets is a measure of the extent to which our assets are financed by debt.

The combination of the key performance measures outlined above give an indication of our financial sustainability.

During the year, we undertook a major review of capital structure, which resulted in some revision of targets for these key performance measures to ensure the long-term viability and sustainability of the business.

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CHAPTER 5: FINANCIAL PERFORMANCE

GUIDE TO OUR FINANCIAL STATEMENTS

Introduction

The Financial Statements are prepared in accordance with the requirements of the *Financial Accountability Act 2009*, the *Financial and Performance Management Standard 2019*, the *Financial Reporting Requirements for Queensland Government agencies* (as applicable to statutory bodies), the exemptions under the *South-East Queensland Water (Distribution and Retail Restructuring) Act 2009*, *Australian Accounting Standards* and interpretations.

This guide has been prepared to assist readers understand and analyse the Financial Report.

What is included in the Financial Report?

The Financial Statements report on how Urban Utilities performed financially during the 2020/2021 financial year and the overall financial position at the end of the financial year (30 June 2021).

The Financial Statements include:

- Statement of Comprehensive Income
- Statement of Financial Position
- Statement of Changes in Equity
- Statement of Cash Flows
- Notes to the Financial Statements.

The Financial Statements are prepared by management, reviewed by the Audit and Risk Committee who make a recommendation to the Urban Utilities Board for approval, and audited by the Auditor-General of Queensland.

The 2020/2021 Financial Statements include adjustments made to the 2019/2020 figures. This occurs when there are prior period adjustments identified in the current financial year. Disclosure of these occur in note 1.10 of the financial statements.

Statement of Comprehensive Income

The Statement of Comprehensive Income itemises income earned and expenditure incurred in delivering Urban Utilities' services during the year, as well as other comprehensive income (including the actuarial gain or loss on the defined benefit superannuation scheme) to give the total comprehensive result for the year.

The operating expenses do not include capital purchases for the renewal or upgrade of our assets. However, it does include depreciation and amortisation, which is a provision for the value of assets 'used up or consumed' during the year.

The statement is prepared on an accruals basis and includes both cash and non-cash items. All income and expenses for the year are reflected in the statement, even though some revenue may not yet be received (such as interest on investments) and some expenses may not yet be paid (where the goods and services are received but the suppliers' invoices are not yet paid).

The key figure to assess financial performance for the year is the profit for the year, which is calculated by deducting the total operating expenses (including income tax) for the year from total operating revenue. It is important to note however, that the profit for the year is not necessarily a 'cash' surplus due to the recognition of non-cash items above.

Urban Utilities is a for-profit statutory body and generates an annual profit in order to ensure future financial sustainability. The profit not only ensures ongoing services and infrastructure to customers and communities but also provides a return to our five shareholding councils.

Statement of Financial Position

The Statement of Financial Position is also known as a Balance Sheet and is a snapshot of our financial position as at 30 June. It outlines what we control as assets (such as cash and property), what we owe as liabilities (such as amounts owed to creditors) and the equity or net worth at the end of the year.

The assets and liabilities are separated into current and non-current sections. 'Current' generally means those assets that will be received, or liabilities that will be paid, within the next 12 months. 'Non-current' refers to those assets and liabilities that are held for a longer term.

The net current assets or working capital is an important measure of our ability to meet our debts as and when they fall due.

The equity section of the Statement of Financial Position shows the contributed equity from the establishment of Urban Utilities on 1 July 2010, the total of the retained earnings (profits) that have accumulated and the amount by which the assets have been revalued since establishment. The total of the equity section represents our net financial worth.

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT**Statement of Changes in Equity**

The Statement of Changes in Equity summarises the change in our net financial worth during the financial year. Net worth can change as a result of a profit or loss as recorded in the Statement of Comprehensive Income or a change in the net value of non-current assets resulting from a revaluation or an impairment of those assets.

Statement of Cash Flows

The Statement of Cash Flows shows all cash amounts received and all cash payments made during the year that make up the change in our bank balance during the financial year.

The cash flows are separated into three different types of activities:

- Operating activities are those cash receipts and payments arising from delivery of our services. The net cash provided by operating activities is an important result in the statement, as it shows our ability to generate a cash surplus, which can then be used to fund the purchase, construction or renewal of long-term assets, such as property and infrastructure and to repay borrowings. This should be a positive amount.
- Investing activities are those cash receipts and payments arising from the purchase, renewal, upgrade, expansion and sale of our non-current assets.
- Financing activities are those cash receipts and payments arising from the raising and repayment of borrowings and payments of a participation return (dividend and income tax equivalent amounts) paid to our five shareholding councils.

Notes to the Financial Statements

The notes to the Financial Statements provide greater detail to support the figures used in the four main statements and should be read in conjunction with the statements to obtain a clearer picture of our finances. The notes give the details behind the summary line items contained in the statements, showing what makes up each of the accumulated amounts.

The notes also provide information on the accounting policies and assumptions used to prepare the financial statements, advise the reader about any changes to the *Australian Accounting Standards*, policy, or legislation, which may affect the way the statements are prepared and disclose other information that cannot be incorporated into the statements and provide analysis if there has been a significant change from the previous year's comparative figures.

Certification of Statements

The certification of the financial statements is made by the Board Chair, the Chief Executive Officer and the Chief Financial Officer. Collectively, these persons are responsible for the financial management of Urban Utilities. The certification must state whether, in their opinion, the statements have met all the statutory and professional reporting requirements and present a true and fair view of the financial performance and financial position of Urban Utilities as at the end of the financial year.

The certification must be based on an appropriate system of internal controls and effective risk management processes.

Independent Auditor's Report

The Independent Auditor's Report is the external and independent opinion of the Queensland Auditor-General and provides the reader with an independent view about Urban Utilities' compliance with the statutory and professional requirements, as well as the fairness aspects of the statements.

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Central SEQ Distributor-Retailer Authority

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For the year ended 30 June 2021

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ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT

Central SEQ Distributor-Retailer Authority

STATEMENT OF COMPREHENSIVE INCOME

For the year ended 30 June 2021

	Notes	2021 \$'000	2020 \$'000 Restated*
Revenue			
Utility charges	2.1	1,204,287	1,207,233
Contributions	2.2	203,776	210,030
Other revenue	2.3	27,639	29,564
Total operating revenue		1,435,702	1,446,827
Expenses			
Bulk water purchases	3.1	(471,264)	(475,224)
Depreciation and amortisation	8, 9, 19	(224,884)	(205,807)
Supplies and services	3.2	(174,218)	(190,844)
Employee expenses	3.3	(125,281)	(133,963)
Finance and borrowing costs	3.4, 19	(95,097)	(94,946)
Other expenses	3.5	(10,808)	(13,444)
Total operating expenses		(1,101,550)	(1,114,228)
Profit before income tax equivalent		334,152	332,599
Income tax equivalent	4.1	(100,820)	(102,404)
Profit for the year		233,332	230,195
Other comprehensive income			
Items that will not be reclassified to profit or loss:			
Decrease in asset revaluation surplus	8.7	-	(1,088)
Defined benefit plan actuarial gain (loss)	10.3	673	(889)
Items that may be reclassified to profit or loss:			
Cash flow hedge gain	17	-	10
Total other comprehensive income (loss)		673	(1,967)
Total comprehensive income for the year		234,005	228,228

*Refer to Note 1.10 for details of restatement as a result of prior period adjustment.

The above Statement of Comprehensive Income should be read in conjunction with the accompanying notes.

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Central SEQ Distributor-Retailer Authority

STATEMENT OF FINANCIAL POSITION

As at 30 June 2021

	Notes	2021 \$'000	2020 \$'000 Restated*
Current assets			
Cash and cash equivalents	5	6,498	72,845
Trade and other receivables	6	148,834	59,968
Income tax receivable		-	5,275
Derivative financial instruments	17	-	14
Other assets	7	145,371	185,853
Total current assets		300,703	323,955
Non-current assets			
Property, plant and equipment	8	6,189,708	5,972,870
Right-of-use assets	19	9,423	14,250
Intangible assets	9	146,313	125,678
Defined benefit plan	10.3	4,147	3,186
Other assets	7	757	42
Total non-current assets		6,350,347	6,116,027
Total assets		6,651,051	6,439,982
Current liabilities			
Trade and other payables	11	55,581	53,325
Loans and borrowings	15	27,000	95,000
Lease liabilities	19	6,341	7,113
Employee benefits	12	32,625	32,754
Other liabilities	13	101,292	96,050
Income tax payable		4,349	-
Participation returns	14.1	79,500	79,500
Total current liabilities		306,688	363,742

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT

Central SEQ Distributor-Retailer Authority

STATEMENT OF FINANCIAL POSITION

As at 30 June 2021

	Notes	2021 \$'000	2020 \$'000 Restated*
Non-current liabilities			
Loans and borrowings	15	2,474,895	2,294,895
Lease liabilities	19	5,845	11,281
Employee benefits	12	4,622	4,436
Other liabilities	13	2,211	2,625
Deferred tax liabilities	4.2	248,413	226,928
Total non-current liabilities		2,735,985	2,540,165
Total liabilities		3,042,673	2,903,907
Net assets		3,608,378	3,536,074
Equity			
Contributed equity	14.2	2,538,793	2,538,793
Retained earnings		916,650	844,336
Asset revaluation surplus	8.7	152,935	152,935
Cash flow hedge reserve	17	-	10
Total equity		3,608,378	3,536,074

*Refer to Note 1.10 for details of restatement as a result of prior period adjustment.

The above Statement of Comprehensive Income should be read in conjunction with the accompanying notes.

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Central SEQ Distributor-Retailer Authority

STATEMENT OF CHANGES IN EQUITY

For the year ended 30 June 2021

	Notes	Contributed equity \$'000	Retained earnings \$'000	Asset revaluation surplus \$'000	Cash flow hedge reserve \$'000	Total \$'000
Balance as at 1 July 2019		2,538,793	746,873	154,023	-	3,439,689
FY2020 Prior period adjustment on donated assets, net of tax	1.10	-	15,852	-	-	15,852
FY2021 Prior period adjustment on donated assets, net of tax	1.10	-	10,218	-	-	10,218
Transfer of asset revaluation surplus, net of tax	8.7	-	1,088	-	-	1,088
Adjusted balance at 1 July 2019		2,538,793	774,031	154,023	-	3,466,847
Distributions to Participants						
Participation returns to Participants	14.1	-	(159,000)	-	-	(159,000)
Total distributions to Participants		-	(159,000)	-	-	(159,000)
Profit for the year		-	230,195	-	-	230,195
<i>Other comprehensive income:</i>						
Defined benefit plan actuarial loss, net of tax	10.3	-	(889)	-	-	(889)
Cash flow hedge gain, net of tax	17				10	10
Decrease in asset revaluation surplus, net of tax	8.7			(1,088)		(1,088)
Total comprehensive income for the year		-	229,306	(1,088)	10	228,228
Balance as at 30 June 2020 Restated*		2,538,793	844,336	152,935	10	3,536,074

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT

Central SEQ Distributor-Retailer Authority

STATEMENT OF CHANGES IN EQUITY

For the year ended 30 June 2021

	Notes	Contributed equity \$'000	Retained earnings \$'000	Asset revaluation surplus \$'000	Cash flow hedge reserve \$'000	Total \$'000
Balance as at 1 July 2020		2,538,793	844,336	152,935	10	3,536,074
Adjustment on application of IFRIC decision on SaaS	1.11	-	(2,691)	-	-	(2,691)
Adjusted balance at 1 July 2020		2,538,793	841,645	152,935	10	3,533,383
Distributions to Participants						
Participation returns to Participants	14.1	-	(159,000)	-	-	(159,000)
Total distributions to Participants		-	(159,000)	-	-	(159,000)
Profit for the year		-	233,332	-	-	233,332
<i>Other comprehensive income:</i>						
Defined benefit plan actuarial loss, net of tax	10.3	-	673	-	-	673
Cash flow hedge gain, net of tax	17	-	-	-	(10)	(10)
Total comprehensive income for the year		-	234,005	-	(10)	233,995
Balance as at 30 June 2021		2,538,793	916,650	152,935	-	3,608,378

*Refer to Note 1.10 for details of restatement as a result of prior period adjustment.
The above Statement of Comprehensive Income should be read in conjunction with the accompanying notes.

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Central SEQ Distributor-Retailer Authority

STATEMENT OF CASH FLOWS

For the year ended 30 June 2021

	Notes	2021 \$'000	2020 \$'000
Cash flows from operating activities			
Receipts from customers		1,186,447	1,226,247
Developer cash contributions received		91,484	97,956
Interest received		846	1,408
GST input tax credits from Australian Taxation Office (ATO)		50,752	55,255
		1,329,529	1,380,866
Payments to employees		(124,551)	(130,663)
Payments to suppliers		(705,726)	(734,400)
Finance and borrowing costs paid		(92,633)	(92,922)
Income tax paid		(69,996)	(83,361)
GST remitted to ATO		(1,420)	(982)
		(994,325)	(1,042,327)
Net cash inflow from operating activities	5.1	335,204	338,540
Cash flows from investing activities			
Proceeds from sale of plant and equipment, and intangible assets		980	891
Payments for property, plant and equipment, and intangible assets		(347,740)	(393,759)
Net cash outflow from investing activities		(346,760)	(392,868)
Cash flows from financing activities			
Proceeds from long-term borrowings (Queensland Treasury Corporation)	15	150,000	230,000
Proceeds from long-term borrowings (Participating Councils)	15	30,000	-
Proceeds from short-term borrowings (Queensland Treasury Corporation)	15	27,000	55,600
Payment of short-term borrowings (Queensland Treasury Corporation)	15	(95,000)	-
Payment of lease liabilities	19	(7,790)	(8,020)
Payment of participation returns	14.1	(159,000)	(156,000)
Net cash inflow (outflow) from financing activities		(54,790)	121,580
Net increase (decrease) in cash and cash equivalents		(66,347)	67,252
Cash and cash equivalents at the beginning of the financial year		72,845	5,593
Cash and cash equivalents at the end of the financial year	5	6,498	72,845

The above Statement of Cash Flows should be read in conjunction with the accompanying notes.

Central SEQ Distributor-Retailer Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

For the year ended 30 June 2021

I. BASIS OF FINANCIAL STATEMENT PREPARATION

1.1 Authority information

The Central SEQ Distributor-Retailer Authority (the Authority) was established under the *South-East Queensland Water (Distribution and Retail Restructuring) Act 2009* (the Act) and is a Statutory Body under the Financial Accountability Act 2009 and the Statutory Bodies Financial Arrangements Act 1982 (SBFA).

Under the Act, governance arrangements for the Authority were established in a Participation Agreement, which became operative from 25 June 2010. The Participants are Brisbane City Council, Ipswich City Council, Lockyer Valley Regional Council, Scenic Rim Regional Council and Somerset Regional Council (see Note 14).

The assets, liabilities, instruments and employees of the five Participating Councils' water distribution and sewerage operations were transferred to the Authority as a result of the Act. The value of the net assets transferred from the Councils to the Authority was initially calculated using a Regulatory Asset Base (RAB) valuation approved by the Queensland Government to represent the market value of the business.

In return for the net assets transferred to the Authority, each Council participates in the Authority based on its share of the RAB, comprising debt and participation rights as agreed by the Participating Councils and the Authority in the ratio of 40 to 60. The value of participation rights (60% of the RAB) has been brought to account as contributed equity in accordance with the advice provided by Queensland Treasury.

The Act states that the Authority expires at the end of 99 years from when it was established on 3 November 2009 and the Participants become the successor in law of the assets and liabilities in accordance with their participation rights at the expiry date.

The primary functions of the Authority for its geographic area are set out in Section 11(1) of the Act.

The Authority trades as Urban Utilities and is a "for profit" entity. The registered office is Level 2, 15 Green Square Close, Fortitude Valley, Brisbane, QLD 4006.

1.2 Compliance with prescribed requirements

These general purpose financial statements are for the period 1 July 2020 to 30 June 2021 and have been prepared in accordance with:

- Australian Accounting Standards (AASBs) and Interpretations;
- the *Financial Accountability Act 2009*;
- the *Financial and Performance Management Standard 2019*;
- the Financial Reporting Requirements for Queensland Government agencies (as applicable to statutory bodies); and
- the exemptions under the *South-East Queensland Water (Distribution and Retail Restructuring) Act 2009*.

1.3 Authorisation of financial statements for issue

The financial statements were authorised for issue by the Board on 16 August 2021. Board members have the power to amend and reissue the Financial Statements.

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Central SEQ Distributor-Retailer Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

For the year ended 30 June 2021

1.4 Historical cost

The financial statements have been prepared on a historical cost basis, except for the following:

Note 2.2 – Contributions – donated assets measured at fair value.

Note 7 – Other assets – renewable energy certificates measured at fair value.

Note 8 – Property, plant and equipment – land, buildings and network assets measured at fair value.

Note 10 – Superannuation – defined benefit assets measured at fair value.

Note 12 – Employee benefits – provision for long service leave not expected to be settled within 12 months measured at present value.

Note 13 – Other liabilities – provision for restoration measured at present value.

Note 17 – Financial instruments – derivatives measured at fair value.

Note 19 – Leases – right-of-use assets and lease liabilities of office buildings and warehouses measured at present value.

1.5 Accounting estimates and assumptions

The preparation of financial statements requires the use of accounting estimates, which may differ to actual results. Management also exercised judgement in applying the Authority's accounting policies. Significant estimates and judgement are included in the following notes:

Note 2.1 – Utility charges – unbilled water consumption based on historical information.

Note 2.2 – Contributions – fair value of donated assets based on unit rates. For donated assets not yet detailed within the geospatial system, an estimate of assets has been made based on the type of development application.

Note 6 – Trade and other receivables – provision for impairment based on expected credit loss.

Note 8 – Property, plant and equipment – fair value based on discounted cash flows and depreciation rates.

Note 9 – Intangible assets – amortisation rates, and determination whether configuration and customisation services are distinct from the Software-as-a-Service (SaaS) access.

Note 10 – Superannuation – fair value of fund assets based on actuarial assessment.

Note 12 – Employee benefits – present value of provision for long service leave based on actuarial assessment.

Note 13 – Other liabilities – borrowing cost rate and term used for calculating the present value of provision for restoration.

Note 19 – Leases – borrowing cost rate and lease term used for calculating the present value of lease liability and right-of-use assets.

Note 21 – Contingencies – maximum exposure of contingent assets and liabilities.

As part of the ongoing review, these accounting estimates and underlying assumptions were assessed for climate-related risks considerations. Changes to accounting estimates are recognised in the period in which the estimate is revised, and future periods affected.

1.6 Presentation

Currency and rounding

Amounts included in the financial statements are in Australian dollars and have been rounded to the nearest \$1,000, unless disclosure of the full amount is specifically required.

Transactions and balances

Foreign currency transactions are translated into the functional currency using the exchange rates at the dates of the transactions. Foreign exchange gains and losses resulting from the settlement of such transactions and from the translation of monetary assets and liabilities denominated in foreign currencies at year end exchange rates are generally recognised in the profit or loss except for foreign currency differences arising from the translation of qualifying cash flow hedges to the extent that the hedges are effective (see Note 17).

Comparatives

Comparative information has been restated where necessary to be consistent with disclosures in the current reporting period.

Central SEQ Distributor-Retailer Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

For the year ended 30 June 2021

1.7 Taxation

Goods and Services Tax (GST)

Revenue, expenses, assets and liabilities are recognised net of the amount of GST. Except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO), the GST is recognised as part of the cost of acquisition of the asset or as part of the expense.

Receivables and payables are presented with the amount of GST included. The net amount of GST recoverable from, or payable to, the ATO is included as a current asset or liability in the Statement of Financial Position.

Cash flows are presented in the Statement of Cash Flows on a gross basis. The GST component of cash flows arising from investing and financing activities which are recoverable from or payable to the ATO are classified as operating cash flows.

Other taxes

The Authority pays payroll tax to the Queensland Government Office of State Revenue on its activities and pays fringe benefits tax to the ATO in accordance with the relevant legislation. During COVID-19 pandemic, a small number of employees were located outside of Queensland and payroll tax was paid to relevant State Revenue Offices.

1.8 Going concern

The financial statements have been prepared on a going concern basis in accordance with AASB 101 Presentation of Financial Statements. The Authority considered the effect of climate-related risks and COVID-19, and noted that there is no impact on the Authority's ability to continue as going concern.

1.9 Climate-related, COVID-19 and other emerging risks

The Authority considered the potential impacts of climate-related, COVID-19 and other emerging risks in line with the climate-related and other emerging disclosures: assessing financial statement materiality using *AASB Practice Statement 2 Making Materiality Judgements* in the following notes:

Note 1.5 - Accounting estimates and assumptions

Note 1.8 - Going concern

Note 2.1 - Utility charges - price freeze

Note 2.2 - Contributions

Note 3.3 - Employee expenses - salary freeze

Note 8 - Property, plant and equipment - fair value assessment

Note 17 - Financial instruments - credit risk, climate-related risk

Note 21 - Contingencies

The Authority has identified Environmental Sustainability as a strategic risk which relates to climate changes, urbanisation and demographic changes or environmental expectations (for example: emerging contaminants or nutrient discharges) manifest in unplanned change or impact cost to serve.

The Authority adopts a probative and proactive approach to emerging risks, including climate risk. The Authority recognised, and contributed to the development of the 2021 Water Services Association of Australia (WSAA) Urban Water Industry Climate Change Position that recognises the changing climate.

Australia will continue to experience ongoing changes to climate including more variable rainfall, more heat extremes and more frequent and intense storms. The urban water industry is uniquely positioned to mitigate the Authority's impact on the climate, respond and adapt to the impacts of a changing climate on the delivery of the Authority's services, and improve the resilience of communities and the environment in adapting to a changing climate.

The Authority's structured approach to climate risk reflects the Queensland State Government framework of Understand, Mitigate and Adapt. Through this work, the Authority has identified the following specific climate-related risks:

- The transition to a low carbon economy;
- Current climate event risks; and
- Future climate adaptation risks

Consideration of these climate-related risks is defined in more detail in Note 17.1.

As a result of COVID-19, the Authority implemented a utility price freeze from 1 July to 31 December to support the Authorities customers and community; experienced reduced commercial consumption of services and a reduction in contributions from developers; and had increased requests from customers for payment extensions that will impact the timing of cashflows and recoverability of utility charges. COVID-19 continues to have an impact on the domestic and international migration to South East Queensland, and may impact the future growth within the Authority's service territories.

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1.10 Prior period adjustment

In preparation of the 2020-21 financial statements, the Authority identified \$24.0M (2020: \$22.6M) worth of donated assets with connection certificates issued prior to 1 July 2020 that were not previously recognised as contributions revenue. The prior period balances have been restated for each of the affected financial statement line items in accordance with AASB 108 *Accounting Policies, Changes in Accounting Estimates and Errors*.

The following tables summarise the impacts on the Authority's financial statements.

Statement of Financial Position As at 30 June 2020	30 June 2020 As Reported \$'000	Adjustments \$'000	30 June 2020 Restated \$'000
Non-current assets			
Property, plant and equipment	5,948,880	23,990	5,972,870
Total non-current assets	6,092,037	23,990	6,116,027
Total assets	6,415,992	23,990	6,439,982
Non-current liabilities			
Deferred tax liabilities	219,731	7,197	226,928
Total non-current liabilities	2,532,968	7,197	2,540,165
Net assets	3,519,281	16,793	3,536,074
Retained earnings	827,544	16,793	844,337
Total equity	3,519,281	16,793	3,536,074

Statement of Comprehensive Income For the year ended 30 June 2020	30 June 2020 As Reported \$'000	Adjustments \$'000	30 June 2020 Restated \$'000
Revenue			
Contributions	200,636	9,394	210,030
Total operating revenue	1,437,433	9,394	1,446,827
Profit before income tax equivalent	323,205	9,394	332,599
Income tax equivalent	(99,585)	(2,818)	(102,404)
Profit for the year	223,619	6,576	230,195
Total comprehensive income for the year	221,652	6,576	228,228

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1.11 Changes to significant accounting policy

Cloud computing arrangements

In April 2021, the International Financial Reporting Standards Interpretations Committee (IFRIC) issued a final agenda decision, *Configuration or customisation costs in a cloud computing arrangement*. The decision discusses whether configuration or customisation expenditure relating to cloud computing arrangements is able to be recognised as an intangible asset and if not, over what time period the expenditure is expensed.

The Authority's accounting policy has historically been to capitalise costs related to cloud computing arrangements as intangible assets in the Statement of Financial Position. The adoption of this agenda decision could result in a reclassification of these intangible assets to either a prepaid asset in the Statement of Financial Position and/or recognition as an expense in the Statement of Comprehensive Income, impacting both the current and/or prior periods presented.

As at 30 June 2021:

- The Authority has adopted this IFRIC agenda decision. The impact of the change has resulted in a reclassification of Software-as-a-Service (SaaS) arrangements from intangible assets to prepayments in the Statement of Financial Position and recognition of related expenses in the Statement of Comprehensive Income as follows:

	30 June 2021 Adjustments \$'000
Prepayments	3,844
Software opening balance	(5,112)
Work in progress opening balance	(2,143)
Work in progress current year	(2,368)
Accumulated amortisation reversal	1,385
Depreciation and amortisation reversal	(1,385)
Supplies and services	3,088
Retained earnings prior period adjustment	2,691

Based on the analysis of cloud computing arrangements, the Authority identified \$2.7M worth of SaaS customisation and configuration costs that were previously recognised as intangible assets. The prior period balances have not been restated in the Statement of Comprehensive Income but were adjusted through the opening retained earnings at 1 July 2020.

- Intangible assets relating to Platform-as-a-Service cloud computing arrangements of \$76.2m have been capitalised on the Statement of Financial Position and will be subject to further detailed assessment.
- The Authority's preliminary analysis indicates that the impact may be material.

The revised accounting policy is presented in Note 9.

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2. REVENUE

The Authority generates revenue primarily from utility charges and developer contributions. Other sources of revenue include fees and charges, and interest income.

Revenue is measured based on the consideration specified in a contract with a customer. The Authority recognises revenue when it transfers control over a good or service to a customer. The following table provides information about the nature and timing of the satisfaction of performance obligations in contracts with customers, including significant payment terms, and the related recognition policies.

Revenue Stream	Nature and timing of satisfaction of performance obligations, including significant payment terms	Revenue recognition policies
Utility charges <ul style="list-style-type: none"> • Water access charges • Water volumetric charges • Wastewater charges • Recycled water 	<p>Customers obtain control when:</p> <ul style="list-style-type: none"> • water and wastewater services access is provided. • water and recycled water is consumed. <p>Invoices are billed on a monthly or quarterly basis over time. Invoices are typically payable within 30 days.</p>	<p>Revenue is recognised over time when:</p> <ul style="list-style-type: none"> • water and wastewater access is provided to customers. • when water is supplied to customers.
Developer contributions – cash	<p>The Authority provides existing and future capacity in the network to developers or landowners. No further work is required to be entitled to the infrastructure charges.</p> <p>The itemised breakdown of the charges is issued upon developers' request. Payment is required before a connection certificate is issued; hence, the cash contributions are recognised as revenue upon receipt of the payment or upon acceptance of a payment arrangement with the developer.</p>	<p>Revenue is recognised at a point in time, when the Authority obtains the right to receive the cash contribution and the amount of revenue can be reliably measured, prior to the issuance of connection certificate to developers.</p>
Developer contributions – donated assets	<p>The Authority receives constructed assets from developers as contributions. No further performance obligation to the developer is required.</p> <p>The asset is recognised at fair value based on the cost to the developer if available or an indexed unit rate.</p>	<p>Revenue is recognised at a point in time when the Authority obtains control of the assets, that is, upon issue of the connection certificate (where applicable) and where the transaction price can be reliably measured.</p>
Other revenue <ul style="list-style-type: none"> • Professional fees • Property connection fees • Other fees and charges 	<p>Customers obtain control when the Authority provides professional and other services to customers.</p>	<p>Revenue is recognised at a point in time upon delivery of the service.</p>

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2.1 Utility charges

	2021 \$'000	2020 \$'000
Water volumetric charges	559,166	573,520
Wastewater charges	482,163	473,308
Water access charges	156,985	153,007
Recycled water	5,973	7,398
	1,204,287	1,207,233

Utility charges are recognised on an accrual basis based on water consumption and fixed service charges billed in the period to which they relate. The Authority issues the utility account statements either on a monthly or quarterly basis. An estimation of unbilled water consumption is recorded as revenue based on customers' historical usage for the period between the date of the last available meter reading and the end of the reporting period. The Authority commenced billing access charges in line with volumetric charges during the current financial year. As a result, access charges are now billed in arrears with unbilled volumetric and access charges accrued at 30 June.

A six-month utility price freeze was implemented from 1 July to 31 December 2020 as a result of COVID-19 to support the Authority's customers and community.

2.2 Contributions

	2021 \$'000	2020 \$'000 Restated*
Developer contributions – cash	91,483	97,642
Developer contributions – donated assets	112,293	112,387
	203,776	210,030

*Refer to Note 1.10 for details of restatement as a result of prior period adjustment.

The Authority finances part of its water supply and sewerage capital works infrastructure program through non-refundable contributions from developers. These developer contributions may be in the form of cash and/or non-cash (donated assets).

Cash contributions

Developer cash contributions for specific assets are recognised as a liability until the asset is constructed. Developer cash contributions, for which no performance obligation is required, are recorded as revenue when the Authority obtains the right to receive the cash contribution and the amount of revenue can be reliably measured, prior to the issuance of the connection certificates to developers.

Donated assets

Developer non-cash contributions, such as water and sewerage infrastructure, are recognised as revenue and as non-current assets at their fair value when the Authority obtains control of the assets, that is, upon issue of the connection certificate to developers (where applicable) and where the transaction price can be reliably measured. The fair value of the developer donated assets is based on the cost to the developer if available or calculated based on unit rates.

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2.3 Other revenue

	2021 \$'000	2020 \$'000
Professional fees	11,140	9,891
Property connection fees	6,047	6,333
Other fees and charges	7,019	8,700
Interest income	800	1,413
Grants and subsidies	461	407
Insurance recovery	297	-
Other revenue	1,875	2,820
	27,639	29,564

Fees and charges

Revenue from professional fees, property connection fees and other fees and charges is recognised upon the delivery of services to customers. Payment received prior to service delivery is unearned.

Interest Income

Interest income is recognised based on the interest earned from cash and term deposits, overdue receivable accounts and lease receivables.

Grants and subsidies

Government grants are recognised as revenue where there is reasonable assurance that the grant will be received, and all attached conditions will be complied with. Government grants are recognised in the Statement of Comprehensive Income over the period in which the Authority recognises expenses that the grants intended to compensate.

The Authority received a grant of \$1.2M (2020: \$0.4M) from the Department of Industry, Innovation and Science (DIIS) and its partners as part of the Cooperative Research Centres Projects (CRC-P) Program. The purpose of the grant is to support short term industry-led collaborations to develop important new technologies, products and services that deliver tangible outcomes. The Authority must ensure that the grant is spent only on eligible Commonwealth funded activities as defined in the CRC-P. The initial payment was made on execution of the grant agreement based on forecast eligible expenditure and allowable in-kind contributions. Subsequent payments are subject to satisfactory progress on the project, compliance by the Authority with its obligations under the agreement and availability of CRC-P funds. The Authority expects to fully comply with its obligations under the CRC-P grant agreement.

In FY2020, grants were paid quarterly in arrears and recognised as revenue in accordance with the project milestones under the grant agreement. In FY2021, the DIIS amended the terms of the grant agreement whereby grants are paid to the Authority based on a schedule of quarterly payments and the Authority has the obligation to return any unspent funds received upon completion of the CRC-P. As a result, the unspent funds were recognised as unearned revenue and grant revenue of \$0.5M (2020: \$0.4M) was recognised in accordance with the expenses incurred under the grant agreement.

The Authority received \$0.1M (2020: \$0) funds this financial year as a member of WaterStart for deployment of technologies that align with innovation priorities. However, WaterStart is entitled to recover from the Authority any unspent funds received. As a result, the unspent funds were recognised as unearned revenue and grant revenue of \$0.04M (2020: \$0) was recognised in accordance with the expenses incurred in line with innovation priorities under the membership agreement.

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3. EXPENSES**3.1 Bulk water purchases**

Bulk water is purchased from Seqwater. The price for bulk water is currently set by the Queensland Government through the Department of Resources. Bulk water purchases are recognised as expenses in the period the water is consumed.

3.2 Supplies and services

	Note	2021 \$'000	2020 \$'000
Materials and services		158,655	175,542
Consultancies and legal fees		1,210	1,319
Board fees	24.1	533	534
Other supplies and consumables		13,820	13,449
		174,218	190,844

Consultants are classified according to the Queensland Government Procurement guidance definition.

3.3 Employee expenses

	2021 \$'000	2020 \$'000
Salaries and wages	116,444	120,888
Employer superannuation contribution	13,320	13,856
Annual leave expenses	9,635	10,221
Payroll tax	6,991	7,252
Long service leave expenses	3,633	3,653
Other employee related expenses	1,127	1,872
	151,150	157,742
Less: capitalised costs	(25,869)	(23,779)
	125,281	133,963
The number of employees as at 30 June including both full-time and part-time employees measured on a full-time equivalent basis (reflecting Minimum Obligatory Human Resource Information (MOHRI)) is:	1,061 FTE	1,118 FTE

Wages and salaries

Wages and salaries due but unpaid at reporting date are recognised as a current liability in the Statement of Financial Position at the current salary rates. The Authority implemented a temporary salary freeze and delayed recruitment of non-critical roles in FY2021 as a result of COVID-19.

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3.3 Employee expenses (cont'd)*Superannuation*

The Authority contributes to Local Government Investment Australia Superannuation (LGIAsuper) for employees under both the defined benefit scheme and the accumulation superannuation scheme. The Authority has no liability to or interest in LGIAsuper other than the payment of the statutory contribution. Any amount by which either scheme is over or under funded would only affect future benefits of employees and is not an asset or liability of the Authority. Accordingly, there is no recognition in the financial statements of any over or under funding of LGIAsuper (see Note 10). Contributions are expensed when incurred.

3.4 Finance and borrowing costs

	2021 \$'000	2020 \$'000
Queensland Treasury Corporation (QTC) finance costs	89,949	89,826
Interest on Participants' debt	2,063	1,971
Bank charges	2,282	2,134
Interest on leases	680	904
Interest on restoration provision	122	111
	95,097	94,946

Finance and borrowing costs include bank charges, interest on bank overdrafts, borrowings, leases and restoration provision. These are expensed in the period in which they are incurred. Finance and borrowing costs that are not paid in the period in which they are due are accrued as interest payable except for interest on leases which is included in lease liabilities (see Note 19) and the unwinding of the discount on provision for restoration (see Note 13).

3.5 Other expenses

	2021 \$'000	2020 \$'000
Insurance	5,462	4,566
Land taxes	4,298	4,282
Audit fees (internal and external)	775	746
Loss on disposal of assets	174	2,337
Impairment of receivables	13	1,423
Other	87	90
	10,808	13,444

Audit fees

Total external audit fees paid to the Queensland Audit Office relating to the FY2021 financial statements are estimated to be \$328,608 (2020: \$333,582). There are no non-audit services included in this amount.

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4. INCOME TAX EQUIVALENT

The Authority is exempt from Federal Government income taxation but is subject to the Local Government Tax Equivalents Regime (LGTER). Under the LGTER, the Authority pays an income tax equivalent to its Participating Councils in accordance with the requirements of its Participation Agreement.

On 6 October 2020, the Federal Government announced the Treasury Laws Amendment (A Tax Plan for the COVID-19 Economic Recovery) Bill 2020 (the Bill) to support Australian businesses to invest, grow and create more jobs through targeted tax incentives. The Bill included:

- Instant Asset Write Off (IAWO) – temporary full expensing of eligible depreciating assets.
- Carry-back of tax losses – temporary loss carry-back which can be used to offset previously taxed profits to generate a refund.

An amendment to the Bill was also issued on 23 November 2020 to allow entities to make an irrevocable choice to opt out of the IAWO on an asset-by-asset basis. The Authority elected to opt out of the provisions of the Bill at 30 June 2021.

4.1 Income tax expense

	2021 \$'000	2020 \$'000 Restated*
Current tax expense	79,620	77,724
Deferred tax expense	21,201	24,680
	100,820	102,404
Reconciliation of income tax expense to prima-facie tax payable:		
Profit before income tax equivalent	334,152	332,599
Income tax equivalent expense at 30% (2020: 30%)	100,246	99,780
Non-deductible expenditure	7	13
Permanent difference – depreciation on acquired assets	568	1,404
Permanent difference – accrued leave provisions	-	-
Derecognition of current year deferred tax asset for capital loss	-	1,110
Adjustment for permanent movement from prior period deferred tax asset for capital loss	-	93
Other adjustment	-	4
Total income tax expense	100,820	102,404

*Refer to Note 1.10 for details of restatement as a result of prior period adjustment.

Income tax expense comprises current and deferred income tax and is recognised in profit or loss except to the extent that it relates to items recognised directly in equity or in other comprehensive income.

Current income tax is the expected tax payable or receivable on the taxable income or loss for the year, using tax rates enacted at the reporting date, and any adjustment to tax payable in respect of previous years.

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4.2 Deferred tax assets and liabilities

	Assets		Liabilities		Net	
	2021 \$'000	2020 \$'000	2021 \$'000	2020 \$'000 Restated*	2021 \$'000	2020 \$'000 Restated*
Provisions	14,086	13,797	-	-	14,086	13,797
Accrued expenses	401	217	-	-	401	217
Plant and equipment	124,793	96,924	(119,564)	(102,086)	5,229	(5,162)
Expenses capitalised for tax	3,656	40	-	-	3,656	40
Carry forward capital losses	36	-	-	-	36	-
Contributed assets	-	-	(270,555)	(240,281)	(270,555)	(240,281)
Other	-	5,519	(981)	(1,435)	(981)	4,084
Amounts recognised directly in equity:						
Defined benefit plan	-	-	(288)	381	(288)	381
Cash flow hedge	-	-	4	(4)	4	(4)
Tax asset/(liability)	142,972	116,497	(391,385)	(343,425)	(248,413)	(226,928)
Set-off of deferred tax	(142,972)	(116,497)	142,972	116,497	-	-
Net deferred tax asset/(liability)	-	-	(248,413)	(226,928)	(248,413)	(226,928)
Movements in deferred tax assets and liabilities						
Balance at 1 July	116,497	86,665	(336,228)	(278,119)	(219,731)	(191,454)
Adjustment on initial application of AASB 16	-	6,203	-	(6,203)	-	-
Prior period adjustment on donated assets	-	-	(7,197)	(6,793)	(7,197)	(6,793)
Adjusted balance at 1 July	116,497	92,868	(343,425)	(291,115)	(226,928)	(198,247)
Current year's income tax equivalent expense	26,475	23,629	(47,959)	(52,310)	(21,484)	(28,681)
Balance at 30 June	142,972	116,497	(391,385)	(343,425)	(248,413)	(226,928)

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4.2 Deferred tax assets and liabilities (cont'd)

Deferred income tax is recognised in respect of temporary differences between the carrying amounts of assets and liabilities for financial reporting purposes and the amounts used for taxation purposes. Deferred income tax is measured at the tax rates that are expected to be applied to temporary differences when they reverse, based on the laws that have been enacted or substantively enacted at reporting date.

A deferred tax asset is recognised for unused tax losses, tax credits and deductible temporary differences, to the extent that it is probable that future taxable profits will be available against which they can be utilised. Deferred tax assets are reviewed at each reporting date and are reduced to the extent that it is no longer probable that the related tax benefit will be realised. A deferred tax liability is recognised for income taxes payable in future periods in respect of taxable temporary differences. The Authority has a legally enforceable right to offset current tax assets and liabilities, a net deferred tax asset or liability is presented in the Statement of Financial Position. The recognised deferred tax asset and deferred tax liability both relate to the same taxation authority.

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5. CASH AND CASH EQUIVALENTS

	2021 \$'000	2020 \$'000
Cash at bank and on hand	6,498	72,845
Cash and cash equivalents in the Statement of Cash Flows	6,498	72,845

Cash and cash equivalents include cash at bank and cash on hand.

5.1 Reconciliation of profit after income tax to net cash from operating activities

	Notes	2021 \$'000	2020 \$'000 Restated*
<i>Cash flows from operating activities</i>			
Profit for the year		233,332	230,195
<i>Adjustments for:</i>			
Depreciation and amortisation	8, 9, 19	224,884	205,807
Loss on disposal of assets	3.5	174	2,337
Donated assets	2.2	(112,293)	(112,387)
Impairment of receivables	6	13	1,423
<i>Change in assets and liabilities</i>			
Increase in trade and other receivables		(88,879)	(7,262)
Decrease (increase) in other assets		39,767	(5,267)
Decrease in trade and other payables		2,256	(10,551)
Increase (decrease) in employee benefits		57	3,421
Increase in other liabilities		14,692	6,140
Increase in deferred tax		21,201	24,684
Net cash inflow from operating activities		335,204	338,540

5.2 Funding facilities

	2021 \$'000	2020 \$'000
QTC working capital facility	300,000	200,000
Overdraft facility - Commonwealth Bank	5,000	5,000
Total facility	305,000	205,000
Amount of facility undrawn	278,000	110,000

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6. TRADE AND OTHER RECEIVABLES

	2021 \$'000	2020 \$'000
Current		
Trade and other receivables	157,388	68,599
Provision for impairment	(8,553)	(8,631)
Total	148,834	59,968

Trade and other receivables are recognised at the amounts due at the time of invoicing, sale or service delivery. Settlement of these amounts is required within 30 days from invoice date, therefore, classified as current. During the current financial year, the Authority commenced billing access charges in line with volumetric charges where access charges are now billed in arrears. This change contributed to the significant increase in trade and other receivables as at 30 June 2021. Due to the short term nature of the current receivables, their carrying amount approximates fair value. Interest of 8.53% (2020: 11%) is charged on trade receivables that are overdue based on the government prescribed rate.

	2021 \$'000	2020 \$'000
<i>Movements in the provision for impairment:</i>		
Balance at the beginning of the year	(8,631)	(8,275)
Amounts written off during the year	91	1,067
Decrease (increase) in provision	(13)	(1,423)
Balance at the end of the year	(8,553)	(8,631)

Collectability of receivables is reviewed and assessed periodically for the impairment provision. All known bad debts are written off periodically and/or as at 30 June. Subsequent recoveries of amounts previously written off are credited against other expenses in the Statement of Comprehensive Income.

The provision for impairment of receivables is estimated based on the 'expected credit loss' (ECL) model. The ECL is calculated using a provision matrix, which incorporates both historical and forward-looking information to determine the accounts' default rates by category.

The gross carrying amount of a financial asset is written off when the Authority has no reasonable expectations of recovering a financial asset in its entirety or a portion thereof. The Authority individually makes an assessment with respect to the timing and amount of write-off based on whether there is a reasonable expectation of recovery. Refer to Note 17.2 for the Authority's credit risk exposure and risk management strategy.

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7. OTHER ASSETS

	2021 \$'000	2020 \$'000
Current		
Accrued utility charges	130,942	174,798
Prepayments	8,066	4,909
Inventories held for use	4,844	4,118
Lease receivables	71	283
Renewable energy certificates	52	285
Other	1,395	1,459
	145,371	185,853
Non-current		
Prepayments	757	-
Lease receivables	-	42
	757	42
Total	146,127	185,895

Accrued utility charges

Accrued utility charges are recognised for fixed access charges and unbilled water consumption based on customers' historical usage for the period between the date of the last available meter reading and the end of the reporting period.

Inventories held for use

Inventories are valued at the lower of cost and net realisable value. Cost is assigned on a weighted average basis and includes expenditure incurred in acquiring the inventories and bringing them to their existing condition.

Inventories such as materials and supplies are held for use in the rendering of services. The amount of inventories recognised as an expense during the period is \$2.8M (2020: \$2.8M).

Water that resides in the Authority's infrastructure assets at the reporting date is not recognised as inventory as any value that would be attributed to that water is not considered to be material.

Renewable energy certificates

Renewable energy certificates (RECs) consisted of 1,584 (2020: 7,613) large-scale generation certificates (LGCs) issued by the Clean Energy Regulator to the Authority for the renewable energy power station accreditation of the cogeneration engine at Oxley Sewerage Treatment Plant under the *Renewable Energy (Electricity) Regulations 2001*. The RECs are held by the Authority for the purpose of trading and are measured at fair value.

Lease receivables

Lease receivables were recognised under AASB 16 based on the present value of lease payments to be received over the lease term (see Note 19). Lease receivables are classified as 'current' where their carrying amount is expected to be realised within 12 months after the reporting date. All other lease receivables are classified as non-current.

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8. PROPERTY, PLANT AND EQUIPMENT

8.1 Recognition and acquisition

Recognition thresholds

Each class of property, plant and equipment is carried at cost or fair value less, where applicable, any accumulated depreciation and impairment losses. Items of property, plant and equipment with a total value in excess of the following thresholds are recognised in the year of acquisition:

Asset Type	Threshold Amount (\$)
Land	1
Buildings	5,000
Plant and equipment	5,000
Fleet	5,000
Infrastructure (water supply and sewerage network assets)	1

If significant parts of an item of property, plant and equipment have different useful lives, they are accounted for as separate items of property, plant and equipment.

All network assets are capitalised. Network assets are defined as the accumulation of individual items or components operating together in the provision of a particular service. Interconnected infrastructure assets are treated as network assets. Items with a lesser value than the recognition threshold are expensed during the year.

Assets donated by developers are initially recorded at fair value when the Authority obtains control of the assets, that is, upon issue of the connection certificate to developers.

Any gain or loss on disposal of an item of property, plant and equipment is recognised in profit or loss.

Cost of acquisition

Acquisitions of property, plant and equipment are initially recorded at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition, including engineering design fees and all other establishment costs.

Costs incurred subsequent to the initial asset capitalisation are added to the carrying amount of the existing asset only when it improves the condition of the asset beyond its original standard useful life and any of following criteria is met:

- the asset performs an additional function;
- the asset provides increased capacity;
- the asset has a significant increase in its remaining useful life; or
- statutory enhancements performed to comply with a law or rule.

If it is probable there will be no enhancement of economic benefits, the additional costs are expensed in the financial year in which they are incurred.

Contractual commitments for the acquisition of property, plant and equipment are disclosed in Note 20.

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8.2 Assets under construction

Property, plant and equipment under construction at year end is valued at cost, including the cost of materials, direct labour and an appropriate proportion of overheads excluding administration costs. Assets under construction are assessed regularly for capitalisation and where costs cannot be capitalised, these are expensed. Assets under construction are not depreciated until they are completed and commissioned ready for use.

8.3 Measurement at cost

Plant and equipment and fleet assets are measured at cost less accumulated depreciation.

8.4 Depreciation expense

Land is not depreciated. Other property, plant and equipment classes are depreciated on a straight-line basis to allocate the net cost or revalued amount of each asset, less its estimated residual value, progressively over its estimated useful life. The estimated useful life, residual values and the depreciation method applied to assets are reviewed annually. Details of estimated standard useful lives of assets are set out below:

Asset Type	Useful Life (in years)
Buildings and improvements	15 - 80
Plant and equipment	3 - 60
Fleet	3 - 10
Infrastructure:	
– Water supply network assets	10 - 110
– Sewerage network assets	10 - 100

Items or components that form an integral part of a complex infrastructure asset are recognised as a separate asset. These items or components may be replaced during the useful life of the complex asset. Each component is depreciated over its individual useful life or useful life of the complex asset, whichever is shorter.

Property, plant and equipment is depreciated from the date acquired or installed and ready for use or, for internally constructed assets, from the time an asset is completed and commissioned ready for use.

Major spares purchased specifically for particular assets are capitalised and depreciated on the same basis as the asset to which they relate.

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8.5 Balances as at 30 June

	2021 \$'000	2020 \$'000 Restated*
Land:		
At fair value	68,379	66,043
Buildings:		
At fair value	25,183	25,183
Less: Accumulated depreciation	(14,188)	(12,464)
	10,995	12,719
Plant and equipment:		
At cost	10,047	10,524
Less: Accumulated depreciation	(6,231)	(5,960)
	3,816	4,564
Fleet:		
At cost	31,763	32,943
Less: Accumulated depreciation	(16,361)	(14,934)
	15,401	18,009
Water supply network:		
At fair value	2,951,066	2,758,930
Less: Accumulated depreciation	(574,724)	(507,674)
	2,376,342	2,251,256
Sewerage network:		
At fair value	4,493,602	4,208,324
Less: Accumulated depreciation	(1,184,024)	(1,054,252)
	3,309,578	3,154,072
Assets under construction:		
At cost	405,197	466,206
Carrying amount	6,189,708	5,972,869

*Refer to Note 1.10 for details of restatement as a result of prior period adjustment.

The Authority has water supply network and sewerage network assets with written down values of zero that are still being used in the provision of services. The original cost of these assets is \$34.0M (2020: \$23.3M) for water supply network and \$194.4M (2020: \$123.9M) for sewerage network assets. The Authority does not intend to retire these assets in the next 12 months.

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8.6 Reconciliation of carrying amount

	Land (Level 3)	Buildings (Level 3)	Plant and equipment	Fleet	Water supply network (Level 3)	Sewerage network (Level 3)	Assets under construction	Total
2021	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July	66,043	12,719	4,564	18,009	2,251,256	3,154,072	466,206	5,972,869
Additions at cost	2,336	-	255	1,490	-	-	305,600	309,681
Donated assets	-	-	-	-	51,135	61,159	-	112,293
Disposals	-	-	(95)	(595)	(447)	(18)	-	(1,154)
Revaluation	-	-	-	-	-	-	-	-
Assets under construction capitalised	-	-	-	-	142,465	224,144	(366,609)	-
Depreciation for the year	-	(1,724)	(908)	(3,503)	(68,067)	(129,779)	-	(203,982)
Carrying amount at 30 June	68,379	10,995	3,816	15,401	2,376,342	3,309,578	405,197	6,189,708
Carrying amount at cost	65,807	10,258	3,816	15,401	2,280,906	3,177,801	405,197	5,959,186

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8.6 Reconciliation of carrying amount (cont'd)

	Land (Level 3)	Buildings (Level 3)	Plant and equipment	Fleet	Water supply network (Level 3)	Sewerage network (Level 3)	Assets under construction	Total
2020 Restated*	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July	65,584	11,730	5,141	17,841	2,146,689	3,003,575	457,650	5,708,210
Additions at cost	237	2,778	388	4,837	-	-	296,743	304,984
Donated assets	222	-	-	-	73,558	75,848	-	149,628
Disposals	-	-	-	(775)	(1,230)	(1,223)	-	(3,228)
Revaluation	-	-	-	-	-	-	-	-
Assets under construction capitalised	-	-	-	-	95,093	193,093	(288,187)	-
Depreciation for the year	-	(1,789)	(965)	(3,894)	(62,855)	(117,221)	-	(186,724)
Carrying amount at 30 June	66,043	12,719	4,564	18,009	2,251,256	3,154,072	466,206	5,972,869
Carrying amount at cost	63,471	11,982	4,564	18,009	2,155,820	3,022,296	466,206	5,742,348

*Refer to Note 1.10 for details of restatement as a result of prior period adjustment.

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8.7 Asset revaluation surplus movement

	Land	Buildings	Water supply network	Sewerage network	Total
2021	\$'000	\$'000	\$'000	\$'000	\$'000
Balance 1 July 2020	1,789	487	59,704	90,955	152,935
Revaluation decrements related to asset disposal	-	-	-	-	-
Balance 30 June 2021	1,789	487	59,704	90,955	152,935

	Land	Buildings	Water supply network	Sewerage network	Total
2020	\$'000	\$'000	\$'000	\$'000	\$'000
Balance 1 July 2019	1,789	516	59,953	91,765	154,023
Revaluation decrements related to asset disposal	-	(29)	(249)	(810)	(1,088)
Balance 30 June 2020	1,789	487	59,704	90,955	152,935

The asset revaluation surplus has been adjusted for disposed assets at 30 June 2020.

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8.8 Measurement at fair value

Land, buildings and infrastructure assets are measured at fair value in accordance with AASB 116 *Property, Plant and Equipment* and AASB 13 *Fair Value Measurement*. These assets are reported at their revalued amounts, being the fair value at the date of valuation, less any subsequent accumulated depreciation and impairment losses, where applicable.

Assets within each class of property, plant and equipment carried at fair value are subject to ongoing review and revaluation, as necessary, so that the carrying amount of each class of asset does not materially differ from its fair value at the reporting date.

On revaluation, accumulated depreciation is restated proportionately with the change in the carrying amount of the asset and any change in the estimated remaining useful life. Revaluation adjustments are recognised in equity.

A fair valuation of the Authority was undertaken as at 30 June 2021 using a discounted cash flow methodology, which determined the fair value to be \$6.3B (2020:\$6.1B). This review did not result in a material impact on the values of the property, plant and equipment classes.

The Authority's review of its fair value methodology was based on AASB 13 *Fair Value Measurement* (see Note 16). The fair values reported in these financial statements are based on appropriate valuation techniques that maximise the use of available and relevant observable inputs and minimise the use of unobservable inputs. The inputs involved are not based on observable market data. Therefore, these assets have been categorised as level 3 in the fair value hierarchy and there have been no transfers between levels in the current and prior year.

8.9 Key valuations assumptions used

Price path post 1 July 2021

Fair value modelling cash flows are estimated using the building block method consistent with the approach used by the Queensland Competition Authority in determining maximum allowable revenue.

Valuation techniques and process used to determine level 3 fair values

Estimates of fair value are prepared by management and presented to the Audit and Risk Committee (ARC), which recommends their adoption to the Board. An independent review of management's estimates is provided to the Board to assist in their adoption of the fair values.

Fair value has been determined using the discounted cash flow valuation methodology. These valuations are based on the projected cash flows using the revenue price paths and, capital and operating expenditure growth rates. As only a small amount of non-regulated revenue is included in the model and the Authority follows prudent and efficient expenditure practices, the modelling has been performed for only two scenarios in FY2021 (2020: two) and an average determined. Scenarios include the terminal value inputs below for a revenue price path based on maximum allowable revenue.

Climate-related and other emerging risks

Any increase or decrease in operating costs results in an equivalent increase or decrease in the maximum allowable revenue (MAR). Therefore, no changes were built into the fair value model for any changes in operating expenses related to climate-related risks. Any capital investment required to address climate-related risks is incorporated in the forward 30 year capital plan. As the forward costs are minimal, climate-related risks has little impact on the value of the Authority's property, plant and equipment at 30 June 2021.

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8.9 Key valuations assumptions used (cont'd)*Valuation inputs and relationships to fair value*

The following table summarises the quantitative information about the significant unobservable inputs used in the level 3 fair value measurements:

Unobservable inputs	Basis	Range of inputs	Relationship between unobservable inputs and fair value
Revenue price path	Maximum allowable revenue (MAR) ¹	FY2022 to FY2041 (2020: FY2021 to FY2040)	The higher the annual revenue cash flow, the higher the fair value
Operating expenditure growth rate	Average growth as forecast by management	2.5% (2020: 2.3%)	The higher the annual growth in operating expenditure, the lower the fair value
Capital expenditure growth rate	Average growth as forecast by management	2.5% (2020: 2.3%)	The higher the annual growth in capital expenditure, the lower the fair value
Terminal value	Gordon Growth Model ² ; and Regulatory Asset Base (RAB)	(1) Gordon Growth Model (2) RAB \$5.6B to \$6.9B (2020: \$5.6B to \$6.5B)	The higher the terminal value, the higher the fair value
Weighted average cost of capital (WACC)	Developed by management in consultation with independent experts	Post-tax WACC 5.52% (2020: 5.52%)	The higher the WACC, the lower the fair value. WACC is determined by the combination of cost of debt and cost of equity.

¹Maximum allowable revenue is a function of operational expenditure, capital expenditure and the WACC discount rate, and any increase/decrease in one of these inputs will result in an increase/decrease to revenue. These interrelationships mitigate the effect of changes to these inputs on the fair value measurement.

²The Gordon Growth Model is used to calculate the intrinsic value of an asset today, based on the asset's expected constant growth rate.

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8.10 Impairment of non-current assets

Each non-current physical and intangible asset is assessed for indicators of impairment annually. If possible impairment indicators exist, the Authority determines the asset's recoverable amount. When the asset's carrying amount exceeds the asset's recoverable amount, the difference is recorded as an impairment loss. The recoverable amount of an asset is the higher of its fair value less costs of disposal and its value in use.

Following assessment of the fair value, the Authority has undertaken an impairment review. Internal indicators of impairment including obsolescence or physical damage, significant changes with an adverse effect and internal reporting concerning economic performance of an asset were considered, together with external sources of information such as changes in technological, market, economic or legal environment, changes in the regulated environment, policy and/or legislative changes and market interest rate changes. There were no internal or external indicators of impairment.

An impairment loss is recognised as an expense in the Statement of Comprehensive Income, unless the asset is carried at a revalued amount where the impairment loss is offset against the asset revaluation surplus recorded.

Where an impairment loss subsequently reverses, the carrying amount of the asset is increased to the revised estimate of its recoverable amount, to the extent that the increased carrying amount does not exceed the carrying amount that would have been determined had no impairment loss been recognised for the asset in prior years. A reversal of an impairment loss is recognised as income unless the asset is carried at a revalued amount, in which case the reversal of the impairment loss is treated as a revaluation surplus increase.

9. INTANGIBLE ASSETS

	Software		Assets under construction		Total	
	2021 \$'000	2020 \$'000	2021 \$'000	2020 \$'000	2021 \$'000	2020 \$'000
Carrying amount at 1 July	24,762	17,712	100,916	57,041	125,678	74,753
Adjustment on application of IFRIC decision on SaaS (see Note 1.11)	(5,112)		(2,143)		(7,255)	
Acquisitions at cost	-	-	43,070	64,027	43,070	64,027
Disposals	-	-	-	-	-	-
Assets under construction capitalised	88,017	20,152	(88,017)	(20,152)	0	-
Amortisation for the year	(15,180)	(13,102)	-	-	(15,180)	(13,102)
Carrying amount at 30 June	92,487	24,762	53,825	100,916	146,312	125,678
Gross carrying amount	138,549	58,863	53,825	100,916	192,374	159,779
Accumulated amortisation	(46,062)	(34,101)	-	-	(46,062)	(34,101)
Carrying amount at cost	92,487	24,762	53,825	100,916	146,313	125,678

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9. INTANGIBLE ASSETS (CONT'D)

Acquisition and recognition

Intangible assets (mainly purchased and internally generated software) with a value equal to or greater than \$10,000 are recognised as assets in the year of acquisition. Items with a lesser value than the recognition threshold are expensed during the year.

Intangible assets recognised by the Authority have no active market; the assets are recognised at cost less accumulated amortisation and impairment losses. Subsequent costs are capitalised only when it increases the future economic benefits of the intangible asset to which it relates.

Development costs are assessed regularly for capitalisation and where costs cannot be capitalised, these are expensed. Development costs are not amortised until the software is completed and ready for use.

Contractual commitments for the acquisition of intangible assets are disclosed in Note 20.

Amortisation expense

Amounts paid for computer software in excess of the recognition threshold are capitalised and then amortised on a straight-line basis over the expected period of benefit of 3 – 10 years. The estimated useful life values and the amortisation method applied to assets are reviewed annually.

The Authority has software assets with written down values of zero that remain in use in the provision of services. The original costs of these assets are \$14.0M (2020: \$8.2M).

Cloud computing arrangements

Software-as-a-Service (SaaS) cloud computing arrangements are service contracts providing the Authority with the right to access the cloud provider's application software over the contract period. As such the Authority does not receive a software intangible asset at the contract commencement date. A right to receive future access to the supplier's software does not, at the contract commencement date, give the Authority the power to obtain the future economic benefits flowing from the software itself and to restrict others' access to those benefits.

The application software access fee, the customisation costs and configuration costs are recognised as an operating expense over the term of the service contract if the services are not separately identifiable. Costs incurred for the development of software code that enhances or modifies, or creates additional capability to, existing on-premise systems and meets the definition of and recognition criteria for an intangible asset are recognised as intangible software assets.

Implementation costs including costs to configure or customise the cloud provider's application software are recognised as operating expenses when the services are received. Where the SaaS arrangement is that supplier provides both configuration and customisation services, judgement has been applied to determine whether each of these services are distinct or not from the underlying use of the SaaS application software. Distinct configuration and customisation costs are expensed as incurred as the software is configured or customised. Non-distinct configuration and customisation costs are expensed over the SaaS contract term.

Non-distinct customisation activities significantly enhance or modify a SaaS cloud-based application. Judgement has been applied in determining whether the degree of customisation and modification of the SaaS cloud-based application is significant or not.

During the financial year, the Authority recognised \$3.8M (see Note 1.11) as prepayments in respect of configuration and customisation activities undertaken in implementing SaaS arrangements which are considered not distinct from the access to the SaaS application software over the contract term.

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10. SUPERANNUATION

Refer to Note 3.3 for details of amount of superannuation contributions paid by the Authority to the superannuation funds in respect of this year for the benefit of the employees.

10.1 Local government superannuation scheme – LGIASuper

The Authority contributes to the LGIASuper (the scheme). The scheme is a Multi-employer Plan as defined in the Australian Accounting Standard AASB 119 Employee Benefits. The scheme is a regulated complying superannuation fund under the Commonwealth Superannuation Industry (Supervision) (SIS) legislation and for taxation purposes. The SIS Regulation governs the superannuation industry and provides the framework within which superannuation plans operate. The SIS Regulation requires an actuarial valuation to be performed for each defined benefit superannuation plan every three years, or every year if the plan pays defined benefit pensions.

LGIASuper implemented a merger with Energy Super on 1 July 2021 to deliver benefits to members including increased investment opportunities, lower investment and administration fees, and greater scope to enhance products and services. In addition, it will also acquire Suncorp's superannuation business, Suncorp Portfolio Services Limited, towards the second half of FY2022 as part of LGIASuper's plan to grow and improve the fund, and to ensure its long-term sustainability and performance for members. Both the merger and business acquisition will not materially impact the Authority.

LGIASuper is responsible for the governance of the scheme. LGIASuper has a legal obligation to act solely in the best interest of the scheme beneficiaries. LGIASuper has the following roles:

- administration of the scheme and payment to the beneficiaries from the scheme assets when required in accordance with the scheme rules;
- management and investment of the scheme assets; and
- compliance with superannuation law and other applicable regulations.

The Scheme has three elements:

- The Accumulation Benefits Fund (ABF) is a defined contribution scheme as defined in AASB 119. The ABF is open to new members. Additional accumulation benefits are also provided within the ABF for most defined benefit members. The Authority has no liability to or interest in the ABF other than the payment of the statutory contributions (see Note 3.3);
- The Regional Defined Benefits Fund (Regional DBF), which covers defined benefit fund members working for regional areas, is a defined benefit plan as defined in AASB 119. The Regional DBF is closed to new members. The Authority is not able to account for the Regional DBF as a defined benefit plan in accordance with AASB 119 because the scheme is unable to account to the Authority its proportionate share of the defined benefit obligations, plan assets and costs (see to Note 10.2); and
- The City Defined Benefits Fund (City DBF), which covers former members of the City Super Defined Benefits Fund, is a defined benefit plan as defined in AASB 119. The City DBF is closed to new members. The Authority engaged an actuary to assess the values and to provide the disclosures in accordance with AASB 119 (see Note 10.3).

The last completed actuarial assessment of the scheme was undertaken as at 1 July 2018. The actuary indicated that "At the valuation date of 1 July 2018, the net assets of the scheme exceeded the vested benefits and the scheme was in a satisfactory financial position. Each DBF was also in a satisfactory financial position as at the valuation date." The net assets of the Regional DBF and City DBF should remain in excess of the corresponding vested benefits up to 1 July 2021. On this basis, the financial position of the each DBF and the scheme, as a whole, is expected to remain satisfactory up to 1 July 2021. The Authority is not aware of anything that has happened since that time that indicates the assets of the scheme are not sufficient to meet the vested benefits, as at the reporting date.

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10.1 Local government superannuation scheme – LGIASuper (Cont'd)

There have been no changes to the benefits of Regional DBF and City DBF members considered in the valuation over the three years ending 1 July 2018. No changes have been made to prescribed employer contributions and there are no known requirements to change the rate of contributions.

The next triennial actuarial review will be conducted no later than 1 July 2021.

The most significant risks that may result in LGIASuper increasing the contribution rate, on the advice of the actuary are:

- Investment risk - The risk that investment returns will be lower than assumed and the Authority will need to increase contributions to offset this shortfall.
- Salary growth risk - The risk that wages or salaries (on which future benefit amounts will be based) will rise more rapidly than assumed, increasing defined benefit amounts and thereby requiring additional employer contributions.
- Legislative risk - The risk that legislative changes could be made which increase the cost of providing the defined benefits.

The Superannuation Guarantee employer contribution rate will be increased from 9.5% to 10% on 1 July 2021.

10.2 Regional Defined Benefit Fund

The Authority contributes to the Regional DBF at the rate of 14% for each permanent employee who is a defined benefit member. The rate set by the LGIASuper trust deed is 12% and may be varied on the advice of an actuary. The actuary report as at 1 July 2018 recommended the following rates:

- 12% of salaries for members contributing at 6% of salary.
- 11% of salaries for members contributing at 5% salary.
- Additional contributions to the ABF for Regional DBF members of 9.5% of the excess of ordinary time earnings over the Regional DBF salary.

Any amount by which the scheme is over or under funded would only affect future benefits and contributions to the Regional DBF and is not a current asset or liability of the Authority.

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There are currently 64 (2020: 62) entities with 1,477 (2020: 1702) DBF members contributing to the Regional DBF plan and any changes in contribution rates would apply equally to all entities. The Authority made less than 4% of the total contributions to the plan in FY2021.

	2021 \$'000	2020 \$'000
Contributions made to Regional Defined Benefits Fund	256	284

The Authority expects to make contributions of \$256,000 to the Regional DBF for FY2022.

10.3 City Defined Benefits Fund

City DBF members receive lump sum benefits on retirement, death, disablement and withdrawal. The defined benefit section of the City DBF is closed to new members. The Authority has 15 (2020: 15) employees funded under this benefit. The Authority has provided a written guarantee to LGIAsuper which commits the Authority to fund the defined benefits of employees who are members of City DBF.

The defined benefit assets are invested in the LGIAsuper Balanced investment option. The assets are diversified within this investment option and therefore the City DBF has no significant concentration of investment risk. There were no fund amendments affecting the defined benefits payable, nor were there any curtailments or settlements occurring during the year. Actuarial gains and losses are recognised as other comprehensive income in the year in which they occur.

The Authority is not aware of any asset and liability matching strategies adopted by the City DBF. The financing approach adopted at the 1 July 2018 actuarial investigation of the City DBF, in a report dated 29 November 2018, is to ensure sufficient assets are available to meet benefits as and when they fall due while also to target appropriate coverage of vested benefits. In that investigation, it was recommended that the Authority contributes to the City DBF as follows:

- In respect of defined benefit members:
 - 14% of members' salaries (inclusive of the 3% occupational contribution) from 1 July 2018 to 31 December 2018;
 - 0% of members' salaries (inclusive of the 3% occupational contribution) from 1 January 2019 to 31 December 2021; and
 - 14% of salaries (including the occupational account contribution) from 1 January 2022 onwards.
- In respect of accumulation members, 14% of salaries for permanent employees and 9% of salaries for casual employee; and
- 5.88% of salaries for defined benefit members' contributions made via salary sacrifice.

LGIAsuper's actuary reported that the value of the City DBF's assets are sufficient to meet the value of the City DBF's liabilities and recommended that contributors to the City DBF, including the Authority, cease paying contributions to the City DBF from 1 July 2019 for a period of three years, at which point the fund will be reviewed again.

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10.3 City Defined Benefits Fund (cont'd)

	2021 \$'000	2020 \$'000
Net defined benefit asset¹		
Net asset at start of the year	3,186	4,456
Net asset at end of year	4,147	3,186
Fair value of Fund assets²		
Fair value at beginning of the year	11,345	11,866
Fair value at end of the year	11,698	11,345
Defined benefit obligation³		
Present value at beginning of the year	8,159	7,410
Present value at end of the year	7,551	8,159

¹Movements in the net defined benefit asset were primarily due to current service cost, net interest, returns on Fund assets and actuarial losses/gains and employer contributions. The asset ceiling has no impact on the net defined benefit asset.

²Movements in the fair value of Fund assets were primarily due to interest income, returns on fund assets, employer contributions, contributions by plan participants, benefits paid and taxes, premiums and expenses paid.

³Movements in the defined benefit obligation were primarily due to current services cost, interest cost, contributions by fund participants, actual losses/gains benefits paid and taxes, premiums and expenses paid. The weighted average duration of the defined benefit obligation is 6 years.

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11. TRADE AND OTHER PAYABLES

	2021 \$'000	2020 \$'000
Current		
Trade creditors	49,097	45,102
Infrastructure agreement liabilities	1,295	2,878
Other payables	5,190	5,345
	55,581	53,325
Total	55,581	53,325

Trade creditors

Creditors are recognised upon receipt of the goods or services ordered and are measured at the agreed purchase/contract price net of applicable discounts. Outstanding amounts are unsecured and are generally settled within 30 days. Information about the Authority's exposure to liquidity risks is included in Note 17.3.

Infrastructure agreement liabilities

Developer contributions for specific assets under an infrastructure agreement are recognised as liability where the specific asset has not been constructed at reporting date.

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12. EMPLOYEE BENEFITS

	2021 \$'000	2020 \$'000
Current		
Long service leave	17,640	16,344
Annual leave	13,259	13,783
Accrued salaries and wages	1,570	2,599
Time in lieu	157	28
	32,625	32,754
Non-current		
Long service leave	4,622	4,436
	4,622	4,436
Total	37,247	37,190

Employee benefits are classified as 'current' where their carrying amount is expected to be realised within 12 months after the reporting date. All other employee benefits are classified as non-current.

Annual leave

Accumulated annual leave represents the amount the Authority is required to pay its employees for services provided up to reporting date. The annual leave liability is calculated at nominal amounts based on remuneration rates that would be required to be paid, plus related on-costs if the liability is settled at reporting date. Annual leave is classified as a current liability in the Statement of Financial Position.

Time in lieu

Accumulated leave in lieu represents the amount the Authority is required to pay its employees for services provided up to reporting date in excess of regular working hours, such as statutory holidays worked and overtime. The leave in lieu liability is calculated at nominal amounts based on remuneration rates that would be required to be paid plus related on-costs if the liability is settled at balance date. Leave in lieu is classified as a current liability in the Statement of Financial Position.

Long service leave

The provision for long service leave represents the present value of the estimated future cash outflows required to pay employees for services provided up to reporting date and an actuarial estimate of future obligations, taking into account future increases in wage and salary rates, periods of service and experience of employee departure, plus related on-cost. This amount is reported as a current liability in the Statement of Financial Position.

Where there is no present obligation to pay at reporting date, amounts are discounted using the rates attaching to high quality corporate bonds at reporting date that most closely match the terms of maturity of the related liabilities. This amount is reported as a non-current liability in the Statement of Financial Position.

Termination benefits

Termination benefits are payable when employment is terminated by the Authority before the normal retirement date, or whenever an employee accepts voluntary redundancy in exchange for these benefits. Termination benefits are recognised at the earlier of when the Authority can no longer withdraw the offer of those benefits and when the Authority recognises costs for a restructuring (see Note 13). In the case of an offer made to encourage voluntary redundancy, the termination benefits are measured based on the number of employees expected to accept the offer.

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13. OTHER LIABILITIES

	2021 \$'000	2020 \$'000
Current		
Accrued capital program costs	37,322	35,981
Accrued bulk water purchases	37,702	36,359
Accrued interest	7,892	7,710
Unearned revenue	1,934	1,077
Provision for restructuring	1,121	148
Provision for restoration	512	159
Other	14,809	14,615
	101,292	96,050
Non-current		
Provision for restoration	2,211	2,611
Unearned revenue	-	14
	2,211	2,625

Accrued capital program costs

Cost incurred for capital assets under construction is recognised as liability when not yet paid.

Accrued bulk water purchases

Bulk water purchases consumed is recognised as liability when not yet paid.

Unearned revenue

Revenue received in advance for services not yet provided is deferred and is recognised in the Statement of Comprehensive Income on delivery of the services. Developer contributions for specific assets are recognised as liability where the specific asset has not been constructed at reporting date.

Provision for restructuring

A provision for restructuring cost (including termination payments) is recognised when the Authority has approved a detailed and formal restructuring plan, and the restructuring has either commenced or been publicly announced.

Provision for restoration

In accordance with the existing lease agreements, the Authority is required to restore the leased buildings to its original condition at the end of the lease. The Authority estimated the amount of building restoration using a discount rate similar to the borrowing rate used for estimating the lease liability under AASB 16. A corresponding right-of-use asset is recognised in Note 19.

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14. CONTRIBUTED EQUITY**14.1 Participation returns**

	Note	2021 \$'000	2020 \$'000
In accordance with the Participation Agreement, the Board declared the final participation return payment of \$79.5M (2020: \$79.5M) on 21 June 2021. Payment will be made on 30 September 2021.		79,500	79,500
An interim participation return was paid on 31 January 2021. The floor return was set by the Board on 21 May 2018 and confirmed by the Board on 15 June 2020.		79,500	79,500
Total participation rights paid/payable		159,000	159,000
Amounts per Participant:			
Brisbane City Council (85.007%)		135,161	135,161
Ipswich City Council (12.222%)		19,433	19,433
Lockyer Valley Regional Council (0.903%)		1,436	1,435
Scenic Rim Regional Council (1.042%)		1,657	1,657
Somerset Regional Council (0.826%)		1,313	1,314
	24.5	159,000	159,000
Cash payments to Participants during the financial year		159,000	156,000

Participation returns are paid to the Participating Councils in accordance with the terms of the revised Participation Agreement.

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14.1 Participation returns (cont'd)

Total returns to Participating Councils are as follows:

	2021 \$'000	2020 \$'000
Participation returns	159,000	159,000
Income tax	79,620	77,724
Interest	2,063	1,971
Land tax	4,298	4,282
Stamp duty	36	159
	245,016	243,136

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14.2 Assets and liabilities transferred

On 1 July 2010 the participating Councils transferred the assets, liabilities, instruments and employees necessary for Urban Utilities to commence trading under a scheme made in accordance with the Act and gazetted on 29 June 2010.

	1 July 2010 \$'000
Summary of the transferred assets and liabilities is:	
Property, plant and equipment	4,003,528
Capital works in progress	227,794
Cash	9,006
Employee entitlements	(31,424)
QTC debt transferred to Queensland Urban Utilities	(183,092)
	4,025,812
<i>Represented by:</i>	
Contributed equity	2,538,793
Participant's debt	1,487,019
	4,025,812

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15. LOANS AND BORROWINGS

	2021 \$'000	2020 \$'000
Current		
QTC working capital facility	27,000	95,000
Total	27,000	95,000
Non-current		
QTC client specific pool	2,401,680	2,251,680
Participating Councils:		
Lockyer Valley Regional Council	14,736	14,736
Scenic Rim Regional Council	14,676	14,676
Somerset Regional Council	43,804	13,804
	73,215	43,215
Total	2,474,895	2,294,895
Total	2,501,895	2,389,895

Borrowings are initially recognised at fair value, plus any transaction costs directly attributable to the borrowings, then, subsequently held at amortised cost using the effective interest method. The fair value of the client specific pool loans determined by QTC, calculated using discounted cash flow analyses and the effective interest rate, and stated in the financial statements for disclosure purposes only is \$2,540M (2020: \$2,456M).

Borrowings are classified as 'current' when they are due to be settled within 12 months after the reporting date, or the Authority does not have an unconditional right to defer settlement to beyond 12 months after the reporting date. All other borrowings are classified as non-current.

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15. LOANS AND BORROWINGS (CONT'D)

Queensland Treasury Corporation (QTC)

(a) General purpose borrowings – the Authority borrows from QTC to fund a range of non-specific capital projects. Repayments are made monthly in accordance with the underlying borrowing rate after adjustment for new borrowings and earlier repayments. At year end, the outstanding QTC loan balance is disclosed at book value.

(b) The Authority has access to a working capital facility with QTC - refer to Note 5.2 for details of the funding facilities.

The weighted average borrowing rate for QTC borrowings as at 30 June 2021 is 3.76% (2020: 4.07%). Interest payments are made monthly in arrears at rates ranging from 0.48% to 3.85% (2020: 0.96% to 4.49%).

Participants' loans

Loans subject to an annual resetting fixed rate are in place with Lockyer Valley Regional Council with an expiry date of 30 June 2023, and Scenic Rim Regional Council and Somerset Regional Council with an expiry date of 30 June 2028. The agreement to extend the loan with Lockyer Valley Regional Council up to 30 June 2028 is expected to be signed in the near future. The fixed rate for the year ended 30 June 2021 year was 4.22% (2020: 4.56%), with the loans requiring monthly interest-only payments. No participating loans were repaid to Participating Councils during the year. During the year, the Authority entered into an additional \$30M loan with Somerset Regional Council at a fixed rate of 1.26%.

All borrowings are in Australian dollar denominated amounts. No borrowing costs have been capitalised during the current financial year. There were no defaults or breaches of the loan agreements during the year. No fair value adjustment is made to the carrying amount of the borrowings. No assets have been pledged as security for any liabilities.

Information about the Authority's exposure to interest rate, foreign currency and liquidity risks is included in Note 17.

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16. FAIR VALUE MEASUREMENT

16.1 Accounting policies and inputs for fair values

The Authority measures financial instruments and non-financial assets at fair value at each reporting date. Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date.

A fair value measurement of a non-financial asset takes into account a market participant's ability to generate economic benefits by using or selling the asset in its highest and best use. All assets and liabilities for which fair value is measured or disclosed in the financial statements are categorised within the following fair value hierarchy, based on the data and assumptions used in the most recent specific appraisals:

Level 1 - quoted market prices in active markets for identical assets and liabilities;

Level 2- inputs (other than quoted prices included within Level 1) that are directly or indirectly observable; and

Level 3 - inputs for the asset or liability that are substantially derived from unobservable inputs.

The Authority recognises any evident transfers between levels of the fair value hierarchy at the end of the reporting period during which the change has occurred. There were no transfers of assets between fair value hierarchy levels during the period. The key valuation assumptions used by the Authority are outlined in Notes 7, 8, 10, 12 and 17.

The Authority's FY2020 derivative financial assets and liabilities, which were measured at fair value on a recurring basis, were categorised as Level 2 measurements using discounted cash flows methodology. For forward exchange contracts, market quoted forward exchange rates are used as inputs, discounted based on applicable yield curves derived from market quoted interest rates and the credit risk of various counterparties, at the reporting date. There are no derivatives in FY2021.

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16.2 Categorisation of assets and liabilities measured at fair value

	Notes	Level 1		Level 2		Level 3		Total carrying amount	
		2021 \$'000	2020 \$'000	2021 \$'000	2020 \$'000	2021 \$'000	2020 \$'000 Restated*	2021 \$'000	2020 \$'000 Restated*
Financial assets									
Derivative financial instruments	17	-	-	-	14	-	-	-	14
Total financial assets		-	-	-	14	-	-	-	-
Property, plant and equipment									
Land	8	-	-	-	-	68,379	66,043	68,379	66,043
Buildings	8	-	-	-	-	10,995	12,719	10,995	12,719
Water supply network	8	-	-	-	-	2,376,342	2,251,256	2,376,342	2,251,256
Sewerage network	8	-	-	-	-	3,309,578	3,154,072	3,309,578	3,154,072
Total property, plant and equipment		-	-	-	-	5,765,294	5,484,090	5,765,293	5,484,090
Other assets									
Defined benefit plan	10.3	-	-	-	-	4,147	3,186	4,147	3,186
Renewable energy certificates	7	52	285	-	-	-	-	52	285
Total other assets		52	285	-	-	4,147	3,186	4,199	3,471
Other liabilities									
Employee benefits - long service leave	12	-	-	-	-	22,262	20,780	22,262	20,780
Total other liabilities		-	-	-	-	22,262	20,780	22,262	20,780

*Refer to Note 1.10 for details of restatement as a result of prior period adjustment.

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17. FINANCIAL INSTRUMENTS

Financial assets and financial liabilities are recognised in the Statement of Financial Position when the Authority becomes a party to the contractual provisions of the financial instrument. No financial assets and financial liabilities have been offset and presented net in the Statement of Financial Position.

Derivative financial instruments

	2021 \$'000	2020 \$'000
Derivative assets		
Forward exchange contracts	-	14
Total	-	14

The Authority used derivative financial instruments, such as forward currency contracts to hedge its foreign currency risks in FY2020. Derivatives are carried as financial assets when the fair value is positive and as financial liabilities when the fair value is negative.

Hedge accounting

On initial designation of a derivative as a hedging instrument, the Authority documents the relationship between the hedging instrument and hedged item, including the risk management objectives and strategy for undertaking the hedge transaction. Derivative financial instruments are initially recognised at fair value on the date a derivative contract is entered into and are subsequently re-measured to their fair value at each reporting date. Any gains or losses arising from changes in fair value of derivatives, except those that qualify as effective hedges, are immediately recognised in profit or loss. The Authority has designated all of the derivative financial instruments into hedge relationships as cash flow hedges, as they meet the criteria for hedge accounting. The hedge ratio is one, due to the notional value of the hedged item being hedged equating to the notional value of the hedge instrument.

Cash flow hedges

The Authority's FY2020 foreign exchange contracts (FEC) in Swedish Krona (SEK) were accounted for as cash flow hedges. They were used to hedge exposure to variability in forecast cash flows where the transaction is a firm commitment. Initial recognition of the derivative was at fair value with attributable transaction costs recognised in profit or loss as incurred. Subsequent to initial recognition, the effective portion of changes in the fair value of the derivative is recognised in other comprehensive income and presented in the cash flow hedge reserve under equity. Any ineffective portion of the derivative is recognised immediately in profit or loss. Sources of ineffectiveness include the effect of credit risk on the hedging instrument and the mismatch of the timing of settlements between the hedged item and the hedging instrument. The amount accumulated in the cash flow hedge reserve is reclassified to the carrying value of the hedged item in the same period that the hedged transaction occurs. If the derivative no longer meets the criteria for hedge accounting, for example if it expires, is sold, terminated, exercised or the designation is revoked, then hedge accounting is discontinued prospectively and the balance in equity is reclassified to profit or loss when the forecast transactions are no longer expected to occur.

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17. FINANCIAL INSTRUMENTS (CONT'D)

The amounts relating to items designated as hedging instruments and hedge ineffectiveness were as follows:

Cash flow hedges (SEK FECs)	2021 \$'000	2020 \$'000
Total carrying amount of the hedging instrument	-	14
Change in value of hedging instrument	-	14
Change in value of hedged item	-	14
Change in value of the hedging instrument recognised in reserve	-	(14)
Hedge ineffectiveness recognised in profit or loss	-	-
Amount reclassified from hedge reserve to carrying amount of hedged item	-	-

Non-derivative financial instruments

Non-derivative financial instruments comprise trade and other receivables, cash and cash equivalents, loans/borrowings, and trade and other payables. Financial assets and liabilities are measured at amortised cost which approximates fair value.

17.1 Financial risk management

Exposure to financial risks is managed in accordance with approved policies on financial risk management. These policies focus on managing the volatility of financial markets and seek to minimise potential adverse effects on the financial performance of the Authority.

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17.1 Financial risk management (cont'd)

The Authority's activities expose it to a variety of financial risks as follows:

Risk	Definition	Exposure	Measurement Method	Risk Management Strategies
Credit risk	Credit risk exposure refers to the situation where a financial loss may be incurred as a result of another party to a financial instrument failing to discharge their obligation.	The Authority's credit risk is mainly from the receivables due from customers. The Authority is obliged to provide water and wastewater services without an application for services or regard to customer credit quality. The maximum exposure to credit risk at balance date in relation to each class of recognised financial asset is the gross carrying amount of those assets inclusive of any provisions for impairment (see Note 6). Although, no collateral is held as security relating to the financial assets held by the Authority, a lien may be claimed on the property for utility debts to reduce the Authority's credit risk exposure. Note that the debt is attached to the property and any outstanding balance is normally paid at settlement when the property is sold.	Ageing analysis	The Authority manages credit risk through the use of credit management strategy which outlines credit collection processes such as referral of overdue accounts to debt collection agency, sending reminder letters and mobile text messages to customers, and entering into payment arrangements with customers. A statutory charge may be registered on the property as lien to secure payment for utility debts. The hardship policy and framework are available for customers experiencing financial hardship. Exposure to credit risk is monitored on an ongoing basis. As a result of the COVID-19 crisis, the Authority has introduced the Urban Assist Program (ended on 30 June 2021) which provides payment extensions and payment plans to both residential and commercial customers. The hardship program has been extended to include commercial customers. Remissions are also now in place for minimum trade waste charges.
Liquidity risk	Liquidity risk refers to the situation where the Authority may encounter difficulty in meeting obligations associated with financial liabilities.	The Authority is exposed to liquidity risk in respect of its trade and other payables (see Note 11) and interest bearing liabilities (see Note 15).	Maturity analysis	Liquidity risk is managed by maintaining sufficient cash deposits and undrawn facilities, both short and long term, to cater for unexpected volatility in cash flows.

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17.1 Financial risk management (cont'd)

Risk	Definition	Exposure	Measurement Method	Risk Management Strategies
Market risk - interest rate	Interest rate risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market interest rates.	The Authority is exposed to interest rate risk through borrowings (see Note 3.4) and cash deposited in interest bearing accounts (Note 2.3).	Sensitivity analysis	The Authority manages its portfolio by setting, monitoring and adjusting the terms and duration of its loan portfolio as allowed under its commercial financing contract with QTC. The risk in borrowing is effectively managed through QTC's capacity to issue securities with variable terms allowing an appropriate duration for the Authority while diversifying the interest resetting profile.
Market risk - foreign exchange rate	Foreign currency risk is the risk that the fair value or future cash flows of an exposure will fluctuate because of changes in foreign exchange rates.	The Authority's foreign currency risk arises from transactions denominated in currencies other than Australian Dollars; consequently, exposures to exchange rate fluctuations arise.	Sensitivity Analysis	The Authority uses forward exchange contracts to manage the foreign currency risk associated with purchases.
Climate risk - current climate event	This risk is associated with potential loss or impacts associated with weather, climate variability and sea-level rise in the short to medium term (to FY2040)	Not material at this time.	Risk Assessment Procedure	The Authority's asset technical design standards include feasible aspects to make them more resilient to extreme weather and natural disaster events. The Authority has a robust incident and emergency response plan to ensure rapid response during and planned recovery from extreme weather and natural disaster events. The Authority invests in insurance policies for certain assets to reduce potential losses from damage caused by extreme weather and natural disaster events.

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17.1 Financial risk management (cont'd)

Risk	Definition	Exposure	Measurement Method	Risk Management Strategies
Climate risk - the transition to a low carbon economy	<p>The transition to a low carbon economy presents potential regulatory, reputational and fiscal risks.</p> <p>Regulatory – Enforceable undertakings for the Authority to reduce greenhouse gas emissions resulting from delivery of our services.</p> <p>Reputational – The customers and communities may want the Authority to reduce greenhouse gas emissions faster and further than regulatory requirement.</p> <p>Fiscal – The Authority's suppliers and partners transition to a low carbon economy, additional costs may be passed through to the Authority.</p>	Not material at this time.	<p>Australian National Greenhouse and Energy Reporting (NGER) Scheme.</p> <p>Engagement with our customers and communities regarding their expectations around the delivery of our services, such as 'Let's Talk Water'.</p> <p>Ongoing engagement with suppliers and understanding of 'Scope 3' emissions.</p>	<p>WSAA Urban Water Industry Climate Change Position: To contribute to global and national efforts to limit climate change through decarbonisation, the urban water industry will achieve net zero greenhouse gas (GHG) emissions by 2050.</p> <p>The Authority reports annually under the Commonwealth NGER Scheme and has established a corporate target of a 10% reduction in the environmental footprint by 2024 (2019 baseline), which includes GHG emissions.</p> <p>There are no statutory obligations requiring the Authority to reduce GHG emissions.</p>

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17.1 Financial risk management (cont'd)

Risk	Definition	Exposure	Measurement Method	Risk Management Strategies
Climate risk - future climate adaptation	<p>This risk is associated with potential loss or impacts associated with future weather, climate variability, sea-level rise and natural asset/resources condition in the long term (beyond 2040)</p> <p>This risk targets the Authority's ability to better understand and build resilience (as required) to projected future climate scenarios; and managing the uncertainty of the potential modelled variation in magnitude of longer-term impacts of climate change that are influenced by the success of global climate change mitigation actions.</p>	Not material at this time.	Urban Utilities' Risk Assessment Procedure Specific long-term climate risks are documented in our Climate Risk Register, which guides the Authority's protect, recover and/or adapt actions.	<p>The Climate Risk Working Group oversees the Authority's management of climate change adaptation risks.</p> <p>The Authority continue to monitor the latest climate science and modelled climate change projections and annually update the future climate risks, their uncertainties and mitigation actions accordingly.</p> <p>The Authority focussed on identifying the immediate leverage opportunities – those opportunities and next steps that the Authority can begin to take right now that will deliver value regardless of the rate of escalation and the uncertainty around the magnitude of impact.</p>

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17.2 Credit risk exposure*Ageing analysis*

The Authority considers a financial asset to be in default when the borrower is unlikely to pay its credit obligations to the Authority in full or the financial asset is more than 90 days past due. Ageing of past due receivables and the amount of impairment is disclosed in the following table:

		Current \$'000	More than 30 days past due \$'000	More than 60 days past due \$'000	More than 90 days past due \$'000	Total \$'000
2021	Notes					
Gross trade and other receivables	6	127,444	598	2,679	26,667	157,388
Provision for impairment	6	(1,573)	(54)	(22)	(6,904)	(8,553)
Total		125,871	543	2,657	19,763	148,834

		Current \$'000	More than 30 days past due \$'000	More than 60 days past due \$'000	More than 90 days past due \$'000	Total \$'000
2020	Notes					
Gross trade and other receivables	6	15,870	12,672	13,037	27,020	68,599
Provision for impairment	6	(70)	(22)	(415)	(8,124)	(8,631)
Total		15,800	12,650	12,622	18,896	59,968

The Authority applied the AASB 9 simplified approach which uses a provision matrix to measure the lifetime expected credit losses of receivables from individual residential and commercial customers, which comprise a very large number of small balances. Default rates are calculated based on actual credit loss experience over the past years. These rates are adjusted to reflect historical, current and future economic conditions over the expected lives of the receivables. The Authority considered the impact of COVID-19 and noted that there is no material impact on the expected credit loss at 30 June 2021. No financial assets have had their terms renegotiated so as to prevent them from being past due or impaired and are stated at the carrying amount as indicated.

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17.3 Liquidity risk*Maturity analysis*

The following table sets out the liquidity risk of the financial liabilities held by the Authority. It represents the contractual maturity of financial liabilities, calculated based on cash flows relating to the repayment of the principal amount outstanding at reporting date.

Financial liabilities	Notes	2021 Payable in			Total
		<1 year \$'000	1-5 years \$'000	>5 years \$'000	\$'000
Trade and other payables	11	55,581	-	-	55,581
QTC working capital facility	15	27,000	-	-	27,000
Participant loans	15	-	14,736	58,479	73,215
QTC client specific pool	15	-	-	2,401,680	2,401,680
		82,581	14,736	2,460,159	2,557,476

Financial liabilities	Notes	2020 Payable in			Total
		<1 year \$'000	1-5 years \$'000	>5 years \$'000	\$'000
Trade and other payables	11	53,325	-	-	53,325
QTC working capital facility	15	95,000	-	-	95,000
Participant loans	15	-	43,215	-	43,215
QTC client specific pool	15	-	-	2,251,680	2,251,680
		148,325	43,215	2,251,680	2,443,221

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17.4 Market risk – interest rate*Sensitivity analysis*

The following sensitivity analysis depicts the outcome on net income if interest rates would change by +/- 1% from the year-end rates applicable to the Authority's financial assets and liabilities. The calculations assume that the rate would be held constant over the next financial year, with the change occurring at the beginning of that year. This is mainly attributable to the Authority's exposure to variable interest rates on its borrowings.

		-1%		+1%	
	Net carrying amounts \$'000	Profit \$'000	Equity \$'000	Profit \$'000	Equity \$'000
2021					
Cash and cash equivalents	6,498	(65)	(65)	65	65
QTC working capital facility	27,000	(270)	(270)	270	270
QTC client specific pool	2,401,680	24,017	24,017	(24,017)	(24,017)
Overall effect on profit and equity		23,682	23,682	(23,682)	(23,682)

		-1%		+1%	
	Net carrying amounts \$'000	Profit \$'000	Equity \$'000	Profit \$'000	Equity \$'000
2020					
Cash and cash equivalents	72,845	(728)	(728)	728	728
QTC working capital facility	95,000	(950)	(950)	950	950
QTC client specific pool	2,251,680	22,517	22,517	(22,517)	(22,517)
Overall effect on profit and equity		20,838	20,838	(20,838)	(20,838)

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17.5 Market risk – foreign exchange rate*Sensitivity analysis*

The following sensitivity analysis depicts the outcome on net income if exchange rates would change by +/- 10% from the year-end rates applicable to the Authority's financial assets and liabilities. Sensitivity of 10% has been selected as this is considered reasonably possible based on historical exchange rate movements.

	Sell AUD S'000	Average exchange rate \$	-10%		+10%	
			Profit S'000	Equity S'000	Profit S'000	Equity S'000
2020						
Buy SEK						
Within one year	3,794	6.43	(282)	(282)	231	231
Between one and five years	-		-	-	-	-
More than five years	-		-	-	-	-
Overall effect on profit and equity			(282)	(282)	231	231

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18. CAPITAL MANAGEMENT

The Authority's objectives when managing capital are to:

- ensure long term financial sustainability while considering appropriate returns on invested equity and benefits to other stakeholders; and
- maintain an optimal capital structure to reduce the cost of capital.

The Authority manages its capital structure by targeting at a minimum, an A- credit rating. This is achieved by maintaining key credit metrics and supported through the adjustment of participation returns. The Participation Return Policy provides flexibility for the Board to balance long term financial sustainability, shareholder returns and capital expenditure funding requirements (see Notes 5.2, 14.1 and 15).

The Authority monitors capital using the following credit metrics and ratios:

	2021	2020
Funds from operations to net debt ¹ ($\geq 10\%$ (2020: 9%))	11%	11%
Net debt to fixed assets ² ($\leq 60\%$)	40%	39%
EBITDA Interest Cover ³ ($\geq 2.25x$)	4.8x	4.5x

¹The funds from operations to net debt measures the Authority's ability to manage its debt obligations.

²Net debt to fixed assets measures the extent to which the Authority's assets are financed by debt.

³Earnings before interest, tax, depreciation and amortisation (EBITDA) (excluding developer contributions and asset revaluation increments or decrements) interest coverage ratio measures the Authority's ability to pay interest on its outstanding debt.

Under terms of the Authority's borrowing facilities, it is required to comply with the following financial covenants:

- earnings before interest, tax, depreciation and amortisation (EBITDA) (excluding developer contributions and asset revaluation increments or decrements) interest coverage ratio equal to or greater than 2.25 times; and
- a net debt to fixed assets ratio equal to or less than 60 per cent.

The Authority has complied with these financial covenants throughout the reporting period.

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19. LEASES

A contract is a lease or contains a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration.

As a lessee

Under AASB 16, the Authority recognised right-of-use assets and lease liabilities related to office buildings and warehouses lease agreements at the lease commencement date. Lease liabilities are measured at the present value of the remaining lease payments, discounted at the Authority's incremental borrowing rate of 4.49% at 1 July 2019. Right-of-use assets are measured at an amount equal to the lease liability, adjusted by the amount of any lease incentives and accrued lease payments. One lease agreement was reassessed with an extension option in FY2021 and the lease liability recalculated using the Authority's incremental borrowing rate of 3.85% at 30 June 2021.

Right-of-use asset

Buildings	2021 \$'000	2020 \$'000
Right-of-use asset at 1 July	14,250	17,574
Additions	902	-
Depreciation charge for the year	(5,722)	(5,982)
Provision for restoration adjustment	(7)	2,658
Right-of-use asset at 30 June	9,423	14,250

The right-of-use asset is recognised at the commencement date of the lease and is measured at cost, less any accumulated depreciation and impairment losses, and adjusted for any remeasurement of lease liabilities. The cost of right-of-use asset include the amount of lease liabilities recognised, initial direct costs incurred, and lease payments made at or before the commencement date less any lease incentives received.

The right-of-use asset is subsequently depreciated on a straight-line basis from the commencement date to the end of the lease term. In addition, the right-of-use asset is periodically reduced by impairment losses, if any, and adjusted for certain remeasurements of the lease liability.

Lease liability

	2021 \$'000	2020 \$'000
Lease liabilities at 1 July	18,394	25,510
Interest charge for the year	680	904
Increase in lease liability	902	-
Payment of lease liabilities	(7,790)	(8,020)
Lease liabilities at 30 June	12,186	18,394
Current	6,341	7,113
Non-current	5,845	11,281
	12,186	18,394

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The lease liability is measured at the present value of lease payments (fixed payments, variable payments that depends on an index or rate and lease payments in an option renewal period if the Authority is reasonably certain to exercise an extension option, and penalties for early termination of a lease unless the Authority is reasonably certain not to terminate early) to be made over the lease term, discounted using the QTC incremental borrowing rate (IBR). The IBR reflects what the Authority 'would have to pay' and is provided by QTC based on the Authority's credit rating.

After the commencement date, the amount of lease liabilities is increased to reflect the accretion of interest and reduced for the lease payments made. In addition, the carrying amount of lease liabilities is remeasured if there is a modification, a change in the lease term or a change in the lease payments. When the lease liability is remeasured, a corresponding adjustment is made to the carrying amount of the right-of-use asset or is recorded in profit or loss if the carrying amount of the right-of-use asset has been reduced to zero. The Limestone Street lease agreement was modified in FY2021 and the lease liability remeasured at 30 June 2021.

Lease term and extension options

The Authority determines the lease term as the non-cancellable term of the lease and applies judgement in evaluating whether it is reasonably certain whether or not to exercise the option to renew or terminate the lease. After the commencement date, the Authority reassesses the lease term if there is a significant event or change in circumstances that is within its control and affects its ability to exercise or not to exercise the option to renew or to terminate.

The Authority has several lease contracts that include extension and termination options. The renewal periods for leases of office buildings and warehouse are not included as part of the lease term except for one lease where the Authority is reasonably certain to exercise the extension option. The Authority has estimated that the potential future lease payments should it exercise the extension options for all leases would result in an increase in lease liability of \$34.6M (2020: \$33.3M) with a corresponding increase in right of use asset.

Short term leases and leases of low value assets

The Authority has elected not to recognise right-of-use assets and lease liabilities for leases of low value assets such as computer equipment and short term leases of office spaces. Lease payments on short term leases and leases of low value assets are recognised as operating lease expense on a straight-line basis over the lease term.

Peppercorn lease (concessionary)

The Authority has a number of assets located on reserve land which is owned by the State Government and reserved for community public purpose such as water and sewerage, and on Council owned land. The Authority has the right to direct how and for what purpose the reserve land is used throughout the period of use and pays NIL for the use of the reserve land, hence, this is considered a peppercorn lease under AASB 16. The Authority elects to measure the reserve land right-of-use asset related peppercorn lease at cost which is NIL at 30 June 2021.

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19. LEASES (CONT'D)*Amounts recognised in the Statement of Comprehensive Income*

	2021 \$'000	2020 \$'000
Leases under AASB 16		
Interest expense on lease liabilities	(680)	(904)
Interest income from sub-leasing right-of-use assets	10	19

As a lessor

The Authority leases out its own property and right-of-use assets as operating leases. The Authority is not required to make any adjustments on transition in AASB 16 for leases in which it acts as a lessor, except for a sub-lease which has been reclassified as a finance lease in FY2020 because the head lease and sub-lease will expire at the same time.

When the Authority acts as a lessor, it determines at lease inception whether each lease is a finance lease or an operating lease. Leases in which the Authority does not transfer substantially all the risks and rewards incidental to ownership of an asset are classified as operating leases. The Authority recognised operating lease income of \$185,729 (2020: \$100,011) in the Statement of Comprehensive Income. All leases are classified as an operating lease from a lessor perspective.

The following table sets out a maturity analysis of lease receivables showing the undiscounted lease payments to be received after the reporting date.

	2021 \$'000	2020 \$'000
Operating leases		
Within one year	214	175
One to two years	221	181
Two to three years	208	188
Three to four years	196	179
Four to five years	185	167
More than five years	981	659
Total	2,004	1,549

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20. COMMITMENTS

Commitments contracted but not recognised as liabilities are as follows:

	2021 \$'000	2020 \$'000
Capital		
Within one year	109,764	113,726
Between one and five years	87,969	88,921
More than five years	-	-
	197,733	202,647
Other		
Within one year	76,036	80,820
Between one and five years	1,486	49,682
More than five years	-	-
	77,522	130,501

21. CONTINGENCIES

	2021 \$'000	2020 \$'000
Contingent assets		
Reimbursement of costs associated with damage claim, the maximum exposure is:	1,269	887
Contingent liabilities		
Compensation claims associated with subcontractor's charge claim, personal injury, property damage and potential liability from infrastructure charges refund, the maximum exposure of which is:	3,066	1,605

The Authority is not able to predict the likely outcome or reliably estimate the probability of payout of the contingent liabilities at reporting date. There are currently no appeals (2020: NIL) in the Planning and Environment Court.

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22. FUNDS HELD IN TRUST

Funds held in trust include deposits received for standpipe bonds, security deposits to guarantee performance and unclaimed money. The Authority performs only a custodial role in respect of these funds. As such, the balances disclosed below are not recorded in the financial statements and are disclosed here for information purposes only.

	2021 \$'000	2020 \$'000
Standpipe bonds, security deposits and unclaimed money	3,262	3,228

All unclaimed moneys which have not been paid by the Authority to the owner within one year after they have been or should have been due and payable for two years or more are paid to the Public Trustee of Queensland in accordance with the *Public Trustee Act 1978*.

**23. KEY EXECUTIVE MANAGEMENT PERSONNEL AND
REMUNERATION**

Key executive management personnel and remuneration disclosures are made in accordance with section 3C of the Financial Reporting Requirements for Queensland Government Agencies issued by Queensland Treasury.

23.1 Key executive management personnel

The following details for key executive management personnel include those positions that had authority and responsibility for planning, directing and controlling the activities of the Authority during the year. Further information on these positions can be found in the body of the Annual Report under the section relating to Executive Management.

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23.1 Key executive management personnel (cont'd)

The key executive management structure implemented on 1 July 2020 is:

Position	Responsibilities	Contract classification and appointment authority	Dates appointed to role
Chief Executive Officer	Corporate governance, stakeholder management, Board secretariat, risk and insurance, strategic planning and delivery, performance management, external reporting and publications, assurance, resilience and emergency management, legal counsel and land services, industrial relations, facilities management and innovation.	Board appointed Band A Contract	From 2 July 2012
Executive Leader Legal and Risk	Governance and secretarial assistance to the Board, advisory role to the Chief Executive Officer and the Board, compliance with statutory obligations, provision of legal advice, management and operation of quality management systems, management of assurance, insurance, risk and resilience, improvement in quality systems and management of land assets.	Board appointed Band A Contract	From 10 January 2011
Chief Financial Officer	Champions, safeguards and drives customer, community and shareholder value through long term financial sustainability; regulatory oversight and pricing; commercial and economic analysis; financial management and reporting; procurement and supply chain; and financial transactional activities.	Board appointed Band A Contract	From 12 February 2018
Executive Leader Integrated Solutions	Relationship management with key strategic partners and stakeholders, government and regulators in relation to infrastructure development, long-term strategy development and planning, feasibility, design and procurement of infrastructure solutions (including new infrastructure and major asset upgrades) and proactive management of infrastructure and network through asset intelligence and analytics enablement.	Board appointed Band A Contract	From 31 August 2020
Executive Leader Environmental and Industrial	Effective relationship management of industrial partnerships and key commercial relationships, including developers, commercial water customers and trade waste customers, safe operation and maintenance of treatment plants, new commercial opportunities development related to effluent, recycled water, bio-solids and energy, and growth in Scientific Analytic Services.	Board appointed Band A Contract	From 1 July 2020

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23.1 Key executive management personnel (cont'd)

Position	Responsibilities	Contract classification and appointment authority	Dates appointed to role
Executive Leader Service Delivery	Management and optimisation of water and wastewater network and customer operations, and day-to-day management of retail customer relationships, management and assurance of customer billing and metering, bringing together control centre, faults and emergencies, schedule and dispatch, contract centre functions to enable identification and early resolution of customer issues, and planned and responsive network maintenance.	Board appointed Band A Contract	From 27 April 2020
Chief Experience Officer	Enterprise leadership of customer, people, employee relations and positive safety culture, design and implementation of employee and customer experience, human resources services and solutions, internal communications and brand management.	Board appointed Band A Contract	From 5 May 2020
Executive Leader Corporate Affairs	Strategic direction and leadership for the office of the Chief Executive Officer, executive Board support, enterprise level governance frameworks, development of corporate strategy and performance reporting on strategy, effective management of shareholders, corporate communications, enterprise leadership of property management, innovation and research and development, records management, corporate policies and internal audit.	Board appointed Band A Contract	From 31 October 2013
Chief Digital and Information Officer	Development and delivery of digital strategy, enterprise architecture, digital transformation and IT projects, leadership and operation of information and data analytics, systems and governance, management of IT vendors and procuring IT products and services in close collaboration with Finance, operation, maintenance and support of IT systems, and design, development, operation and maintenance of operational technology, in close collaboration with Integrated Solutions and Service Delivery.	Board appointed Band A Contract	From 18 January 2021

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23.2 Remuneration

Remuneration for key executive management personnel is determined by the Board. Remuneration and other terms of employment are specified in individual employment contracts. With the exception of the Chief Executive Officer, the contracts do not provide for performance-related cash payments.

The annual review of remuneration of key executive management personnel is based on a market review of similar roles, however, for FY2021, there were no salary increases due to COVID-19. The market review for FY2020 provided an increase of 2.6%. Remuneration packages for key executive management personnel comprise the following components:

- Short term employee benefits include:
 - salaries, allowances and leave entitlements paid and provided for the entire year or for that part of the year during which the employee occupied the specified position;
 - performance payments recognised as an expense during the year; and
 - non-monetary benefits.
- Long term employee benefits include long service leave accrued.
- Post-employment benefits include superannuation contributions.
- Redundancy payments are provided for within individual contracts of employment.
- Contracts of employment provide for notice periods or payment in lieu of notice on termination, regardless of the reason for termination.

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23.2 Remuneration (cont'd)

Total fixed remuneration is calculated on a "total cost" basis by employee as per below:

2021	Short term					Total remuneration \$'000
	Monetary benefits \$'000	Non- monetary benefits \$'000	Long term employee benefits \$'000	Post employment benefits \$'000	Termination benefits \$'000	
Position						
Chief Executive Officer	646	3	16	22	-	687
Executive Leader Legal & Risk (Acting as Chief Digital and Information Officer from 6 October 2020 to 15 January 2021)	369	3	9	22	-	403
Chief Financial Officer	371	3	9	22	-	405
Executive Leader Integrated Solutions (From 31 August 2020)	331	2	8	18	-	358
Executive Leader Environmental and Industrial	345	3	9	21	-	378
Executive Leader Service Delivery	378	3	9	22	-	412
Chief Experience Officer	345	3	9	22	-	379
Executive Leader Corporate Affairs (Acting as Executive Leader Legal & Risk from 6 October 2020 to 15 January 2021)	283	3	7	22	-	314
Chief Digital and Information Officer (From 18 January 2021)	160	1	4	10	-	174
Chief Digital and Information Officer (To 9 October 2020)	168	1	4	7	-	181
Total remuneration	3,395	23	85	188	-	3,691

There are NIL termination payments made in the current financial year.

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23.2 Remuneration (cont'd)

2020						
Position	Short term		Long term employee benefits	Post employment benefits	Termination benefits	Total remuneration*
	Monetary benefits	Non-monetary benefits				
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Chief Executive Officer	724	3	18	27	-	772
General Counsel and Board Secretary	359	3	9	25	-	396
Chief Financial Officer	392	3	10	24	-	429
Executive Leader Planning (to 17 November 2019), Executive Leader Operations and Service Delivery (acting from 18 November 2019 to 30 April 2020) and Special Adviser to the CEO (from 1 May to 30 June 2020)	393	3	10	25	179	610
Executive Leader Commercial Customers and acting Executive Leader Customer and Community (from 4 November 2019)	382	3	10	25	-	420
Executive Leader Customer and Community (to 1 November 2019)	245	3	6	18	-	272
Executive Leader Service Delivery (from 27 April 2020)	67	1	2	4	-	74
Executive Leader Operations and Service Delivery (to 4 December 2019)	231	1	6	11	-	249
Chief Information Officer	410	3	10	24	-	447

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23.2 Remuneration (cont'd)

2020	Short term					Total remuneration \$'000
	Monetary benefits* \$'000	Non- monetary benefits \$'000	Long term employee benefits \$'000	Post employment benefits \$'000	Termination benefits \$'000	
Position						
Chief Executive Officer (from 5 May 2020)	44	-	1	3	-	48
Executive Leader Governance and acting Executive leader People and Safety (from 25 November 2019 to 4 May 2020)	312	3	8	24	-	347
Executive Leader People and Safety (to 21 November 2019)	242	1	6	-	-	250
Total remuneration	3,801	27	96	211	179	4,314

*Included within the short term monetary benefits is an amount of \$368,279 relating to performance payments associated with the 2019 financial year. Excluding the performance payments for the 2019 financial year, the total remuneration would be \$3,945,684.

23.3 Performance payments

The aggregate amount of performance payments made during the financial year was NIL (2020: \$368,279).

A performance payment may be paid annually to the Chief Executive Officer depending upon satisfaction of key criteria and is capped at 15% of total fixed remuneration (base pay plus superannuation). The amount payable is tied to the achievement of pre-determined organisational and individual performance targets as agreed by the Board. Determination of the amount will not occur until October 2021 with payment expected before 30 October annually. As the determination has not been made at the date of management certification of these financial statements, any performance payment approved will be reported as an expense during the year ending 30 June 2022.

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24. RELATED PARTIES**24.1 Board members***Board remuneration*

The Board remuneration is estimated under the Participation Agreement and is with unanimous agreement of the Participants. Reimbursements for reasonable travelling, accommodation and other expenses in connection with the business of the Authority are not included in Board remuneration. To the extent permitted by law, the Authority must indemnify each Board Member against a liability of that person and the legal costs of that person. The Authority has an appropriate insurance coverage for Directors and Officers liability.

The Board Members who were paid directly or indirectly were:

	2021 \$'000	2020 \$'000
Bronwyn Morris	118	118
John Cotter ^{1, 3}	72	72
Graham Thomsen ¹	72	72
Julie-Anne Schafer ¹	72	72
Kathy Hirschfeld ¹	72	72
Bruce Leslie ²	59	59
Mark Gray	59	59
Phillip Strachan	59	59
	584	583

¹ Additional monthly rate of \$969 (2020: \$969) was paid to Committee Chairs.

² Bruce Leslie's term ended on 30 June 2021. Amanda Cooper was appointed effective from 1 July 2021.

³ John Cotter's term will end on 30 September 2021. Lucia Cade was appointed effective from 1 October 2021.

A CPI increase of NIL (2020: 1.6%) was applied during the financial year and monthly rates set at \$9,014 (2020: \$9,014) for the Board Chairperson and \$4,507 (2020: \$4,507) for the Board Members.

24.2 Loans to key management personnel

There are no loans to key management personnel and their related parties during the financial year.

24.3 Other key management personnel transactions

There are no other transactions with key management personnel and their related parties during the financial year, other than on normal commercial terms.

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24.4 Board member transactions

There are no transactions with Board members and their related parties for the financial year, other than on normal commercial terms.

24.5 Transactions with Participating Councils

The amount of revenue and expenditure and the amount of receivable or payable to Participating Councils are as follows:

	Brisbane City Council		Ipswich City Council		Lockyer Valley Regional Council		Scenic Rim Regional Council		Somerset Regional Council		Total	
	2021 \$'000	2020 \$'000	2021 \$'000	2020 \$'000	2021 \$'000	2020 \$'000	2021 \$'000	2020 \$'000	2021 \$'000	2020 \$'000	2021 \$'000	2020 \$'000
Revenue												
Utility charges	6,457	6,201	3,314	3,356	348	311	266	294	295	300	10,680	10,462
Total revenue	6,457	6,201	3,314	3,356	348	311	266	294	295	300	10,680	10,462
Expenses												
Supplies and services	410	3,502	14	27	9	72	0	24	-	42	433	3,667
Finance and borrowing costs	-	-	-	-	622	672	619	669	822	630	2,063	1,971
Participation returns	135,161	135,161	19,433	19,433	1,436	1,436	1,657	1,657	1,313	1,313	159,000	159,000
Taxation equivalents	71,366	69,846	10,261	10,042	1,380	1,414	1,494	1,525	1,515	1,309	86,016	84,136
Total expenses	206,937	208,510	29,708	29,500	2,825	2,922	3,151	3,207	2,829	2,663	245,448	246,803
Receivables												
Utility charges	1,043	1,778	534	1,021	135	137	38	73	54	90	1,803	3,099
Income tax equivalents	3,697	4,484	531	645	39	48	45	55	36	43	4,349	5,275
Other	354	1,358	17	6	1	1	1	-	-	-	373	1,365
Total receivables	5,093	7,620	1,082	1,672	175	186	84	128	90	133	6,526	9,739
Payables												
Finance and borrowing costs	-	-	-	-	52	56	52	56	80	52	183	164
Participation returns	67,581	67,581	9,716	9,716	718	718	828	828	657	657	79,500	79,500
Other payables	7	151	6	6	-	19	-	10	-	41	13	227
Taxation equivalents payable	7,380	3,775	1,061	543	78	40	90	46	72	37	8,682	4,441
Total payables	74,968	71,508	10,784	10,264	848	833	970	941	807	786	88,379	84,332
Borrowings												
Loans	-	-	-	-	14,736	14,736	14,676	14,676	43,804	13,804	73,215	43,216
Total borrowings	-	-	-	-	14,736	14,736	14,676	14,676	43,804	13,804	73,215	43,216

Amounts owing are unsecured and are expected to be settled in cash. These transactions were carried out under normal commercial terms.

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25 FINANCIAL SUSTAINABILITY

In November 2013 the Auditor-General tabled "Results of audit: Water sector entities 2012-13 Report to Parliament 7: 2013-14". The report recommended that the water sector be encouraged to self-report against the measures of financial sustainability used in the report. These measures are:

- (a) Operating ratio – Operating profit before tax expressed as a proportion of total revenue. This ratio should be positive over the medium to long term in order to remain financially sustainable.
- (b) Capital replenishment ratio – Comparison of the annual net expenditure on non-current assets to annual depreciation. An average above one over time indicates that assets are being built or replaced at or above the rate the asset base is being depreciated.
- (c) Debt to revenue ratio – Assessment of the ability to pay the principal and interest on borrowings when they fall due, from the funds generated through operations.

The results have been disclosed for the current and comparative year as below:

	2021	2020
Operating ratio	23%	22%
Capital replenishment ratio	x 2.04	x 2.41
Debt to revenue ratio	174%	166%

The Authority continues to remain financially sustainable.

26 SUBSEQUENT EVENTS

To date, no events have occurred subsequent to balance date that materially impact on these financial statements.

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27 NEW AND REVISED ACCOUNTING STANDARDS

The IFRS Interpretations Committee (IFRIC) has issued two final agenda decisions on cloud computing arrangements. The March 2019 decision considers whether a customer receives a software asset at the contract commencement date or a service over the contract term. The April 2021 decision builds on the 2019 decision and considers how a customer accounts for configuration or customisation costs where an intangible asset is not recognised. These IFRIC decisions are applicable to the Authority from 1 July 2020. Details of these interpretations and their impact on the Authority's financial statements are disclosed in the following notes:

- Note 1.11 Changes to significant accounting policy
- Note 9 Intangible assets

A number of new standards and interpretations are effective from 1 July 2020 but do not have any material impact on the Authority's financial statements as follows:

- AASB 2018-7 *Amendments to Australian Accounting Standards – Definition of Material*
- AASB 2019-5 *Amendments to Australian Accounting Standards – Disclosure of the Effect of New IFRS Standards Not Yet Issued in Australia*
- *Conceptual Framework*
- AASB 2019-1 *Amendments to Australian Accounting Standards – References to the Conceptual Framework*
- AASB 2020-4 *Amendments to Australian Accounting Standards – COVID-19 -Related Rent Concessions*

A number of new standards, amendments to standards and interpretations are effective for annual periods beginning on or after 1 July 2021. The Authority does not plan to early adopt any standards or interpretations. The following amended standards and interpretations are not expected to have a significant impact on the Authority's financial statements:

- AASB 2020-1 *Amendments to Australian Accounting Standards – Classification of Liabilities as Current or Non-current*
- AASB 2020-6 *Amendments to Australian Accounting Standards – Classification of Liabilities as Current or Non-current – Deferral of Effective Date*

All other Australian accounting standards and interpretations with future commencement dates are either not applicable or have no material impact on the Authority's financial statements.

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**CERTIFICATE OF THE CENTRAL SEQ
DISTRIBUTOR-RETAILER AUTHORITY**

For the year ended 30 June 2021

These general purpose financial statements have been prepared pursuant to section 62 (1) of the *Financial Accountability Act 2009* (the Act), section 39 of the *Financial and Performance Management Standard 2019* and other prescribed requirements. In accordance with section 62(1)(b) of the Act, we certify that in our opinion:

- (i) the prescribed requirements for establishing and keeping the accounts have been complied with in all material respects;
- (ii) the statements have been drawn up to present a true and fair view, in accordance with prescribed accounting standards, of the transactions of the Central SEQ Distributor-Retailer Authority (trading as Urban Utilities) for the financial year ended 30 June 2021 and of the financial position of the Authority at the end of that year; and

We acknowledge responsibility under section 7 and section 23 of the *Financial and Performance Management Standard 2019* for the establishment and maintenance, in all material respects, of an appropriate and effective system of internal controls and risk management processes with respect to financial reporting throughout the reporting period.

Bronwyn Morris AM
BCom, FCA, FAICD
Board Chair



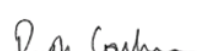
Date: 16 August 2021

Louise Dudley
BCom, CA, GAICD, ComplEAustEngExec
Chief Executive Officer



Date: 16 August 2021

Ruth Coulson
BCom, CA, GAICD
Chief Financial Officer



Date: 16 August 2021

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INDEPENDENT AUDITOR'S REPORT

To the Board of Central SEQ Distributor-Retailer Authority

Report on the audit of the financial report

Opinion

I have audited the accompanying financial report of Central SEQ Distributor-Retailer Authority.

In my opinion, the financial report:

- a) gives a true and fair view of the entity's financial position as at 30 June 2021, and its financial performance and cash flows for the year then ended
- b) complies with the *Financial Accountability Act 2009*, the Financial and Performance Management Standard 2019 and Australian Accounting Standards.

The financial report comprises the statement of financial position as at 30 June 2021, the statement of comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, notes to the financial statements including summaries of significant accounting policies and other explanatory information, and the management certificate.

Basis for opinion

I conducted my audit in accordance with the *Auditor-General Auditing Standards*, which incorporate the Australian Auditing Standards. My responsibilities under those standards are further described in the *Auditor's responsibilities for the audit of the financial report* section of my report.

I am independent of the entity in accordance with the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants* (the Code) that are relevant to my audit of the financial report in Australia. I have also fulfilled my other ethical responsibilities in accordance with the Code and the *Auditor-General Auditing Standards*.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Responsibilities of the entity for the financial report

The Board is responsible for the preparation of the financial report that gives a true and fair view in accordance with the *Financial Accountability Act 2009*, the Financial and Performance Management Standard 2019 and Australian Accounting Standards, and for such internal control as the Board determines is necessary to enable the preparation of the financial report that is free from material misstatement, whether due to fraud or error.

The Board is also responsible for assessing the entity's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless it is intended to abolish the entity or to otherwise cease operations.

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT

Auditor's responsibilities for the audit of the financial report

My objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

As part of an audit in accordance with the Australian Auditing Standards, I exercise professional judgement and maintain professional scepticism throughout the audit. I also:

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances. This is not done for the purpose of expressing an opinion on the effectiveness of the entity's internal controls, but allows me to express an opinion on compliance with prescribed requirements.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the entity.
- Conclude on the appropriateness of the entity's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the entity's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify my opinion. I base my conclusions on the audit evidence obtained up to the date of my auditor's report. However, future events or conditions may cause the entity to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

I communicate with the Board regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

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Report on other legal and regulatory requirements

Statement

In accordance with s.40 of the *Auditor-General Act 2009*, for the year ended 30 June 2021:

- a) I received all the information and explanations I required.
- b) I consider that, the prescribed requirements in relation to the establishment and keeping of accounts were complied with in all material respects.

Prescribed requirements scope

The prescribed requirements for the establishment and keeping of accounts are contained in the *Financial Accountability Act 2009*, any other Act and the Financial and Performance Management Standard 2019. The applicable requirements include those for keeping financial records that correctly record and explain the entity's transactions and account balances to enable the preparation of a true and fair financial report.

A handwritten signature in black ink, appearing to read "Vaughan Stemmet".

Vaughan Stemmet
as delegate of the Auditor-General

16 August 2021

Queensland Audit Office
Brisbane

ENRICHING QUALITY OF LIFE
2020/21 ANNUAL REPORT

APPENDICES

COMPLIANCE LETTER TO MINISTER

Office of the Chair
Level 2, 15 Green Square Close
Fortitude Valley QLD 4006
GPO Box 2765
Brisbane QLD 4001

10 September 2021

The Honourable Glenn Butcher MP
Minister for Regional Development and Manufacturing and Minister for Water
Queensland State Government
PO Box 15009
CITY EAST QLD 4002

Dear Minister Butcher

Urban Utilities 2020/21 Annual Report

I am pleased to present the *Annual Report 2020/21* for the Central SEQ Distributor-Retailer Authority trading as Urban Utilities.

I certify that this annual report complies with:

- the prescribed requirements of the *Financial Accountability Act 2009* and the *Financial and Performance Management Standard 2009*; and
- the detailed requirements set out in the Annual Report Requirements for Queensland Government Agencies.

A checklist outlining the annual report requirements can be found at page 184 of the document.

Yours sincerely



Bronwyn Morris AM
Chair
Central SEQ Distributor-Retailer Authority trading as Urban Utilities

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APPENDICES

COMPLIANCE CHECKLIST

Summary of requirement	Basis for requirement	Page
Letter of compliance	• A letter of compliance from the accountable officer or statutory body to the relevant Minister/s	ARRs – section 7 Page 183
Accessibility	• Table of contents	ARRs – section 9.1 Page 5
	• Glossary	Page 185
	• Public availability	ARRs – section 9.2
	• Interpreter service statement	Queensland Government Language Services Policy ARRs – section 9.3 Page 4
	• Copyright notice	Copyright Act 1968 ARRs – section 9.4
	• Information Licensing	QGEA – Information Licensing ARRs – section 9.5
General information	• Introductory Information	ARRs – section 10 Page 8
Non-financial performance	• Government's objectives for the community and whole-of-government plans/specific initiatives	ARRs – section 11.1 Not applicable
	• Agency objectives and performance indicators	ARRs – section 11.2 Page 28-75
	• Agency service areas and service standards	ARRs – section 11.3 Page 36-37
Financial performance	• Summary of financial performance	ARRs – section 12.1 Page 98-103
Governance – management and structure	• Organisational structure	ARRs – section 13.1 Page 77
	• Executive management	ARRs – section 13.2 Page 79-87
	• Government bodies (statutory bodies and other entities)	ARRs – section 13.3 Not applicable
	• Public Sector Ethics	Public Sector Ethics Act 1994 ARRs – section 13.4 Page 26
	• Human Rights	Human Rights Act 2019 ARRs – section 13.5 Page 94
	• Queensland public service values	ARRs – section 13.6 Not applicable
	• Risk management	ARRs – section 14.1 Page 93
Governance – risk management and accountability	• Audit committee	ARRs – section 14.2 Page 82-83
	• Internal audit	ARRs – section 14.3 Page 94
	• External scrutiny	ARRs – section 14.4 Page 93
	• Information systems and recordkeeping	ARRs – section 14.5 Page 96
	• Information Security attestation	ARRs – section 14.6 Not applicable
Governance – human resources	• Strategic workforce planning and performance	ARRs – section 15.1 Page 25-27
	• Early retirement, redundancy and retrenchment	Directive No.04/18 Early Retirement, Redundancy and Retrenchment ARRs – section 15.2 Not applicable
Open Data	• Statement advising publication of information	ARRs – section 16 Page 97
	• Consultancies	ARRs – section 33.1 data.qld.gov.au
	• Overseas travel	ARRs – section 33.2 data.qld.gov.au
	• Queensland Language Services Policy	ARRs – section 33.3 data.qld.gov.au
Financial statements	• Certification of financial statements	FAA – section 62 FPMS – sections 38, 39 and 46 ARRs – section 17.1 Page 179
	• Independent Auditor's Report	FAA – section 62 FPMS – section 46 ARRs – section 17.2 Page 180-182

FAA *Financial Accountability Act 2009*FPMS *Financial and Performance Management Standard 2019*ARRs *Annual report requirements for Queensland Government agencies*

APPENDICES

GLOSSARY

ADWG

Australian Drinking Water Guidelines

Board

The Central SEQ Distributor-Retailer Board

Board member

Means a person who is, for the time being, a member of the Board of Queensland Urban Utilities.

Central SEQ distributor-retailer

A statutory body supplying water and treating sewage to the service territories of Brisbane, Ipswich, Lockyer Valley, Scenic Rim and Somerset.

EAMS

Enterprise Asset Management Solution

Executive Leadership Team

Means the Chief Executive Officer, and direct reports.

Megalitre (ML)

Measurement of volume equal to one million litres. One megalitre is approximately the volume of a one-metre deep Olympic-sized swimming pool.

Participation Agreement

A *Participation Agreement* under s20 or 23 of the *South East Queensland Water (Distribution and Retail Restructuring) Act 2009*.

PMA

Program Management Approach

Recycled water

Water taken from any waste (effluent) stream and treated to a level suitable for further use, where it is used safely and sustainably for beneficial purposes. This is a general term that can include reclaimed water.

Shareholder

Brisbane and Ipswich City Councils and the Lockyer Valley, Scenic Rim and Somerset Regional Councils.

Stakeholder

All those who are either affected by or who can affect the activities of an organisation, namely customers, governments, the media, non-government organisations, local residents and employees.

Sewage

Material transported in a sewerage system. Sewage is collected from all internal household drains; it contains all the contaminants of grey water and urine, plus high concentrations of faecal material from toilets and wastes from industrial and commercial premises.

Sewerage

The pipes and channels, including all trunk, pressure and reticulation pipes, via which sewage is transported from its point of origin (e.g. house or business) to a point of treatment and/or disposal.

STP

Sewage Treatment Plant

SUV

Sports Utility Vehicle

TOM

Target Operating Model

Trade waste

Water-borne waste from a business or manufacturing premises, that is not:

1. a prohibited substance (for example, petrol, pesticide),
2. domestic sewage (human waste),
3. stormwater.

Some trade waste cannot be accepted at sewage treatment plants and must be disposed of through special facilities.

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For more information visit
urbanutilities.com.au
or call **13 26 57**

Urban Utilities
GPO Box 2765 Brisbane QLD 4001
ABN 86 673 835 011
Q01888-2021 © Urban Utilities



YEAR IN REVIEW

How Urban Utilities delivered for Lockyer Valley in 2020/21

DELIVERING FOR OUR CUSTOMERS AND SHAREHOLDERS



\$1.4 million participation return



Operating cost base reduced by \$27.8 million*



100% of Customer Service Standards achieved*

PROVIDING RELIABLE WATER AND SEWERAGE SERVICES, 24/7



2,501 ML of water supplied



713 ML of sewage collected, treated & transported



627 ML of recycled water supplied

DELIVERING INFRASTRUCTURE AND SERVICES TO SUPPORT LIVEABLE COMMUNITIES



\$20.8 million invested in infrastructure



12 infrastructure projects/programs progressed



97 water approvals assessed

DEMONSTRATING SOCIAL AND ENVIRONMENTAL RESPONSIBILITY



\$637k invested in community events and programs*



Completed our first Reconciliation Action Plan*



Trialled algae-based technology at the Helidon STP



Financial aid provided to 189 COVID-impacted customers



25 million litres of recycled water used to irrigate 4ha of koala habitat



15,230 drinking water quality tests conducted

*Enterprise figure.



YEAR IN REVIEW

How Urban Utilities delivered for Lockyer Valley in 2020/21

CASE STUDIES

UPGRADING THE LAIDLEY SEWAGE TREATMENT PLANT

- Completed works on the \$10.7m Laidley Sewage Treatment Plant (STP) Upgrade, which included installation of new pipework to improve the plant's hydraulic capacity, chemical dosing to improve effluent quality, and an upgrade to the electrical and control system.
- The upgrade has increased the plant's treatment capacity to cater for growth in the Laidley community and has enabled the growing Plainland community to be connected to this treatment facility.

USING RECYCLED WATER TO RE-ESTABLISH ENDANGERED FOREST

- In 2019, we planted 1,600 blue gum trees on a 4-hectare site adjacent to our Helidon STP.
- In early 2021, we began irrigating the site with recycled water from the STP.
- This project will see us beneficially reuse around 25 million litres of recycled water every year.
- It will also provide valuable habitat for native fauna, including koalas.
- The successful delivery of this project relied heavily on collaboration and knowledge-sharing with external stakeholders, including Lockyer Valley Regional Council, adjacent landowners, the environmental regulator and the scientific community.

TRANSFORMING SEWAGE TREATMENT IN REGIONAL AUSTRALIA

- Now in its third and final year, we continued to lead a \$5.3m Cooperative Research Centre Project.
- The objective is to transform underperforming lagoon-based STPs into self-contained assets that will deliver both economic and environmental benefits to regional communities.
- Construction commenced on a demonstration-scale high-rate anaerobic and algae treatment system at the Helidon STP.
- This plant will demonstrate the expansion of our innovative technology from pilot scale to a larger industry-based system.

PROUD SUPPORTER OF COMMUNITY EVENTS & PROGRAMS

Education Program – Our Water Warriors performance troupe visited primary-school-aged students in the Lockyer Valley to teach them about the water cycle through song, dance and theatrical performance. The children learnt about where water comes from, how to save water, and how sewage is removed, treated and converted into energy and resources. The show was well received by both students and teachers, with 100% of teachers rating the show as “very or extremely effective” at communicating water-saving behaviours.

Foodbank Queensland – We launched a 12-month sponsorship of Foodbank Queensland. Foodbank is Australia's largest food relief organisation, operating on a scale that makes it crucial to the work of the front line charities who are feeding vulnerable Australians.

Our \$20,000 sponsorship supports various food relief charities and school breakfast programs, including a number of programs in the Lockyer Valley.



14.7 Correspondence from Electoral Commission Queensland

Author: Vickie Wieland, Executive Assistant Chief Executive Officer
Responsible Officer: Ian Church, Chief Executive Officer

Purpose:

The purpose of this report is to present to Council correspondence from the Electoral Commission of Queensland, (ECQ).

This document is for Council's information only.

Executive Summary

The attached correspondence received from the Electoral Commissioner provides a snapshot of information relevant to the 2020 Local Government election, such as electoral services provided, participation and costs. The correspondence also provides a Statement of Intent from the Commissioner regarding the conduct of future elections and reiterates the ECQ's commitment to a collaborative approach to the delivery of Local Government elections.

Proposal

That this report be received and noted.

Attachments

- [1](#) Statement of Intent 2 Pages
- [2](#) Explanatory Information 3 Pages

LOCAL GOVERNMENT ENGAGEMENT

Statement of Intent

The Electoral Commission of Queensland (ECQ) is committed to ongoing and constructive engagement with Queensland's local governments and stakeholder organisations regarding delivery of local government elections which efficiently and effectively meet the electoral needs of local communities in Queensland.

Overview

The delivery of local government elections and by-elections is one of the ECQ's core functions, and central to its mandate to ensure the integrity of Queensland's electoral processes through delivery of accessible, fair and transparent elections.

Two state-wide election events were delivered in 2020 during the COVID-19 global pandemic, including the March 2020 local government quadrennial elections. This created additional challenges for all electoral participants in addition to the existing complexity of finalising the election of 578 elected representatives to 77 local governments across Queensland. The COVID-19 pandemic will continue to affect the operating environment for all Australian elections for the foreseeable future.

The ECQ is committed to identifying improvements arising from the 2020 elections and establishing stronger relationships with all councils to inform and improve future local government election delivery.

Purpose

The ECQ will engage directly with local governments and stakeholder organisations to:

- Address issues raised during and following the 2020 local government elections and identify potential service delivery improvements.
- Provide further transparency and context around cost drivers and logistical and legislative constraints relating to the conduct of local government elections.
- Engage with local governments and other key stakeholders early in the electoral cycle to ensure that local issues can be reflected appropriately during planning.
- Utilise any by-elections conducted prior to the 2024 quadrennial elections as an opportunity for local engagement and trialling or implementing service improvement initiatives.
- Provide direct channels for feedback, discussion and collaboration on issues of mutual interest, including increasing the enrolment and election turnout rates of eligible First Nations Peoples.

Constraints

The ECQ recognises a number of constraints applying to both local governments and the ECQ in local government election delivery and its supporting engagement program.

Scale of delivery: The ECQ is legislated to deliver elections and by-elections for all 77 local governments, which involves large numbers of candidates and contests, multiple voting systems and a diverse range of communities. Due to the large scale of these elections, it is not possible to tailor all aspects of election delivery to the specific contexts and challenges of each community. However, local engagement is critical to informing service design within these constraints.

Time constraints: Engagement and communication needs to be tailored to meet the needs and competing priorities of local governments, acknowledging that election planning is likely to be less of a priority for councils at the beginning of the electoral cycle. Similarly, ongoing engagement must balance the unique context of each local government, with the resources available within the ECQ.

Financial constraints: Local governments are legislatively responsible for funding the conduct of elections and by-elections (the latter of which cannot be planned in advance), while the ECQ is responsible for service delivery. There is a strong mutual interest in ensuring value for money in delivering services for local government elections that suit the local context and meet community needs. Further engagement can facilitate enhanced understanding of cost drivers for local government as well as identifying opportunities for cost savings.

Diverse contexts: The ECQ acknowledges the considerable diversity represented across the 77 local governments in Queensland in terms of population numbers and density, geographical diversity and cultural complexity. Similarly, rural, remote, metropolitan and regional centres have different community expectations, facilities and infrastructure. This has tangible implications for election delivery, and capacity or appetite for engagement. Acknowledging this, a priority for the ECQ includes developing culturally appropriate services to increase the turnout of First Nations Peoples at local government elections.

2020 local government elections

There were a number of unique factors relating to the delivery of the 2020 local government elections, including the emergence of the COVID-19 pandemic and the implementation of the ECQ's new Election Management System.

The ECQ has considered a range of issues arising from the 2020 elections, including those raised in local government submissions to the Parliamentary committee inquiry into the display of election results, and direct feedback from voters. While some of these relate to the specific context of the 2020 elections, other issues provide opportunities for future service improvements. The ECQ will implement improvements to address a number of the issues raised, including improved communication and awareness about the declaration process and timing where possible, communications between councils and the ECQ and/or local Returning Officers, and publication of results data.

Channels

The ECQ has identified a range of channels for engagement. These will be used depending on resourcing, logistics and the specific requirements of each council. The ECQ welcomes further input from councils on how and when they would like to engage.

Regional visits: The ECQ will, where possible, undertake regional visits and engage in face-to-face meetings with local government representatives. By-elections conducted during 2021 to 2023 will provide opportunities for senior ECQ representatives to travel to communities to meet with councils or representatives from a geographical group of councils.

Meetings: Regular meetings will be held, either in person or remotely, at a frequency that accommodates the competing priorities within each local government, recognising the particular interests and issues of each council and the resources available at ECQ.

Reporting: The ECQ will provide additional information on the services delivered for each local government for the 2020 local government elections, along with local voter information such as vote informality or voter turnout.

Engagement activities: The ECQ will undertake regular consultation and ongoing engagement with peak bodies and stakeholder organisations and where possible will utilise existing forums to facilitate consultation. A particular focus of the ECQ will be on developing an understanding of the local Traditional Owners or Custodians of the lands and waters within our organisation's operational area.

Advisory committee: Consideration will be given to establishing an advisory committee to support the ECQ to deliver elections and by-elections effectively and efficiently, inform the ECQ's service design and facilitate engagement with the local government sector.

Communication tools: Regular communications such as a newsletter, at a frequency appropriate to the relevant phase of the electoral cycle, will be implemented to provide a channel for the ECQ to communicate with all 77 local governments, and provide updates on election planning, by-elections and other ECQ initiatives.

Next steps

The ECQ will commence a program of engagement with local governments and stakeholder organisations to be implemented progressively to support planning for the 2024 local government quadrennial elections. As this program progresses, please forward any requests, suggestions or issues for consideration to the ECQ at

communication@ecq.qld.gov.au.



Lockyer Valley Regional Council



OVERVIEW

Council type	Mayoral voting system
Undivided	Optional preferential voting
Type of ballot	Councillor voting system
Attendance ballot	First-past-the-post
	Number of enrolled electors
	26,545 (3,292,980 total electors in Queensland)



ELECTORAL SERVICES

Early voting centres	1
Election day polling booths	20
Election day staff	128
Early voting work hours	446.25
Election assistant work hours	807.75
Returning officers/ assistant returning officers engaged	1
Office-in-a-box	1
ePollbooks	67
Printers	0



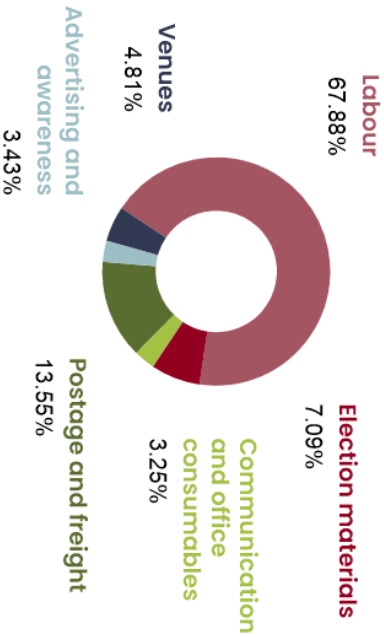
PARTICIPATION

	Lockyer Valley	Queensland
Turnout	80.94%	77.71%
Informality rate (Mayoral)	-	4.76%
Informality rate (Councillor)	8.70%	5.44%
Election day vote	36.81%	29.83%
Early vote	47.19%	49.63%
In-person declaration	1.15%	1.38%
Postal vote	13.86%	17.72%
Telephone vote	0.99%	1.44%



COSTS

Invoiced cost
\$221,522
Actual cost
\$221,522



Dashboard explanatory information



OVERVIEW

Council type – Local governments in Queensland can either be divided into separate divisions each with a reasonable proportion of electors or undivided and not have any divisions.

Type of ballot – Was the 2020 local government election delivered as:

- an attendance ballot, where electors could cast their ballot in-person at a polling place or utilise other services, including applying for a postal ballot
- a full postal ballot, where all electors are automatically sent a postal ballot but no in-person voting options are available, or
- as a hybrid of the two where some parts of the local government area conducted an attendance ballot and other parts as a full postal ballot.

Mayoral voting system – All mayoral elections are held using the optional preferential voting system.

Councillor voting system – The councillor voting system for divided councils (excluding Ipswich City) is optional preferential voting and for undivided (and Ipswich City) is first-past-the-post.

Number of enrolled electors – The number of adult individuals in the local government area enrolled to vote at the 2020 local government elections.



PARTICIPATION

Participation – The number of enrolled electors who cast a ballot at the 2020 local government elections.

Turnout – The percentage of electors, as a proportion of the total number of enrolled electors, who cast a ballot at the 2020 local government elections.

Informality (mayoral and councillor) – The percentage of ballot papers not marked according to requirements set out in the *Local Government Electoral Act 2011*, as a proportion of the total number of votes cast, at the 2020 local government elections.

Election day vote rate – The percentage of ordinary in-person votes cast on election day, 28 March 2020, as a proportion of all votes cast.

Early vote rate – The percentage of ordinary in-person votes cast during the early voting period, 16 March 2020 to 27 March 2020, as a proportion of all votes cast.

In-person declaration rate – The percentage of in-person declaration votes cast as a proportion of all votes cast.

Postal vote rate – The percentage of postal votes cast as a proportion of all votes cast.

Telephone vote rate – The percentage of telephone votes cast as a proportion of all votes cast.

Dashboard explanatory information



ELECTORAL SERVICES

Election assistant hours – The number work hours for staff employed to work as casual assistants in the returning office.

Returning Officers/Assistant Returning Officers – At least one Returning Officer was engaged to deliver the election for each local government with some being supported by one or more Assistant Returning Officers. These election officials are paid a set fee for the election period they are engaged.

Office in a box – A portable office kit prepared and configured by the ECQ and sent to every Returning Officer and most Assistant Returning Officers. The kit provides secure connectivity to the ECQ's election software application, with backups implemented across cellular network providers. The full kits include:

- 2 x computers with 24" displays
- 2 x mobile phones (on separate cellular networks)
- 1 x multifunction printer, and
- 1 x firewall modem router (with dual carrier cellular service inbuilt).

If necessary, only half-kits were sent to a Returning Officer.

ePollbook – Laptop devices configured and distributed by the ECQ to local government areas for use in polling places to allow election staff to electronically mark off voters as having cast a ballot.

Printers – Special use printers used in polling places that allow election staff to print out ballot papers on-demand for voters.



COSTS

Invoiced cost – The cost the ECQ invoiced the local government for the delivery of the election.

Actual cost – The actual cost for the ECQ to deliver the elections. Given the special circumstances of the elections, related to the COVID-19 pandemic, the ECQ absorbed any costs above the cost estimate provided in 2019.

Labour – The costs for labour includes wages, superannuation, allowances and training provided to Returning Officers, Assistant Returning Officers and other temporary election staff. Additionally, if necessary, this also includes costs for travel or accommodation incurred for these staff.

14.8 Outstanding Action Items Review

Author: Isabella Greinke, Council Business Officer
Responsible Officer: Ian Church, Chief Executive Officer

Purpose:

The purpose of this report is to provide Council with the status of actions arising from resolutions at Ordinary and Special Council meetings for the previous and current terms of Council.

This document is for Council's information only.

Executive Summary

In the 2012-2016 term of Council, it was determined an update on actions arising from Council meeting resolutions be reported to Council on a quarterly basis by exception.

Proposal

This report provides an update on action items arising from resolutions at Ordinary and Special Council meetings from the previous term of Council between 1 May 2016 to 25 March 2020 and the current term of Council from 17 April 2020 to 30 September 2021.

Please note that the organisational realignment has affected the total number of action items for each group and thus resulted in the number of action items being reduced since the last update in some areas.

Group	2016-2020 Term of Council Total Action Items	2020-2024 Term of Council Total Action Items	Ongoing/Incomplete Actions
Executive Office	248	161	0
Community & Regional Prosperity	457	118	0
People & Business Performance	428	93	6
Infrastructure	194	33	0

Attachments

1 [🔗](#) Outstanding Action Items - October 2021 6 Pages



**LOCKYER VALLEY REGIONAL COUNCIL
RESOLUTIONS OF COUNCIL AND ACTION TAKEN 16/04/2020 - 15/10/2021**

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Res No.	Meeting Date	Subject	Resolution	Officer/Dept	Action Taken	Completed
20-24/0239	17/02/2021	Lessee's Request for Renewal of Lease & Licence - Part of Lot 1 on RP148894	<p>RESOLUTION</p> <p>THAT in relation to the request for the renewal of the lease and licence over part of Lot 1 on RP148894 by the current lessee and licensee, Council resolve to:</p> <p>a) Apply the section 236(1)(b)(ii) <i>Local Government Regulation 2012</i> exception from tendering and offer one new lease over all areas to the current Lessee and Licensee on terms satisfactory to Council; and</p> <p>b) Delegate authority to the Chief Executive Officer to negotiate lease terms and do all things necessary to enter into a new lease to give effect to this resolution.</p> <p>Moved By: Cr Holstein Seconded By: Cr Hagan</p> <p align="center">Resolution Number: 20-24/0239</p> <p align="center">CARRIED 6/0</p>	Lyons, Julie	<p>13 May 2021 4:39pm Neumann, Erin</p> <p>A meeting has been held with representatives of the Laidley District Club and a new lease is currently in the process of drafting.</p> <p>07 Jul 2021 8:26am Lyons, Julie</p> <p>Lease Survey Plan underway and Lease has been drafted for review</p> <p>06 Sep 2021 7:28am Lyons, Julie</p> <p>Waiting on Laidley Cricket Club to return Maintenance Schedule and for Surveyor to commence Lease Plan work.</p> <p>29 Sep 2021 4:28pm Lyons, Julie</p> <p>Draft Lease forwarded to Laidley District Club on 15/09/2021. Waiting for their response.</p> <p>15 Oct 2021 6:48am Lyons, Julie</p> <p>Follow up email forwarded requesting a response to the draft lease.</p>	

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RESOLUTIONS OF COUNCIL AND ACTION TAKEN 16/04/2020 - 15/10/2021**

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Res No.	Meeting Date	Subject	Resolution	Officer/Dept	Action Taken	Completed
20-24/0240	17/02/2021	Future Use of Council land at the Garton Racecourse - Lot 1 on RP 161623 & Lot 1 on SP 228066	<p>RESOLUTION</p> <p>THAT in relation to the future use and management of Lot 1 on RP161623 and Lot 1 on SP228066, Council resolve to:</p> <p>a) Write to the owner of the adjoining Lot 2 on SP228066 to advise that his request to buy or lease Lot 1 on SP228066 is refused; and</p> <p>b) Apply the Section 236(1)(b)(ii) Local Government Regulation 2021 exception from tendering and offer a lease to the Lockyer Race Club Inc. to formalise their use and management of Lot 1 on RP161623 and Lot 1 on SP228066.</p> <p>c) Delegate authority to the Chief Executive Officer to negotiate lease terms and do all things necessary to enter into a new lease to give effect to this resolution.</p> <p>Moved By: Cr Qualisichetski Seconded By: Cr Holstein</p> <p>Resolution Number: 20-24/0240</p> <p align="center">CARRIED 7/0</p>	Lyons, Julie	<p>13 May 2021 4:36pm Neumann, Erin Email sent to applicant advising his request was unsuccessful – ECM 4084659. A meeting has been held with representatives of the Garton Race Club and the review of draft easement documents is to occur before documents are issued to the Club.</p> <p>16 Jul 2021 8:43am Natalie, Caitlan Document review ongoing. Draft management agreement also to be reviewed and updated to reflect in principle agreement discussed at meeting.</p> <p>06 Sep 2021 7:23am Lyons, Julie With Caitlan for action.</p> <p>15 Oct 2021 10:03am Natalie, Caitlan Easement documents reviewed. Internal consultation required to consider impact of Equine facility development and whether all three easements will still be required. May be appropriate to progress only the surrender of existing easements and the new easements in favour of Council only over the Race Club land at this time.</p>	

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**LOCKYER VALLEY REGIONAL COUNCIL
RESOLUTIONS OF COUNCIL AND ACTION TAKEN 16/04/2020 - 15/10/2021**

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Res No.	Meeting Date	Subject	Resolution	Officer/Dept	Action Taken	Completed
20-24/0346	16/06/2021	Acquisition of Land for Overdue Rates or Charges - PID 189470	<p>RESOLUTION</p> <p>THAT Council resolve to acquire Property ID 189470 for overdue rates and charges pursuant to Chapter 4, Part 12, Division 3, Subdivision 3 of the Local Government Regulation 2012;</p> <p>And Further,</p> <p>THAT Council authorise the Chief Executive Officer to do all things necessary to acquire the land and obtain vacant possession.</p> <p>Moved By: Cr Wilson Seconded By: Cr Cook</p> <p align="center">Resolution Number: 20-24/0346</p> <p align="center">CARRIED 6/0</p>	Lyons, Julie	<p>07 Jul 2021 8:47am Lyons, Julie Notice of intention to Acquire Land was sent to all interested parties on 21 June 2021. No response to date has been received from the owner of 12 Howard Court, Plainland</p> <p>07 Jul 2021 8:49am Lyons, Julie No further action can be taken for 6 months (21 December 2021)</p>	

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LOCKYER VALLEY REGIONAL COUNCIL
RESOLUTIONS OF COUNCIL AND ACTION TAKEN 16/04/2020 - 15/10/2021

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Res No.	Meeting Date	Subject	Resolution	Officer/Dept	Action Taken	Completed
20-24/0392	18/08/2021	Future Management of Lot 501 on RP 893659 and Lot 607 on RP 894961	<p>RESOLUTION</p> <p>THAT Council resolve to delegate authority to the Chief Executive Officer to engage an appropriately qualified environmental consultant to establish site conditions and undertake contamination testing on Lot 501 on RP893659 and Lot 607 on RP894961 to inform future land management actions.</p> <p>Moved By: Cr Cook Seconded By: Cr Hagan</p> <p>Resolution Number: 20-24/0392</p> <p align="center">CARRIED 7/0</p>	Lyons, Julie	<p>06 Sep 2021 7:24am Lyons, Julie Waiting on quotes for Environmental Report from External Parties.</p> <p>15 Oct 2021 6:50am Lyons, Julie Range Environmental Consultants instructed to prepare report. Waiting on report.</p>	

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**LOCKYER VALLEY REGIONAL COUNCIL
RESOLUTIONS OF COUNCIL AND ACTION TAKEN 16/04/2020 - 15/10/2021**

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Res No.	Meeting Date	Subject	Resolution	Officer/Dept	Action Taken	Completed
20-24/0393	18/08/2021	Request for disposal of Lot 900 on SP 297197 to adjoining landowner	<p>RESOLUTION</p> <p>THAT Council resolve to apply the exception in Section 236(1)(c)(iv) to disposal of land described as Lot 900 on SP297197 to an adjoining landowner.</p> <p>And further;</p> <p>THAT Council resolve to delegate authority to the Chief Executive Officer to do all things necessary to negotiate terms and effect the disposal of the land to an adjoining owner.</p> <p>Moved By: Cr Wilson Seconded By: Cr Vela</p> <p align="center">Resolution Number: 20-24/0393</p> <p align="center">CARRIED 7/0</p>	Lyons, Julie	<p>06 Sep 2021 7:26am Lyons, Julie Waiting on instruction from Howard Marshall and Valuation to determine Market Value.</p> <p>29 Sep 2021 4:24pm Lyons, Julie Valuation received - Market Value \$30,000.00. Waiting to see if customer wishes to proceed.</p> <p>05 Oct 2021 2:00pm Lyons, Julie Customer wishes to proceed subject to finance. Contract to be drafted by Property Officer.</p> <p>15 Oct 2021 6:51am Lyons, Julie Contract drafted and forwarded to customer's Solicitor for signature.</p>	

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**LOCKYER VALLEY REGIONAL COUNCIL
RESOLUTIONS OF COUNCIL AND ACTION TAKEN 16/04/2020 - 15/10/2021**

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Res No.	Meeting Date	Subject	Resolution	Officer/Dept	Action Taken	Completed
20-24/0416	15/09/2021	Request to Purchase Property ID 146870	<p>RESOLUTION</p> <p>THAT with respect to the request made by the owner of Property ID 146880 to acquire adjoining Property ID 146870, Council resolve to:</p> <p>a) dispose of Property ID 146870 to the adjoining owner of Property ID 146880 in accordance with Section 236(1)(c)(iv) of the <i>Local Government Regulation 2012</i> conditional upon Property ID 146870 being amalgamated with Property ID 146880 or a covenant being placed over both Property ID 146870 and Property ID 146880 requiring them to be kept in the same ownership; and</p> <p>b) delegate authority to the Chief Executive Officer to do all things necessary to facilitate resolution of this matter.</p> <p>Moved By: Cr Holstein Seconded By: Cr Quallschieski</p> <p>Resolution Number: 20-24/0416</p> <p align="center">CARRIED 7/0</p>	Lyons, Julie	<p>29 Sep 2021 4:31pm Lyons, Julie Contract prepared and sent to customer's Solicitor for signature 29/09/2021</p> <p>15 Oct 2021 6:52am Lyons, Julie Settlement to occur Tuesday, 19/10/21.</p>	

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14.9 Quarterly Investment Report - July to September 2021

Author: Kacey Bachmann, Management Accountant; Jodi Marchant, Chief Financial Officer

Responsible Officer: Ian Church, Chief Executive Officer

Purpose:

The purpose of this report is to advise Council of the performance of its investment portfolio.

This document is for Council's information only.

Executive Summary

As outlined in Council's 2021-22 Investment Policy, a quarterly report is to be submitted to Council on the performance of its investment portfolio.

The investment of surplus funds has been made in accordance with the requirements of *the Statutory Bodies Financial Arrangements Act 1982* as well as Council's Investment Policy. As at 30 September 2021 Council had a total investment holding of \$41.68 million.

Overall, investments continued to perform well in comparison to targeted benchmarks shown in table 3 and 4, with Council's current investments exceeding these benchmarks. The interest revenue has exceeded the target. Investment opportunities will continue to be reviewed as ongoing low interest rates available on short term deposit investments which have been directly affected by COVID-19 means that this revenue line item will continue to be impacted into the future until the economy starts to improve.

Proposal

As required by Council's 2021-22 Investment Policy, a quarterly report is to be submitted to Council on the performance of its investment portfolio.

As at 30 September 2021, Council had a total investment holding of \$41.68 million.

The two following tables show the investment institution, credit rating and product type of our investment portfolio at 30 September 2021:

Table 1

Institution	Amount \$	Percentage Holding	Credit Rating
QTC	33,683,982	80.80%	AA
Macquarie Bank Limited	1,000,000	2.40%	A+
ME Bank	2,000,000	4.80%	BBB+
AMP Bank	5,000,000	12.00%	BBB

Institution	Amount \$	Percentage Holding	Credit Rating
Total	41,683,982	100.00%	

Table 2

Product Type	Amount \$	Percentage Holding
Cash Fund - QTC	33,683,982	80.80%
Term Deposit	8,000,000	19.20%
Total	41,683,982	100%

The following tables display the performance of Council's investments, identified by investment type and days invested, against the Bank Bill Swap Rate (BBSW) and the Bloomberg AUSBOND Index (AUSBOND). The tables compare the rate of return on Council's investments at 30 September 2021, against the benchmarks indicated above (BBSW and AUSBOND).

Overall, the investments continued to perform well in comparison with these benchmarks although there has been an ongoing reduced interest rate offered for term deposits with new investments now offered below 0.80%.

Table 3

Cash Fund Performance Against RBA Cash Rate & AUSBOND Index	QTC	RBA Cash Rate	AUSBOND Index
Cash Fund Performance	0.88%	0.10%	0.02%

Table 4

Term Deposit Performance Against BBSW Index & AUSBOND Index	Av Return on Deposits	BBSW Index	AUSBOND Index
Term Deposits	0.67%	0.01%	0.02%

Interest rates have continued to decrease and remain below 0.80% for rates of less than twelve months. The QTC cash fund rate is now slightly higher than most term deposit rates making QTC a more attractive investment option. The best regular rates on offer at present are around 0.50% and 0.80% for investment periods from three to twelve months.

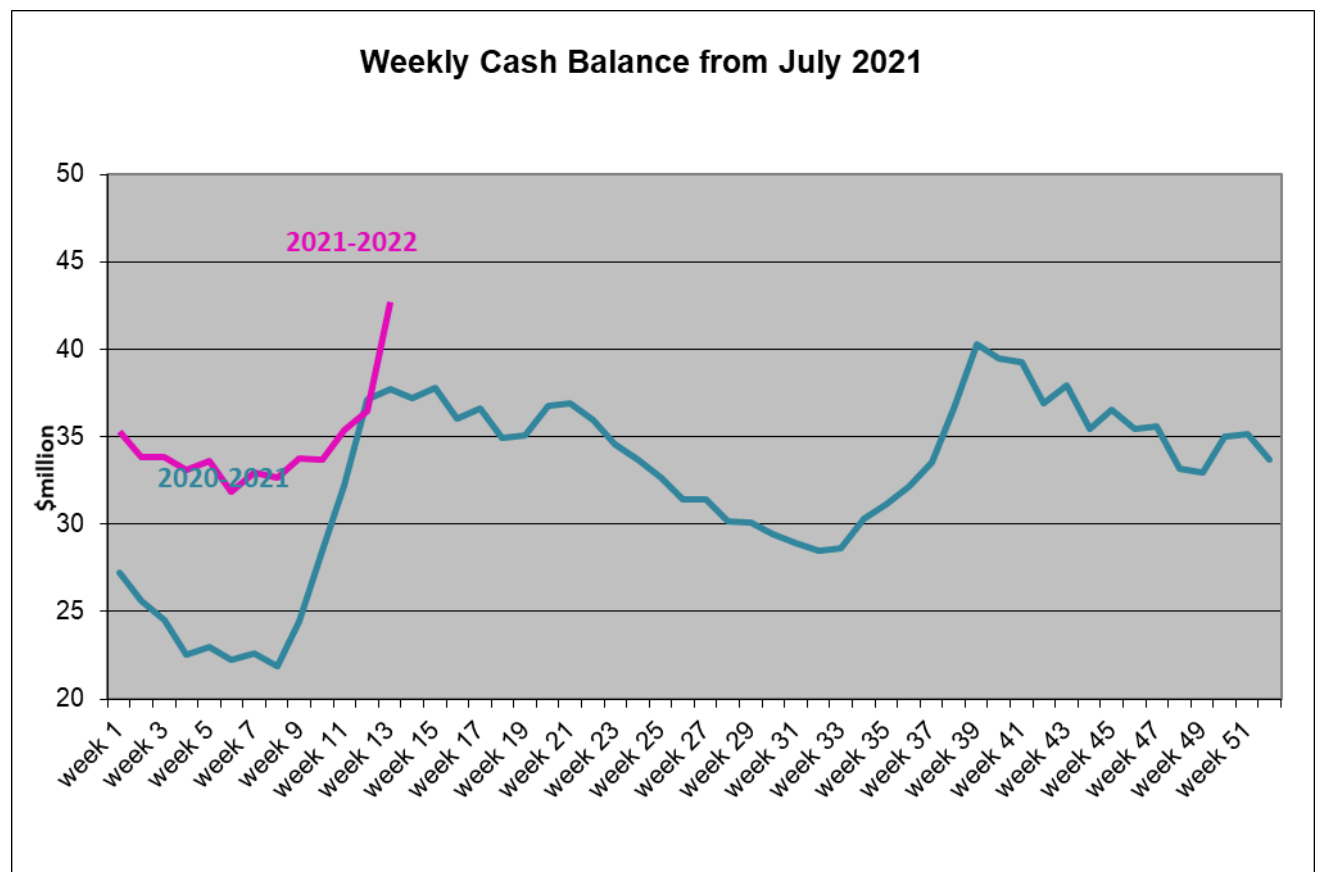
Table 5

Interest Income vs Budget	YTD Actual	YTD Budget	% Annual YTD Budget
Interest Income on investments	\$57,758	\$24,167	139.00%

As reflected in table 5, interest revenue has exceeded the target for the year to date. Forecast revenue will not be increased at the first quarter budget review for 2021-22 with interest rates

expected to remain the same since the adoption of the annual budget, however term deposit opportunities has seen revenues exceed expected returns for the year.

During the first quarter, cash at bank has increased significantly due to the payment of the Rates Levy which was due in September. Only minimum cash remains in Council's general funds each day with any excess being invested as Term Deposits or transferred to the QTC Cash Fund. The following graph shows a comparison over time of Council's weekly cash balances.



The table below shows that Council's investments at 30 September 2021 is in overall compliance with the 2021-22 Investment Policy.

Table 6

Investment Policy Credit Risk Compliance	Current Exposure	Allowable Exposure	Difference
Cash Funds			
QTC Cash Funds	80.80%	100%	19.20%
Term Deposits			
AAA to A+	2.40%	85%	82.60%
A to BBB+	4.80%	45%	40.20%
BBB to BBB	12.00%	30%	18.00%

Attachments

There are no attachments for this report.

15. CONFIDENTIAL ITEMS**15.1 Rate Remission - Community Grants Policy - Property ID 278160**

Author: Kirsty Johnson, Coordinator Revenue Services; Jodi Marchant, Chief Financial Officer; Dee Stewart, Senior Financial Accountant

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) (d) of the Local Government Regulation, 2012, as the matter involves rating concessions.

Purpose:

The purpose of this report is to seek Council's endorsement of a rates remission of 100% of the 2021-22 General Rate for Property ID 278160 under Council's 2021-22 Revenue Policy and 2021-22 Revenue Statement.

15.2 Rate Remission - Community Grants Policy - Property ID 214760

Author: Kirsty Johnson, Coordinator Revenue Services; Jodi Marchant, Chief Financial Officer; Dee Stewart, Senior Financial Accountant

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) (d) of the Local Government Regulation, 2012, as the matter involves rating concessions.

Purpose:

The purpose of this report is to seek Council's endorsement of a rates remission of 100% of the 2021-22 General Rate for Property ID 214760 under Council's 2021-22 Revenue Policy and Revenue Statement.

15.3 Insurance Liability Update - 30 September 2021

Author: Erin Neumann, Governance Officer

Responsible Officer: Dan McPherson, Group Manager People and 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 to provide Council with an update on insurance liability matters as at 30 September 2021.

16. MEETING CLOSED