

# **GYMPIE REGIONAL COUNCIL**

## **MINUTES**

*of the*

### **ORDINARY MEETING**

**CHAIRMAN: Cr GC Hartwig (Mayor)**

**Held in the Boardroom**

**Town Hall**

**2 Caledonian Hill**

**Gympie Qld 4570**

**On Wednesday, 24 January 2024**

**At 9.00am**



Gympie Regional Council **ORDINARY**

*Mayor GC Hartwig (Chairman)*

*Crs J Milne, NG Jensen, SA Waldock, BM Devereaux, DH Stewart, HT Smerdon, WA Polley and RA Fredman.*

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**The meeting commenced at 9.03am**

**PRESENT:** Mayor Cr GC Hartwig (Chairman), Crs J Milne, NG Jensen, BM Devereaux, DH Stewart, HT Smerdon, WA Polley and RA Fredman.

Also in attendance were:

Chief Executive Officer (Mr R Jennings), Acting Director – Community Sustainability (Ms A Stengl), Acting Director – Corporate Services (Mr D Lewis), Director – Infrastructure Services (Mr G O’Byrne), Manager Governance, Integrity and Risk (Mrs L Hatch), Manager – Finance (Mrs D Hatherell), Manager – Planning (Ms T Stenholm), Manager – Building and Plumbing (Mr A Parker), Manager – Operations Roads and Drainage (Mr J Balfour), Coordinator – Planning Scheme Program (Mr S Kinchington) and Minutes Clerks (Ms C Kennedy and Mrs T Bannan)

**ACKNOWLEDGEMENT**

Cr Stewart presented the following acknowledgement:

We would like to acknowledge the Traditional Owners and Custodians of this land Kabi Kabi on which this event is taking place.

We would like to acknowledge the Aboriginal and Torres Strait Islander people and their ongoing connection to land, sea and community.

We pay respects to the Elders past, present and emerging.

We also extend that respect to all other people present.

**OPEN WITH PRAYER**

Due to lack of Minister at this meeting, prayer did not take place.

One Minute’s silence held for family and friends of deceased residents of the region.

**SECTION 1: DISCLOSURE OF INTEREST**

The Mayor asked if any Councillor needed to disclose an interest in any agenda item.

No disclosures of interest were presented.

**SECTION 2: APOLOGIES / LEAVE OF ABSENCE**

Apology submitted by Cr Waldock.

## SECTION 3: CONFIRMATION OF MINUTES

**Moved Cr WA Polley**

**Seconded Cr HT Smerdon**

**That the Minutes of the Gympie Regional Council Ordinary Meeting held on 13 December 2023 be taken as read and confirmed.**

Following concerns raised in relation to items 6.4 and 11.2 of the unconfirmed minutes for 13 December 2023, the above motion lapses due to this recommendation not being put to the vote.

**M01/01/24**

**Moved Cr BM Devereaux**

**That this matter lay on the table in order for the provision of more information in relation to the issues raised in this matter.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

**M02/01/24**

**Moved Cr DH Stewart**

**Seconded Cr J Milne**

**That the Minutes of the Special Meeting of Council held on 19 December 2023 be taken as read and confirmed.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

## SECTION 4: PETITIONS

## SECTION 5: OFFICE OF THE CEO

### 5.1 Notified Motion - Renaming Gunalda Park for the late Charlie Freeborn

**PORTFOLIO:** Governance, Risk and Disaster Management

**DIRECTORATE:** Office of the CEO

**DOC ID:**

#### LINKS TO CORPORATE/OPERATIONAL PLAN

#### KEY RESPONSE AREAS:

1. Community and Environment

#### 1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION

Councillor Nadine (Dolly) Jensen has given notice of the below Notified Motion.

#### 2. REPORT

Councillor Jensen has advised that she has been requested by local residents for Council to consider renaming Gunalda Park at Balkin Street, Gunalda for the late Charlie Freeborn.

#### 3. BACKGROUND

Information as supplied to Councillor Jensen is provided below.

##### **GRC Community Engagement Policy 2019**

<https://www.gympie.qld.gov.au/downloads/file/3587/community-engagement-policy>

\* Council is committed to providing opportunities for meaningful community engagement to inform Council planning and decision making in the public interest.

**\*Excerpt from GRC Community Engagement Policy 2019**

##### **GRC Corporate Plan 2022-2027**

<https://www.gympie.qld.gov.au/downloads/file/4239/corporate-plan-2022-2027>

\* Encourage and enhance communication and engagement with all stakeholders.

**\*Excerpt from GRC Corporate Plan 2022-2027**

#### **BACKGROUND**

Locals have approached Cllr Jensen about the idea of renaming Gunalda Park at Balkin St, Gunalda for the late Charlie Freeborn.

Charlie Freeborn, a distinguished World War II veteran and sapper, was not only a hero but also a hardworking and reliable tradesman. Described as keen, sober, and honest, he was known for his conscientiousness and efficient approach as a soldier.



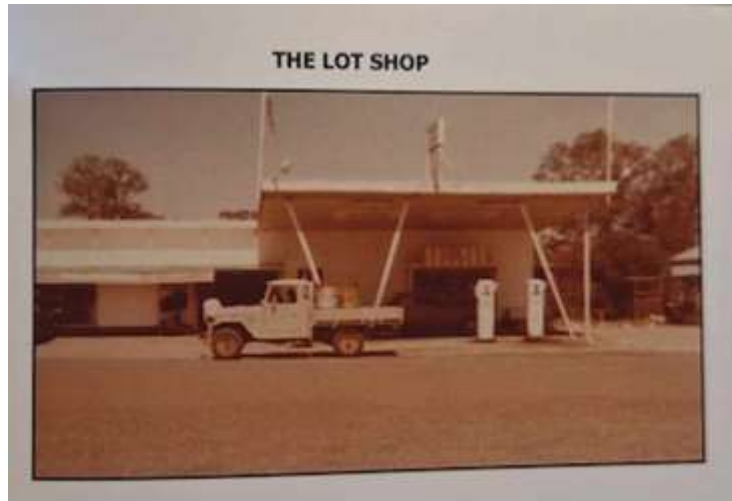
On February 24th, 1962, Charlie and Eva made a significant investment by putting down a deposit of 534 pounds to purchase a freehold store, snack bar, garage, servo, and a house in Gunalda, which they named The Lot Shop. Following their purchase, Charlie became deeply involved with the local community of farmers and businesspeople.

He embarked on a project to develop a piece of land in the town, during which he planted trees and shrubs in an area where nothing seemed to grow. With help from the locals, he transformed the area into what became known as Gunalda Park, where he even placed an old truck for children to climb and play on.



Tragedy struck the Freeborn family when Eva passed away suddenly in March 1974. In honor of her memory, Charlie scattered her ashes beneath a tree in Gunalda Park and continued to plant a tree each year on the anniversary of her passing.

Later, in 1982, their son Colin was found dead in his unit, and his ashes were also scattered in Gunalda Park. Finally, in 1994, 20 years after losing Eva, Charlie passed away. His final wishes were fulfilled when his ashes were scattered in Gunalda Park as well, marking the end of a life filled with love, dedication, and meaningful contributions to the community.



## PROPOSAL

Identifying landmarks by name is a human tradition which isn't bound by any one country, religion, culture or ethnicity, or even by time.

As a name, Gunalda Park is unimaginative and, like so many parks named for the street or suburb they're in, is boringly vanilla.

As well as giving a playground some personality, naming a park after a respected local promotes a sense of community and also gives an opportunity to include some local history by way of signage which then becomes a point of interest to locals, both young & old, potential residents & investors interested in the area, and tourists coming through or stopping for a rest.

It seems fitting Gunalda Park be renamed to honour not only a local stalwart, but a person who, through his generosity, actions and connection to that parcel of land, is a large part of why the park has so many memories for locals and continues to be so popular to this day.

The park in question is located at What3Words position: bicycles.advancing.innovate

<https://w3w.co/bicycles.advancing.innovate>

This proposal has the support of the late Charlie Freeborn's children.



#### 4. OFFICERS COMMENTS

The Naming of Council Facilities Policy found at the below link, includes areas of open space. However, this policy is not intended to be applied retrospectively to existing named places such as Gunalda Park. Proposals for the renaming of such, may be considered individually and the policy or part thereof, applied on a case-by-case basis.

[www.gympie.qld.gov.au/downloads/file/4370/naming-of-council-facilities-policy](http://www.gympie.qld.gov.au/downloads/file/4370/naming-of-council-facilities-policy)

It should be noted that under this policy, *"Gympie Regional Council recognises the value of naming the region's facilities for the purpose of fostering a sense of community and celebrating historic events and shared connections. Named places help orientate visitors to our region and **can assist emergency services to specific areas.**"* (Officer's emphasis).

To enable a thorough assessment and consultation on this matter, it is recommended that the request be accepted and forwarded to the Chief Executive Officer (CEO) to progress with consideration of Council's Naming of Council Facilities Policy.

#### 5. BUDGET IMPLICATIONS

Administrative assessment costs of this request may be conducted as 'business as usual' functions of the Community and Sustainability Directorate.

#### 6. POLICY IMPLICATIONS

The proposal for the renaming of Gunalda Park, may be considered individually with reference to the Naming of Council Facilities Policy, or part thereof, applied on a case-by-case basis. In considering Council's Corporate Values, it is considered respectful to process this application in order of receipt with other similar requests (currently two (2)) received by council that are currently being assessed under the Naming of Council Facilities Policy.

#### 7. CONSULTATION

Consultation has occurred between Councillor Jensen, some members of the community and family members of the late Charlie Freeborn. Further consultation may occur with key stakeholders if this request is assessed on its merits by the Community and Sustainability Directorate with reference to the Naming of Council Facilities Policy.

#### 8. CONCLUSION

A request has been received to rename Gunalda Park at Balkin St, Gunalda for the late Charlie Freeborn, as outlined above. It is recommended that a thorough assessment of this request be conducted by Council's Community and Sustainability Directorate with consideration of relevant policies and processes, and the renaming to be progressed by the CEO as deemed appropriate.

**M03/01/24**

**Moved Cr NG Jensen**

**Seconded Cr BM Devereaux**

**That Council request the CEO to begin the process, including public consultation with locals, with a view to renaming Gunalda Park at Balkin Street, Gunalda for the late Charlie Freeborn.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

**5.2 Notified Motion - Request for Plaque at Carlo Point**

**PORTFOLIO:** Governance, Risk and Disaster Management

**DIRECTORATE:** Office of the CEO

**DOC ID:**

**LINKS TO CORPORATE/OPERATIONAL PLAN**

**KEY RESPONSE AREAS:**

1. Community and Environment

**1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION**

Councillor Smerdon has given notice of the below Notified Motion.

**2. REPORT**

Councillor Smerdon received a request from Ms Carolyn Simpson from Rainbow Beach. Ms Simpson lost her husband in early November. Ms Simpson has asked for Council approval to affix a plaque to an existing seat at Carlo Point near the boat ramp.

**3. BACKGROUND**

Information as supplied by Ms Carolyn Simpson to Councillor Smerdon follows.

*40 years ago Shane and I were returning from a NSW holiday spot and saw a sign for Rainbow Beach and thought we would check it out. We fell in love with Rainbow Beach the moment we arrived and immediately announced we had to have a piece of paradise.*

*We bought a block of land, as well as my retiring parents, both purchasing in Tenggara Close. Shane was one hell of a worker, but boating and fishing, he worked just as hard at. Charter boats, speed boats. His ever faithful tinnie, he loved them all. Salt water was in his veins and his soul.*

*As a family we enjoyed my parents holiday home for 20 years, Rainbow was our safe place. During this time, with the original building of Rainbow Shores commencing, Shanes painting company carried out the painting for local builder Jeff Brown.*

*Shane had many an adventure in Rainbow with Jeff but none better than flying out with Jeff in his plane leaving from the local airfield visiting cattle properties in the outback, quoting building and painting work as required and then executing the job with all the gear and men in tow in a convoy of trucks to the outback providing a wonderful service.*

*Here in Rainbow at one point, there was not much that Shane didn't paint. Rainbow and surrounds has been very kind to our family. In the early years Shane also*

*befriended Milton, Ruth Modine`s husband and had many a wonderful fishing trip to brag about. Approximately 21 years ago we purchased our current location at Bombala Court and promptly built a home, a home to retire in.*

*Escape to fisherman`s paradise began 15 years ago with downsizing our business and being in Rainbow more than not. Last 10 years Shane`s life consisted of crabbing, squidding, fishing, gardening, fruit trees, his honeybees and grandchildren who adored their Pa. He was living and loving life, a select little band of brothers from Bombala Crescent were all in the crabbing gang, with competition very strong.*

*Shane was cremated and when the time, the weather and the universe says it`s right, we will scatter his ashes in his favourite crabbing creek, to walk the mangroves for eternity as per his wishes.*

*The family is asking for approval from Council to affix a plaque to one of the seats at Carlo Point where Shane and I spent a lot of time just looking out at the Bay. Just a small plaque with the following engraved on it.*

*In Memory of Shane Simpson*

*"Gone Fishing"*

#### **PROPOSAL**

That Council grant approval for the Simpson family to affix a plaque to an existing seat at Carlo Point boat ramps. That the plaque be supplied by the family and secured to the seat by the family. The plaque will read:

In Memory of Shane Simpson

"Gone Fishing"

#### **4. OFFICERS COMMENTS**

To enable thorough assessment on this matter, it is recommended that the request be accepted and forwarded to the Chief Executive Officer to progress under Council`s Memorials and Monuments Policy found at the below link:

[www.gympie.qld.gov.au/downloads/file/3572/memorials-and-monuments-policy](http://www.gympie.qld.gov.au/downloads/file/3572/memorials-and-monuments-policy)

Council staff have advised that there are currently seven (7) other requests for memorials, including plaques, that have been received and are currently being assessed under the Memorials and Monuments Policy. The ownership of the proposed location and property relevant to this request is to also be considered in this assessment.

The affixing of a plaque is recommended to be performed by council staff to ensure public safety and ongoing maintenance.

#### **5. BUDGET IMPLICATIONS**

The Simpson family has advised it would pay for the cost of the plaque and securing it, if an approval is received by Council. Administrative assessment costs of this request would be conducted as `business as usual` functions of the Community and Sustainability Directorate. If

approved, there may be minimal costs in requesting council staff to affix a plaque to ensure it is done safely and securely.

**6. POLICY IMPLICATIONS**

It is recommended that the request be assessed against the Memorials and Monuments Policy and relevant administrative processes. In considering Council’s Corporate Values, it is considered respectful to process this application in order of receipt with other similar requests (currently seven (7)) received by council that are currently being assessed under the Memorials and Monuments Policy.

**7. CONSULTATION**

Consultation has occurred with Councillor Smerdon and Ms Simpson. Further consultation may occur with key stakeholders if this request is assessed under the Memorials and Monuments Policy.

**8. CONCLUSION**

A request for a plaque to be affixed to a chair at Carlo Point, Rainbow Beach has been requested from Ms Simpson, as outlined above. When considering this request, it is recommended that Council consider its Memorials and Monuments Policy.

**PROPOSED MOTION**

That Council grant approval for the Simpson family to affix a plaque to an existing seat at Carlo Point boat ramps. That the plaque be supplied by the family and secured to the seat by the family. The plaque will read:

In Memory of Shane Simpson

“Gone Fishing”

**M04/01/24**

**Moved Cr HT Smerdon**

**Seconded Cr NG Jensen**

**That Council grant approval for the Simpson family to affix a plaque to an existing seat at Carlo Point boat ramps. That the plaque be supplied by the family and secured to the seat by the council staff. The plaque will read:**

**In Memory of Shane Simpson**

**“Gone Fishing”**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley and Cr BM Devereaux

**AGAINST:** Cr J Milne

**5.3 In Principle Agreement - Galloway Group Company Limited**

**PORTFOLIO:** Economic Development, Tourism, Events and Communication

**DIRECTORATE:** Office of the CEO

**DOC ID:**

**LINKS TO CORPORATE/OPERATIONAL PLAN**

**KEY RESPONSE AREAS:**

2. Infrastructure and Economic Opportunity

**1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION**

Galloway Group Company Limited is currently awaiting approval from the Foreign Investment Review Board (FIRB) to commence gold mining operations in Gympie in partnership with Aurum Pacific Pty Ltd.

Galloway Group Company Limited has approached Council through Mayor Glen Hartwig with an offer of initial contribution of funding towards community projects.

**2. REPORT**

Galloway Group Company Limited is currently awaiting approval from the Foreign Investment Review Board (FIRB) to commence gold mining operations in Gympie in partnership with Aurum Pacific Pty Ltd.

Galloway Group Company Limited has approached Council through Mayor Glen Hartwig with an offer of initial contribution of funding towards community projects. Galloway Group Company Limited is committed to leaving a lasting legacy for the Gympie region should it be successful in obtaining all approvals to commence gold mining operations.

The attached document was presented to Mayor Glen Hartwig on Thursday 11 January 2024 by the Director of the Galloway Group Company Limited which provides an in-principle agreement that Galloway Group Company Limited will contribute \$2.75million towards the following projects:

- \$2 million contribution to the redevelopment of the Gympie Gold Mining Museum
- \$500,000 contribution to earthworks to improve Cooloola BMX and One Mile facilities in preparation for opportunities relating to the 2032 Olympic Games.
- \$50,000 per year for 5 years to sponsor the Heart of Gold International Short Film Festival.
- Other projects and contributions over the course of the mines operations that will benefit the community and leave a lasting legacy for the residents of the Gympie region.

As outlined in the attachment, this is an initial contribution and Galloway Group Company Limited is committed to further projects and contributions over the life of the mines operations.

As noted in the attachment, this offer is subject to the successful outcome of the application to the FIRB and the subsequent commencement of operations and endorsement by Council. Neither Mayor Glen Hartwig or Gympie Regional Council has any input into the evaluation or outcome of the FIRB. Further, FIRB has no knowledge of the Galloway Group Company Limited offer of community contribution.

### 3. BUDGET IMPLICATIONS

There are no budget implications.

### 4. POLICY IMPLICATIONS

There are no policy implications.

### 5. CONSULTATION

Chief Executive Officer

Acting Chief Executive Officer

### 6. CONCLUSION

This offer represents a positive working relationship with a significant investor in the region and enables council to ensure that there is a positive and long lasting benefit to the whole community across all sectors.

## ATTACHMENTS

[1.](#) In Principle Agreement

Point of order called in relation to section 39.9 of Gympie Regional Council Standing Orders. Councillors encouraged to ensure limit of communication devices during meeting as much as possible.

## PROPOSED RECOMMENDATION

That Council note the In Principle agreement for initial funding contributions toward community projects of \$2.75million from Galloway Group Company Limited.

**M05/01/24**

**Moved Cr BM Devereaux**

**Seconded Cr RA Fredman**

**That Council note the offer of funding/contributions toward community projects of \$2.75 million by the Galloway Group Company Limited.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

## SECTION 6: CORPORATE SERVICES

### 6.1 2023-24 Budget Amendment - Second Quarter Budget Review

**PORTFOLIO:** IT and Finance

**DIRECTORATE:** Corporate Services

**DOC ID:**

#### LINKS TO CORPORATE/OPERATIONAL PLAN

#### KEY RESPONSE AREAS:

1. Community and Environment
2. Infrastructure and Economic Opportunity
3. Organisation

#### 1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION

Section 170 of the *Local Government Regulation 2012* (the Regulation) enables Council to review and amend its budget at any time before the end of the financial year.

The 2023-24 Budget and Long Term Financial Forecast 2024 to 2033 (Attachment 1) and the 2023-24 Capital Program (Attachment 2) incorporate the proposed budget adjustments outlined within this report.

#### 2. REPORT

After the close of the 30 November 2023 financial period, a review of actual financial performance against the 2023-24 Current Budget was conducted.

The review focused on a comparison of year-to-date actuals to year-to-date forecast positions, analysis of those variances with responsible budget manager with consideration of the ongoing impacts of the region's property boom and the current challenges in sourcing resources.

The proposed adjustments to operational revenue and expenditure budgets result in an overall increase in the net operational deficit for the 30 June 2024 from \$5.61m to \$8.03m.

The operational result excluding extraordinary items, will also be revised as a result of the proposed amendments, from an original forecast operational surplus of \$0.76m to a net operational deficit of \$1.66m.

The proposed operational adjustments are reflective of the actual revenue and expenditure trends to date with the primary adjustments identified to operating income and expenditure line items listed below:

- A decrease of operational grants revenue of \$941k and a corresponding operational expenditure reduction in relation to the NBN Cube Project. This project was completed in the 2022-23 financial year and both the forecast revenue and expenditure relating to this project have now been removed.



- A decrease in recoverable works in relation to main roads contracts of \$469k. Estimates now indicate that the revenue for recoverable works was overestimated in the 2023-24 Original Budget.
- A decrease in internal quarry revenue recognition of \$1.496m. On current trends, internal quarry revenue was overestimated in the 2023-24 Original Budget.
- An increase in fees and charges of \$91k for increased fees generated by compliance officers and disposal of trade waste.
- An increase in rental income \$50k to reflect higher than expected usage of the pavilion. This increase in rental income is being offset by an additional \$65k in expenditure incurred to provide the facility for hire.
- An increase in employee costs primarily due to an increase in council's workers compensation premium.

There are also a number of reallocations between operational expenditure budgets for employee costs and materials and services. These reallocations are the result of the council adjusting the method of service delivery. An example of one of these reallocations is the decision to recruit additional fixed term employees while reducing the number of consultancy arrangements for the delivery the ERP project.

Council officers have also undertaken a detailed review of the 2023-24 capital program as part of the second quarter budget review and based on the analysis the 2023-24 capital program is forecast to increase from \$111.96m to \$160.1m.

The major adjustments proposed to be included in the 2023-24 Capital Program are the increased number of properties identified as part of the Voluntary Home Buy Back (VHBB) Program and escalation in the estimated costs to complete the Reconstruction of Essential Public Assets (REPA) as part of the recovery of the 2022 flood events. Both of these items are 100% grant funded.

The increase in capital budgets for the VHBB and REPA projects are partially offset by changes to the expected construction milestones for a number of non-flood related capital works. Details of the proposed amendments to individual capital projects are included in Attachment 2.

Council's 2023-24 Budget and Long Term Financial Forecast 2024 to 2033 have been updated to incorporate the abovementioned budget adjustments.

While this level of capital expenditure is within Council's financial capacity to deliver, cash balances will require close monitoring leading up to the timing for the second rates issue in January 2024. This will also inform council's position in relation to the draw down of loans.

Careful program management will also be required to ensure that council physically delivers the envisaged program of works against the agreed completion target of 90%.

### **3. BUDGET IMPLICATIONS**

If endorsed by Council, the amendments to the 2023-24 Budget will revise the operational result excluding extraordinary items from a surplus of \$0.76m to a deficit of \$1.66 with the net operational result including extraordinary items deficit increasing from \$5.61m to \$8.03m.

Council’s 2023-24 Capital Program also increases by \$48.10m or 42.95% from \$111.99m to \$160.10m. It is noted that this increase is 100% externally funded with no increase in Council own funds required from the \$28,708,817 which was originally endorsed at budget adoption.

The impacts of the proposed budget adjustments on Councils Financial Sustainability Ratios are displayed in the following table. The Operating Surplus Ratio now reflects operational deficits in the medium term before slowly returning to modest operational surpluses in the 2028-29 financial year. This is primarily the result of council’s ERP Core System Replacement Project. The Asset Sustainability Ratio also presents several years where the benchmark ratio is not met. Council’s cash balances are maintained at adequate levels over the life of the model.

However, it should be noted that council’s financial sustainability in the longer term remains very much dependent upon the completion of and implications arising from the Asset Management Plans currently under development for its major asset classes. It is anticipated that these Asset Management Plans will be completed in time to inform the development of Council’s 2024-25 Budget.

**Gympie Regional Council  
2023-2024 Budget and Long Term Financial Forecast 2024 to 2033**

**Relevant Measures of Financial Sustainability**

	Target	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Average
Operating Surplus Ratio	Between 0% and 10%	(6.7)%	(3.9)%	(1.3)%	(1.0)%	(0.7)%	0.1%	0.3%	0.4%	1.0%	1.0%	(1.1)%
<i>(Net Operating Surplus / Total Operating Revenue) (%)</i>												
Net Financial Asset / Liability Ratio	<= 60%	(3.7)%	(14.0)%	(10.9)%	(15.0)%	(17.8)%	(21.0)%	(23.5)%	(25.2)%	(25.6)%	(27.3)%	(18.4)%
<i>((Total Liabilities - Current Assets) / Total Operating Revenue)</i>												
Asset Sustainability Ratio	>90%	378.4%	155.2%	96.9%	67.5%	89.6%	93.1%	98.1%	91.7%	96.9%	83.2%	125.1%
<i>(Capital Expenditure on the Replacement of Assets (renewals) / Depreciation Expense)</i>												
	Target	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Average
Cash Expense Cover Ratio	>3	2.9	4.0	3.7	3.9	4.4	4.3	4.8	5.0	5.3	5.4	4.4
Number of months of operations supported by cash balance												

**4. POLICY IMPLICATIONS**

Under Section 170 of the Regulation, Council may by resolution amend its budget for a financial year before the end of the financial. However, in doing so, Council must comply with the requirements of Section 169 of the Regulation. That is the amended budget must include statements of financial position, cash flow, income and expenditure and changes in equity. The amended budget must also include updated relevant measures of financial sustainability.

The updated statements and measures of financial sustainability from this budget review are disclosed in Attachment 1, titled 2023-24 Budget and Long Term Financial Forecast 2024 to 2034 with the detailed 2023-24 Capital Program disclosed in Attachment 2.

This budget review has been undertaken in accordance with Sections 169 and 170 of the Regulation.

**5. CONSULTATION**

A comprehensive consultation process has been undertaken with Managers and the Executive Leadership Team on the outcomes of this review.

## 6. CONCLUSION

This report recommends that Council's 2023-24 Budget, amended on 25 October 2023 be further adjusted to reflect an operational deficit excluding extraordinary items of \$1.66m, a net operational deficit of \$8.03m and a Capital Program of \$160.10m.

## ATTACHMENTS

1. Attachment 1 - 2023-24 Budget and Long-Term Financial Forecast 2023-24 to 2032-33
2. Attachment 2 - Revised 2023-24 Capital Program

## PROPOSED RECOMMENDATION

That Council resolves to adopt:

1. the amended 2023-24 Budget and Long-Term Financial Forecast as set out in Attachment 1 titled 2023-24 Budget and Long-Term Financial Forecast 2023-24 to 2032-33; and
2. the amended capital program as set out in Attachment 2 titled Revised 2023-24 Capital Program.

## M06/01/24

**Moved Cr NG Jensen**

**Seconded Cr BM Devereaux**

**That this matter be presented at a Council Workshop as soon as possible to discuss the change in revenue and expenditure that impact our financial viability ratio.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

## 6.2 December 2023 Finance Report

**PORTFOLIO:** IT and Finance

**DIRECTORATE:** Corporate Services

**DOC ID:**

### LINKS TO CORPORATE/OPERATIONAL PLAN

#### KEY RESPONSE AREAS:

1. Community and Environment
2. Infrastructure and Economic Opportunity
3. Organisation

### 1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION

To meet its monthly reporting obligations under s204 of the *Local Government Regulation 2012*, a monthly financial report is to be provided to Council for its information.

This report provides commentary on Council's financial results at 31 December 2023.

### 2. REPORT

The financial statements provide a comparison of actual results to 31 December 2023 to the revised budget adopted by Council on 25 October 2023.

Council's overall actual year to date performance to 31 December 2023 is a surplus of \$34.4m, which is tracking higher than the forecasted position of a surplus of \$15.8m.

Council's net operating result at 31 December 2023 is a surplus of \$3.5m compared to a year-to-date budget surplus of \$0.3m.

At 31 December 2023 the underlying operational result excluding extraordinary items is an operational surplus of \$5.5m compared to a year-to-date budget operational surplus of \$3.3m.

Extraordinary items are operational projects which are not considered council business as usual activities. Council has identified the GRIT Project, the Planning Scheme and the operational portion of the Southside Sewerage project as extraordinary items. When these items are included, council's year-to-date operational surplus is \$3.5m compared to a year-to-date budget operational surplus of \$0.3m.

#### Operating Revenue:

The financial report at 31 December 2023 shows overall operating revenue received of \$67.9m which is trending higher than the year-to-date budget of \$66.1m.

The operational revenue variances contributing to this result are outlined in the following table.

<b>Revenue</b>	<b>Variance (\$'000)s</b>	<b>Comments</b>
<i>Rates Revenue</i>		
Rates, Levies and Charges - net	\$666	Increase in the number of rateable properties included in the first half year rates calculation.
<i>Fees &amp; Charges</i>		
Building and Plumbing	\$67	Plumbing applications continue to trend higher than forecast across the region, resulting in a higher than forecast receipt of application fees. This trend will continue to be monitored by the Building and Plumbing and Finance Teams and revised, if necessary, at a future budget review.
Development Assessments	\$44	Higher than forecast submission of planning applications. Activity will be monitored and revised, if necessary, at a future budget review.
Property	\$141	Incorrect receipting of disposal of land funds which will be adjusted in January 2024
Regulatory Services	\$75	Favourable variance due to issue of Dog Registrations – budget phasing to be amended.
Waste	\$222	Higher than forecast waste disposals at council’s Waste Management Facilities.
Water	\$47	Higher than forecast water connections. This trend will be monitored by the Finance Team and revised, if necessary, at a future budget review.
Wastewater	\$87	Higher than forecasts trade waste disposals and sewer connections compared to the current forecast. This trend will be monitored by the Finance Team and revised, if necessary, at a future budget review.
<i>Interest &amp; Investment Revenue</i>		
Interest and Investment Revenue	\$922	The higher than forecast cash balance has resulted in increased interest and investment revenue received to date on council’s investments and term deposits, Higher than forecast interest revenue on overdue rates has also been received.
<i>Sales Revenue</i>		
Water Sales	\$582	The bulk water sales favourable variance is due to weather conditions driving up water consumption and increased demand for standpipe access. The budget for these items will be monitored in light of the current wet weather being experienced across the region.,
<i>Grants, Subs, Contributions &amp; Donations</i>		
Waste Levy	\$70	Earlier than forecast recognition of State Waste Levy payments.

Employment Subsidies	\$46	Increased employment subsidies received to date which will be offset by increased expenditure to fund trainee positions.
Environmental Grant	\$45	Receipt of funds for a successful subsidy application for the Crab Creek Erosion Remediation project
State Library Grant	\$29	Earlier than forecast payment of State Library Grant.

The above positive variances are partially offset by an unfavourable variance of \$1.3m in Other Income which is mainly due to an overstatement in budget sales revenue and delays to the administrative processes associated with the production of materials at council’s internal quarries. The overstatement in budgeted sales revenue has been adjusted in the formal budget review that is also presented to Council’s January 2024 Ordinary Meeting.

The percentage of outstanding rates at 31 December 2023 was 9.01% compared to 8.59% for the same period in the prior financial year.

Outstanding rates notices were issues in October 2023 and these outstanding rates and charges balances continue to be managed in accordance with Council’s outstanding rates and charges collection policy and procedures.

**Operating Expenditure:**

Inclusive of extraordinary items, operating expenditure at 31 December 2023 totalled \$64.4m compared to the year-to-date budget of \$65.8m.

The favourable variance of \$1.4m primarily relates to differences in the timing of budget phasing for materials and services across branches which is partially offset by increased expenditure for Employee Costs.

Details of these operational expenditure variances are listed below:

<b>Operational Expenditure</b>	<b>Variance (\$'000)s</b>	<b>Comments</b>
<i>Employee Expenses</i>		
Salary & Wages	(\$1,558)	Higher than forecast labour costs due to the successful recruitment to long term vacancies, lump sum termination payments and higher than anticipated overtime costs mainly in the Water and Waste Water and Community and Commercial Branches.
Workers Compensation	(\$263)	The actual workers compensation premium is higher than the original budget due to current economic and insurance factors.
<i>Materials &amp; Services</i>		
Professional Services	\$241	Delays in receipt of some invoices for payment of professional services across council over the Christmas/New Year period e.g., external audit fees.

NBN Bushfire Resilient HPC Project	\$556	The NBN Project has been completed and the budget will be updated as part of the next budget review.
GRIT Project	\$1,565	ERP project budget phasing is currently being reviewed with the project budget to be updated once this review is completed.
<i>Finance Costs</i>		
Interest Expenses	\$284	Forecast borrowings not required to date. The budget for interest expense relating to these borrowings will be updated in the next budget review.
<i>Depreciation</i>		
Depreciation	\$23	Currently depreciation expenditure is trending in alignment with the budget. However, the budget for depreciation will be updated in the 3rd budget review to reflect the asset valuation increases identified in the 2022-23 Financial Statements and capitalisation of capital projects completed in the 2023-24 financial year.

Finance officers meet with responsible budget managers on a monthly basis to assist with the analysis of budget variances and the updating of budget phasing as required.

Capital Revenue:

At 31 December 2023, a total of \$30.9m had been received in capital revenue, which is trending higher than the year-to-date budget of \$15.5m.

The level of capital income is the result of the receipt of higher than forecast Infrastructure Charges (\$4.9m) and Voluntary Home Buy Back (VHBB) grant funds (\$9.7m). The VHBB grant funding is offset by the purchases of properties included in council’s capital expenditure to date.

The budgets for capital grants and subsidies have been aligned to the current forecasts for completion of associated capital projects and the submission of funding acquittals with any required budget amendments to be reflected in the next budget review.

It should also be noted that the recognition of capital subsidies and grants may be adjusted during the financial year, in accordance with the reporting requirements for capital subsidies under current Accounting Standards.

Capital Project Expenditure:

At 31 December 2023, Council had expended \$45.7m on its annual capital works program compared to a forecast year to date of \$39.3m.

Of the \$36.3m actual capital expenditure incurred to the 31 December 2023, costs in relation to the voluntary house buy back scheme total \$7.8m compared to the adopted budget of \$3m. This program is fully funded by the Queensland Reconstruction Authority (QRA) and the budget allocation will be increased to reflect the forecast approved buy back from QRA in the next budget review.

Finance officers continue to be available to assist Project Managers with adjustments to budget phasing for the capital program to better reflect the financial milestones of each capital project.

#### Statement of Financial Position:

The Statement of Financial Position compares Council's assets, liabilities and community equity position to the previous financial year and for the period to 31 December 2023, shows an increase in Community Equity of \$176.7m.

This increase in equity is primarily due to the increase in Property, Plant and Equipment due to the confirmation of the asset revaluation process which was as part of the finalisation of the 2022-23 financial statements process, recognition of contract assets and liabilities and Council's improved cash balance at 31 December 2023.

#### Cash and Cash Equivalents Report:

Excluding funds held in trust, total cash on hand at 31 December 2023 was \$85.1m and of these funds, \$83.0m was invested with the Queensland Treasury Corporation with \$0.25m invested with Auswide Bank and \$0.25m invested with Bendigo Bank.

The cash balance includes constrained funds of \$71.3m which are made up of the prepayment of grant funds, the prepayment of the state waste levy, infrastructure charges and provisions for rehabilitation of landfill and quarry sites across the region.

While council's overall cash and cash equivalents at 31 December 2023 continues to track higher than the balance for the same period in the prior year, it should be noted that Council's unrestricted cash balance is now slightly below the benchmark for the Cash Expense Cover Ratio.

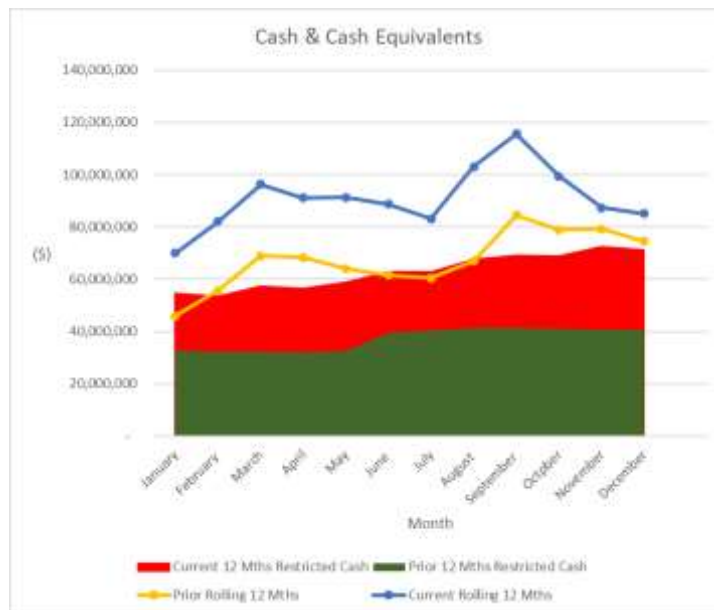
As part of the next budget review, a detailed analysis of the funding sources for the delivery of capital projects will be undertaken. It is anticipated that as part of this analysis, council officers will identify a number of capital projects which will fit the criteria for funding by Infrastructure Charges.

The expected changes in funding sources will ensure that infrastructure charges which have been collected to date are allocated to projects related to the construction and/or upgrading of council's trunk infrastructure and that Council's unrestricted cash reserves are maintained at acceptable levels.

Council also currently holds \$2.0m in trust for developers, ratepayers and other parties.

The graph below presents a rolling 12-month comparisons of Council's total Cash and Cash Equivalent balances.





The indicative interest rate on investments at 31 December 2023 was 5.04% compared to 3.31% at 31 December 2022.

### 3. BUDGET IMPLICATIONS

As the 2023-24 operational expenditure budget includes an estimated vacancy rate of \$2.3m, close monitoring of Council’s monthly financial performance is of critical importance for Council to achieve the financial results adopted in its 2023-24 Budget.

### 4. POLICY IMPLICATIONS

The November monthly management report is in line with Council policy, the *Local Government Act 2009* and the *Local Government Regulation 2012*.

### 5. CONSULTATION

Consultation on commentary regarding financial performance to 31 December 2023 has been undertaken with Managers and the Executive Leadership Team.

### 6. CONCLUSION

Council’s financial statements for the period ended 31 December 2023 provide a comparison of actual results against the revised budget adopted at Council’s Ordinary Meeting on 25 October 2023.

### ATTACHMENTS

- 1. [December 2023 Finance Report](#)

**M07/01/24**

**Moved Cr WA Polley**

**Seconded Cr J Milne**

**That Council receive and note the financial report for the period ended 31 December 2023.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

**6.3 Quarterly Investment Report to 31 December 2023**

**PORTFOLIO:** IT and Finance

**DIRECTORATE:** Corporate Services

**DOC ID:**

**LINKS TO CORPORATE/OPERATIONAL PLAN**

**KEY RESPONSE AREAS:**

3. Organisation

**1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION**

In accordance with Council’s adopted 2023-2024 Investment Policy (the Policy), a quarterly report detailing compliance with the Policy and earning performance against benchmarks and budget estimates is to be presented to Council.

The purpose of this report is to advise Council on the performance of its investment portfolio for the period ended 31 December 2023.

The investment of surplus funds has been made in accordance with the requirements of the *Statutory Bodies Financial Arrangements Act 1982* and the Policy.

**2. REPORT**

The Policy sets out council’s investment guidelines.

The following tables show the investment institution, credit rating and product type of council’s investment portfolio at 31 December 2023.

Table 1			
Institution	Amount \$	Percentage Holding	Credit Rating
QTC	83,028,936	97.59%	AA+
Term Deposit	250,000	0.29%	BBB+
Term Deposit	250,000	0.29%	BBB+
Working Cash	1,555,020	1.83%	
<b>Total</b>	<b>85,083,956</b>	<b>100.00%</b>	

Funds invested in local banking institutions as term deposits are restricted to individual deposits of \$250,000, which aligns to the Government Guarantee.

Table 2		
Product Type	Amount \$	Percentage Holding
Cash Fund - QTC	83,028,936	97.59%
Term Deposit	500,000	0.58%
Working Cash	1,555,020	1.83%
<b>Total</b>	<b>85,083,956</b>	<b>100.00%</b>

Table 3 displays the performance of council’s cash fund. Overall, council’s cash fund has performed favourably against the Reserve Bank of Australia (RBA) Cash Rate and the Bloomberg AUSBOND Index (AUSBOUND).

Table 3			
Cash Fund Performance against RBA Cash Rate and UBS Bank Bill Index	QTC	RBA Cash Rate	AUSBOND Index
Cash Fund Performance	5.15%	4.35%	4.09%

Finance officers monitor investment rates available and have placed funds in several term deposits with local banking institutions as part of Council’s ongoing commitment to local businesses.

Depending on interest rates available, further funds may be placed in term deposits with other financial institutions during the 2023-24 financial year. This will be dependent upon available term deposit rates.

The upward trend of official interest rates during the 6 months to 31 December 2023 and the influx of cash invested has resulted in actual interest received by council to 31 December 2023 exceeding the estimated forecast year-to-date budget by \$832k. At 31 December 2023, council achieved 76.99% of its 2023-24 total interest income budget.

Table 4			
Interest Income vs Budget	Actual YTD	Original Budget	% Annual YTD Budget
Interest income on Investments	\$2,372,882	\$3,082,000	76.99%

### 3. BUDGET IMPLICATIONS

Finance officers continue to monitor interest and investment rates and adjust council’s investment mix in accordance with the Policy.

Council's 2023-24 Budget will be amended in a future budget review to reflect increasing revenue streams if required.

#### **4. POLICY IMPLICATIONS**

The Investment Report for the period ended December 2023, is consistent with the requirements of the *Statutory Bodies Financial Arrangements Act 1982* and the Policy.

#### **5. CONSULTATION**

There was no internal or external consultation undertaken in the preparation of this report.

#### **6. CONCLUSION**

Overall, council's cash investments with QTC and local banking institutes continue to perform favourably in comparison with targeted benchmarks.

At 31 December 2023, interest revenue continues to trend above the year-to-date budget as a result of increased funds and sustained high interest rates.

**M08/01/24**

**Moved Cr DH Stewart**

**Seconded Cr HT Smerdon**

**That Council receive and note the Quarterly Investment Report for the period ended 31 December 2023.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

**6.4 Procurement Report - January 2024**

**PORTFOLIO:** IT and Finance

**DIRECTORATE:** Corporate Services

**DOC ID:**

**LINKS TO CORPORATE/OPERATIONAL PLAN**

**KEY RESPONSE AREAS:**

1. Community and Environment
2. Infrastructure and Economic Opportunity
3. Organisation

**1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION**

This report provides a summary of the Procurement Panel’s activities. The report includes items endorsed by the Procurement Panel (the Panel) for procurement that exceed the financial delegation of the Chief Executive Officer.

**2. REPORT**

**2.1 RFT2023-24 025 - Mt Olive Quarry Type 2.5 Gravel & Construction Materials Production**

**Background**

Tenders were invited to establish a schedule of rates contract to produce Type 2.5 gravel and other specified construction materials at council’s Mt Olive quarry located at Mt Olive Road Cinnabar.

**Evaluation**

The following Evaluation Panel convened to assess the Tenders and this assessment was completed on the 9 January 2024.

Organisation / Role	Position
Assessment Panel Member No 1 - Panel Chair	Manager Operations Road & Drainage
Assessment Panel Member No 2 - Technical Expert	Senior Site Executive
Assessment Panel Member No 3 - Health and Safety Rep	Coordinator Health and Safety
Assessment Panel Member No 4 - Independent member	Coordinator – Planning & Allocation
Administrative Assistance	Officer – Admin

Key deliverables of the tender include:

- the production of:
  - 90,000 tonnes of Type 2.5 Gravel
  - 5,000 tonnes of 500mm Rock
  - 5,000 tonnes of 150mm-300mm Rock
- Crushing and blasting operations on site at Mt Olive Quarry

- That blasting, crushing, screening and material production operations are required to be conducted in accordance with relevant occupational health and safety legislation, policies and procedures
- That blasting and crushing work must conform with relevant Local, State and National Legislative requirements, Australian Standards, Development Approval and Councils site-based management plans and approvals.

In accordance with the approved Procurement Evaluation and Probity Plan, the evaluation criteria were weighted as follows:

Criterion	Weighting
Price	50%
Contract Experience and Capacity <ul style="list-style-type: none"> <li>• Contract Experience &amp; Track Record</li> <li>• Capability and Resourcing</li> </ul>	15%
Methodology of Project Delivery <ul style="list-style-type: none"> <li>• Methodology/Initiatives</li> <li>• Timeline</li> </ul>	5%
Health & Safety <ul style="list-style-type: none"> <li>• Safety Management Systems and Accreditation</li> <li>• Safety Measures</li> </ul>	20%
Environment and Sustainability <ul style="list-style-type: none"> <li>• Environmental Management Systems and Accreditation</li> <li>• Environmental Initiative</li> </ul>	5%
Local Benefits <ul style="list-style-type: none"> <li>• Local employment</li> <li>• Local supply chain</li> </ul>	5%

The following three conforming tenders were received at the close of the tender.

Name of Respondent	Conforming	Date Received
Civcrush Pty Ltd	Y	12/12/2023
GCE Contractors Pty Ltd	Y	12/12/2023
Quarry Boys Gympie Pty Ltd	Y	08/12/2023

The table below shows the combined price and non-price weighted scores established by the evaluation panel.

Name of Respondent	Price Score	Non-Price Score	Total Score
Civcrush Pty Ltd	4.13	2.76	<b>6.89</b>
GCE Contractors Pty Ltd	3.73	3.78	<b>7.51</b>
Quarry Boys Gympie Pty Ltd	5.00	3.83	<b>8.83</b>

**Recommendation**

Based on the result of the tender evaluation process and weighted scoring, it is the Panel's recommendation that Council accept the Tender received for Contract No RFT2023-24 025 Mt Olive Quarry Type 2.5 Gravel and Construction Materials Production from Quarry Boys Gympie Pty Ltd.

## **2.2 RFQ108 – Dry Hire Plant and Equipment Register of Pre-Qualified Suppliers**

### **Background**

The current Register for Pre-Qualified Suppliers of Dry Hire Plant and Equipment is due to expire on the 29 February 2024 and the Evaluation Panel are seeking to extend the current Register of Pre-Qualified Suppliers to 30 April 2024 due to the commencement of the Caretaker Period prior to the Local Government election.

### **Report**

The Preferred Supplier Arrangement RPQ108 for the supply of Dry Hire Plant and Equipment was established 1 December 2019, the current panel has 13 active suppliers.

The Register for Pre-Qualified Suppliers RPQ108 includes access to dry hire of the following items of plant and equipment:

- Access Equipment, including scissor lifts, knuckle booms, or elevated work platforms
- Compaction Equipment, including self-propelled compaction tools and machinery
- Concrete Equipment, including non-handheld cutters, mixers kibbles, breakers, and surface preparation equipment
- Earthmoving Equipment including backhoes, excavators, graders, water carts, and front-end loaders
- Generators and Power Equipment, including trailer mounted, and power distribution equipment
- Lighting and Signage, including balloon and lighting towers, and variable message boards
- Material Handling, including forklifts, cranes, conveyors, and telehandlers
- Propping and Shoring, including props, shoring boxes, and hydraulic shoring
- Pumping, including trailed-mounted pumps, and pumping accessories
- Site Equipment and Storage, including road barriers, site fencing, portable buildings, and containers
- Handheld and Portable Tools, including chainsaws, drills, portable generators and other handheld or portable tools.

The current contract is due to expire on 29 February 2024. Due to resourcing capacity over the Christmas break the evaluation was delayed and while the evaluation is ongoing, it will not be completed in time for presentation to Council for resolution at the 24 January 2024, Ordinary Meeting.

### **Recommendation**

It is council officers' recommendation that the Executive and subsequently Council approve the extension of RPQ108 for the supply of Dry Hire Plant and Equipment for a further two (2) months with the expiry date of 30 April 2024 to allow time for robust evaluation and mobilisation of the new agreement.



## **2.3 RFQ124 – Tree and Arboriculture Services**

### **Background**

In accordance with council's Managed Urban Tree Policy, council has an obligation to manage and preserve trees on Council Controlled Land in an efficient and safe manner, while preserving the unique character of the region for current and future generations.

Council's Register of Pre-Qualified Suppliers – Tree and Arboriculture Services provides council with access to qualified tree maintenance contractors to fulfill council's urban tree management.

The current Register of Pre-Qualified Suppliers – Tree and Arboriculture Services is due to expire on 31 January 2024. The recent holiday period has impacted the availability of resources to undertake the approach to market and evaluation processes for the preparation of a new register of pre-qualified suppliers by 31 January 2024.

### **Recommendation**

Due to resource constraints, council officers recommend that an extension of three (3) months to 30 April 2024 for RPQ124 Register of Pre-Qualified Suppliers – Tree and Arboriculture Services be approved. This extension will allow time for officers to complete an approach to market for a new Register of Pre-Qualified Suppliers – Tree and Arboriculture Services.

## **3. BUDGET IMPLICATIONS**

Items considered by the Procurement Panel are consistent with the 2023-24 Budget and the Long-Term Financial Forecast 2023-24 to 2031-32 adopted by Council on 25 October 2023.

## **4. POLICY IMPLICATIONS**

All procurement processes, reports and recommendations are consistent with Council's Procurement Policy, adopted 25 July 2023.

## **5. CONSULTATION**

Consultation has been undertaken across key stakeholders within council, in relation to the items considered by the Procurement Panel during the period covered by this report.

## **6. CONCLUSION**

The Procurement Panel has endorsed the items outlined above and within the recommendations below.

**M09/01/24**

**Moved Cr HT Smerdon**

**Seconded Cr DH Stewart**

**That Council resolves to accept the Tender received from Quarry Boys Gympie Pty Ltd as for RFT2023-24 025 - Mt Olive Quarry Type 2.5 Gravel and Construction Materials**

**Production of 100,000 tonnes of the following material:**

- **90,000 tonnes of Type 2.5 Gravel**
- **5,000 tonnes of 500mm Rock**
- **5,000 tonnes of 150mm – 300mm Rock.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

**M10/01/24**

**Moved Cr DH Stewart**

**Seconded Cr HT Smerdon**

**That Council approve a two (2) month extension for the current RPQ108 – Pre-Qualified Register - Dry Hire Plant and Equipment to 30 April 2024.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

**M11/01/24**

**Moved Cr WA Polley**

**Seconded Cr HT Smerdon**

**That Council approve a three (3) month extension for the current RPQ124 – Pre-Qualified Register – Tree and Arboriculture Services to 30 April 2024.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

## 6.5 Audit and Risk Committee Report - 14 December 2023

**PORTFOLIO:** Governance, Risk and Disaster Management

**DIRECTORATE:** Corporate Services

**DOC ID:**

### LINKS TO CORPORATE/OPERATIONAL PLAN

#### KEY RESPONSE AREAS:

3. Organisation

### 1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION

Section 211(1)(c) of the *Local Government Regulation 2012* requires that the Audit and Risk Committee (the Committee) provide a written report to Council about the matters reviewed, including any recommendations resulting from same, as soon as practicable following each meeting held by the Committee.

The Committee held its most recent meeting on 14 December 2023 with the Committee's meeting report noted in the body of this report.

### 2. REPORT

**Present:** Mr Hayden Wright (Chairman)  
Clr Bruce Devereaux  
Mr Brett De Chastel  
Jason Powell

**Apologies:** Clr Bob Fredman

#### Other Attendees:

Mr Robert Jennings  
Mr Graham Jeffrey  
Mr David Lewis  
Mr Michael Claydon  
Mr John Crook  
Mr John Zabala  
Mrs Deb Hatherell  
Mrs Lorelle Hatch  
Mr Andrew Parker  
Mr Liam Watson  
Mr Graham O'Byrne  
Mr Cameron Douglas  
Mr Nick Sheehan

## **Matters Discussed:**

### **4.1 Finance Branch Update**

The Committee notes the finance report for the current year up to the end of October 2023. In respect to the final Financial Statements for 22/23, the Committee expressed their concerns at the increasing negative operating ratio and the projected continuing negative deficits that are anticipated in the next few years.

The Committee discussed the proposed actions being undertaken to understand better councils' revenue options with a view to increasing own source revenue.

It is also acknowledged that council is progressing its long-term asset management planning, which will inevitably result in higher demands for resources which will need to be managed carefully to match the available resources.

### **5.1 External Audit Report**

The Committee noted the report.

Considering the external Audit report, it is noted that the interim visit is likely to occur in early 2024.

The Committee reviewed the final Closing report from the 22/23 audit and noted the number of previously raised matters that are now closed which is a positive outcome.

It was noted that the significant deficiency in respect to capitalisation of assets is still unresolved and will require considerable effort across the organisation to manage timely capitalisation into the future.

The other 2 major outstanding issues will require implementation of TechnologyOne before council will be able to resolve. The committee has requested that effective interim controls be developed and implemented.

The Committee was informed that issues have arisen in the GIS system which will require investigation to understand the scope and any risks that council could be exposed to. It is thought that the GIS system is a key resource in ensuring effective capitalisation of assets into the future. The Committee will keep a watch over the matter in future meetings.

### **6.1 Internal Audit Update**

The Committee acknowledged the internal audit report on Commercial Activities and supported the management actions as set out in the report, however the Committee felt that in regard to the emerging matter which related to the long-term future of the commercial activities that this matter should be considered earlier than the proposed resolution target date of June 2025

The Committee provided a status update on audits in progress and is looking forward to receiving the report in relation to Council Procurement activities at the next meeting.

In regard to the ongoing management of outstanding internal audit issues, the Committee supports the proposal for the Coordinator Risk Management and Governance to take over management into the future to ensure that there is a locally based and timely oversight.

### **7.1 Governance, Integrity and Risk Update Report**

The Committee noted the comments of the Mayor made at the recent Ordinary meeting. The Committee noted the matters that are progressing in terms of policies and Annual Report and particularly noted the detailed election plan.

An update was provided on the current SES and its future funding as a result of legislative changes and the continuing issues regarding records management within council.

### **9.1 Collection of Developer Contributions / Infrastructure Charges**

The Committee noted the report.

The Committee considered the brief provided regarding the Developer Contributions and noted that there are still outstanding amounts from previous years.

The Committee acknowledged the difficulties that arise when developments are undertaken that do not require either building or subdivision documentation, that would normally trigger the collection of charges. The Committee is seeking assurance that there is a process in place to ensure that development charges triggered by these types of developments are being followed up and contributions are collected in a timely manner.

### **9.2 Asset Management Update**

The Committee noted the report.

Asset management is regarded by the Committee as a significant area for council to manage its future strategic planning, and increased focus is required. The Committee noted the progress in the development of Asset Management Plans and the response provided in regard to the QAO performance audit.

### **9.3 Water / Wastewater Update**

The committee noted the report.

The Director Infrastructure Services provided an overview of the Water and Waste Water business area and the committee noted the number of activities that are currently being undertaken.

The committee also noted the work that is going into the resolution of the Southside water pressure issues and the Asset Management planning expected to be completed by July 2024. These plans, once finalised, will provide a blueprint for future operational and capital expenditure for the business.

### **9.4 Update on ICT Activities**

The Committee appreciated the thorough report, noting the progress in managing Council's cyber security and its effectiveness across the organisation.

In relation to SCADA network, the Committee acknowledged that council is progressing security works for the network and supported the implementation of multi-factor authentication as an interim protection pending the completion of the proposed program of work.

### **9.5 People and Culture Update**

The Committee noted the report and the updates provided in relation to recruitment, including the positive results at recruiting for management level positions.

The Committee also noted the continuing improvement of timely appointment following the closure of applications and the strategies that People and Culture are undertaking to increase skills and training within the organisation.

### **10.1 October CEO Update**

The Committee noted the report.

The CEO reported on his activities with regard to listening to the organisation and the recent results of the staff survey.

The Committee was pleased to see that the staff survey has shown an improvement, however there is still some considerable amount of effort required to increase staff engagement to levels which would reflect a fully engaged and accountable organisation.

### **11.1 Audit and Risk Committee Meeting Dates 2024**

The Committee noted the report.

The Committee requested the proposed March 2024 meeting date be brought forward to February 2024 to align with current Elected Representatives engagement prior to the Local Government Election 16 March 2024.

### **11.2 Forward Rolling Plan and Outstanding Action Items**

The Committee noted the report and supported the plan and future action items.

#### **Actions**

- In respect to the QAO report on Asset Management in Local Government, the committee requested to understand if council responded to the QAO self-assessment and if so what level that response provided.
- The committee requested a further update on the controls in place to identify and collect developer contributions when neither a certificate of occupancy nor a subdivision is required.
- The Committee has requested an update report from ICT in relation to the GIS system outlining any concerns held and actions being taken to address.
- In respect to workplace health and safety, it is requested that management provide statistics around long term lost time and injury frequency rate in future reports with appropriate benchmarking across similar size Councils.

### **3. BUDGET IMPLICATIONS**

There are no budget implications associated with the recommendations of this report.

### **4. POLICY IMPLICATIONS**

There are no policy implications associated with the recommendations of this report.

### **5. CONSULTATION**

Committee members. Committee members.

### **6. CONCLUSION**

The Committee continues to operate effectively in its independent oversight role to the extent prescribed within the legislation and the Committee's Charter. A number of matters were considered by the Committee at its 14 December 2023 meeting as detailed within this report.

**M12/01/24**

**Moved Cr BM Devereaux**

**Seconded Cr DH Stewart**

**That Council resolves that:**

- 1. The report from the Audit and Risk Committee on its 14 December 2023 meeting be received; and**
- 2. The Chief Executive Officer undertake the relevant actions requested by the Audit and Risk Committee within its report.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

## SECTION 7: COMMUNITY SUSTAINABILITY

### 7.1 Extension to the Domestic Waste Contract

**PORTFOLIO:** Environment and Waste

**DIRECTORATE:** Community Sustainability

**DOC ID:**

#### LINKS TO CORPORATE/OPERATIONAL PLAN

#### KEY RESPONSE AREAS:

1. Community and Environment

#### 1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION

This report is seeking that Council extend the current contract until 30 June 2025, enabling adequate time for the development and release of a well-researched tender document. This extension will also provide Council with adequate time to consider and award the new domestic waste collection contract. To achieve this outcome, Council can excise its power under s235(b) of the *Local Government Regulation 2012* for an exception from the requirements to tender or quote, to continue the contract under mutual agreement. The domestic waste contract is currently held by Cleanaway Waste Management Ltd.

The provision of an efficient and cost-effective domestic waste service is critical to the community and a priority for the Resource Recovery team. However, a few unforeseen challenges have presented themselves in the finalisation of the proposed new domestic waste contract which is being compiled for tender release.

Also, consideration of this proposed contract will fall within the next term of Council and given the abundance of new information placed on newly elected council members, seeking an extension of the current contract may be a judicious course of action to take.

#### 2. REPORT

This report is seeking Council's endorsement and support to exercise our right to mutually extend the current domestic waste contract until 30 June 2025, under the same executed terms and conditions.

Extending the current contract means that:

1. The current issues which are delaying the tender release can be resolved thoroughly, which will enable a new comprehensive tender package free of existing issues to be prepared for release to the market. The new tender package will adhere to Council's legislative and internal governance obligations that are requisite to a critical major contract. It is anticipated that the tender will going to market late January 2024.
2. Domestic waste service providers will have adequate time to respond to the new contract, providing a greater likelihood of an increased number of respondents,



offering quality submissions, and ultimately resulting in a contract that is more beneficial to Council and the community.

3. There will be time for the new domestic waste contract details to be considered and fully understood before being endorsed by the new term of Council; a preferred result rather than rushing to undertake a complex tender process, prior to caretaker period. The new contract is anticipated to be reported May 2024.

If Council decides to exercise its power under s235(b) of the *Local Government Regulation 2012*, for an exception from the requirements to tender or quote to continue the contract under mutual agreement, the community will continue to be appropriately serviced, with regard to domestic waste management. The current domestic waste contract held by Cleanaway is adequate and there are no significant foreseeable risks associated with extending the contract to 30 June 2025; refer to section 3 for fleet comment.

Lastly, an extension of the current contract will provide a preferable outcome for the tender release process, and subsequent award of the new domestic waste collection contract.

### **3. BUDGET IMPLICATIONS**

It is estimated that the annual budget allocation for extension of the current domestic waste contract cost of service will be similar to the 2023/24 financial year, plus consumer price index increases. Cleanaway have been contacted and they are receptive to the extension, their only concern relates to their aging waste transport fleet and associated potential impacts on servicing. As such, there may be additional budget increases to accommodate for aging plant and repairs, by mutual agreement.

### **4. POLICY IMPLICATIONS**

Council can exercise its discretion to support large contracts under the Local Government Act 2009, under s235(b) of the *Local Government Regulation 2012* for an exception from the requirements to tender or quote where it is believed that it may be at detriment to contract/community or Council by not activating this provision. The current contract enables extension to continue the current contract under mutual agreement.

### **5. CONSULTATION**

Council has sought independent legal advice on the matter and has formally requested to Cleanaway to consider this proposal.

### **6. CONCLUSION**

This report is seeking Council resolution to extend the current domestic waste contract until 30 June 2025, thus enabling adequate time for the development and release of a well-researched tender document. This extension will also provide Council with adequate time to carefully consider tender applications and award the new domestic waste collection contract to the most suitable tenderer.

This report is seeking that Council extend the current contract until 30 June 2025, enabling adequate time and consideration of tender release and additional time for Council to consider and award for the new domestic waste collection contract.

**M13/01/24**

**Moved Cr J Milne**

**Seconded Cr DH Stewart**

**That Council resolves, under S235(b) of the Local Government Regulation 2012:**

- 1. To enter into negotiations for an extension of the Contract, Gympie Regional Council – Transpacific Cleanaway Deed of Variation of Contract 2013/14-T002 (Waste and Recycling Collection Service), until 30 June 2025; and**
- 2. Delegates to the Chief Executive Officer the authority to execute the above Contract further to the negotiations.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

**7.2 Development Application for Material Change of Use - Transport Depot (Removalist's Depot) and Warehouse (Storage of Shipping Containers) at 427 Carlson Road Coles Creek**

**PORTFOLIO:** Planning and Regulatory Compliance

**DIRECTORATE:** Community Sustainability

**DOC ID:** 2022-0041

**LINKS TO CORPORATE/OPERATIONAL PLAN**

**KEY RESPONSE AREAS:**

1. Community and Environment
- 

**1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION**

This development application was discussed at Councillor's Workshop on 30 November 2023.

**2. REPORT**

**2.1 Site History**

The application material suggests the site is subject to an existing, lawful home occupation (being for a home office) which established 'as-of-right' in 1996.

The Widgee Shire Council Planning Scheme 1993 did make 'Home Occupation' permitted development (i.e. no consent required from Council) where in the Rural Zone (A & B).

The Home Occupation definition (**figure 1**) provided criteria to limit any home occupations to ensure an appropriate scale was maintained and did not adversely impact the amenity of the area.

Home occupation	<p>Any occupation carried on, in or under a dwelling house by a person resident therein and in the conduct of which:-</p> <ol style="list-style-type: none"> <li>.1 no source of power other than one (1) or more single phase electric motors having a total connected load of not more than 0.375kW is used; and</li> <li>.2 the floor area used (whether temporarily or permanently), does not exceed more than one-third (1/3) of the total floor area of the dwelling house or 30 square metres whichever is the lesser area; and</li> <li>.3 no persons are employed on the site; and</li> <li>.4 there is no interference, in Council's opinion, with the amenity of the neighbourhood by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil or otherwise; and</li> <li>.5 there is no display of goods on the premises; and</li> <li>.6 no load is imposed on any public utility greater than that which is normally required by other uses permitted in the zone in which the dwelling house is situated; and</li> <li>.7 no sign other than a sign not exceeding three tenths (0.3) of a square metre in area, and providing only the name of the occupier and nature of occupation are displayed; and</li> <li>.8 no part of the curtilage is used in the course of or for the purpose of the home occupation, other than for parking or access; and</li> <li>.9 there is no operation of the home occupation between the hours of 7 p.m. and 7.00 a.m.</li> </ol>
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**Figure 1:** Extract from Widgee Shire Council Planning Scheme 1993

Council's rates records indicate no change of ownership has occurred and the current landowners were the owners at time the dwelling was built in around 1994.

It is accepted that a home occupation may have been established lawfully which would have provided rights to use part of the dwelling as a home office for the owner's removalist business.

The use of outdoor storage areas for containers would not have been permitted, as the 'Home occupation' definition states that no part of the curtilage is to be used, other than for parking and access.

The applicant's consultant notes that the owner established the hardstand area adjacent to the dwelling for the parking of one (1) truck.

Comparing recent and historic aerial photography it appears the storage of containers has only occurred more recently.

Areas of the site have previously been cleared for hardstand and storage of vehicles and containers and to construct an additional access point off Carlson Road, as evidenced by the latest air photography.



council's request for information during the timeframe and a response was received after the public consultation stage had already commenced. The applicant chose not to provide a full response to the items requested however did submit a revised proposal plan which appears to show a reduced scale.

The latest proposal plan shows storage of 68 containers.



**Figure 3:** SUPERSEDED Proposal Plan (Source: Martoo Consulting)

### 2.3 Site Description

The 4.4ha lot has frontage to Carlson Road and the Old Bruce Highway and is approximately 20 kilometres by road south-south-east of the Gympie CBD area.

An easement traverses the site and contains Seqwater infrastructure - pipeline/channel.

The lot is heavily vegetated and is entirely mapped as Priority Species Habitat under Council's TLPI and essential habitat under State mapping.

The topography of the site is 70-73m AHD along the Carlson Road frontage. The site's highest point is adjacent to the Old Bruce Highway at approx. 75m AHD. The proposed area for the storage of containers is approximately 3-4% slope.

Areas of the site have previously been cleared for hardstand and storage of vehicles and containers and to construct an additional access point off Carlson Road, as evidenced by the

latest air photography. The following aerial images (figures 4-8) show the site in 2020, 2014, 2010 and 2006, and imagery from Google Earth which states data: 2017-newer.

The earlier air photos show that the site did not contain large amounts of storage areas and that this activity storage has occurred in recent years.



Locality Plan



**Figure 4:** Subject Site (NearMap imagery 2022).



**Figure 5:** Subject Site (Airphoto Rural 2020).



**Figure 6:** Subject Site (Airphoto Rural 2014).

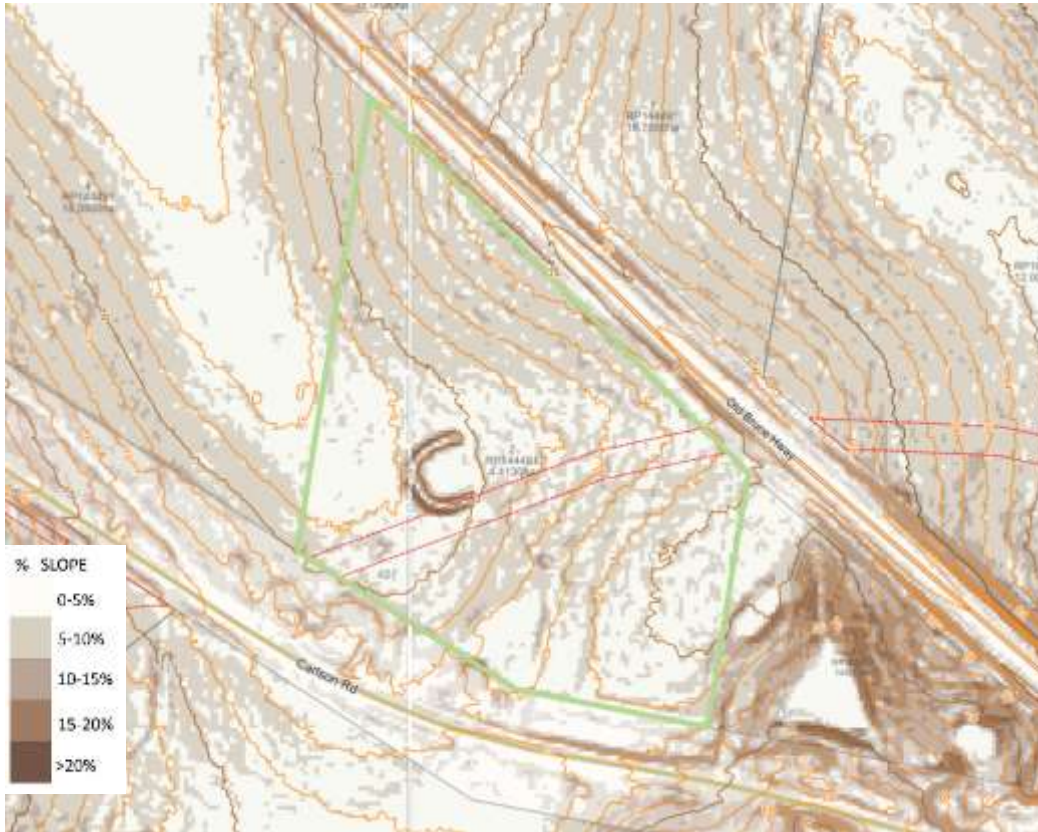




**Figure 7:** Subject Site (Air Photo Rural 2010).



**Figure 8:** Subject Site (Council aerial mapping - Mary Valley Townships 2006).



**Figure 9:** Contour and Slope Mapping.

**2.4 Assessment Provisions**

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

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

**2.4.1 State Planning Policy**

Agriculture

Important Agricultural Area

The site is mapped as an ‘important agricultural area’ and agricultural land classification – class A and B.



**Figure 10:** SPP Mapping (Agriculture) Source: DSDMIP.

The state interest seeks to ensure the resources that agriculture depends on are protected to support the long-term viability and growth of the agricultural sector.

The state interest policies are to be integrated in planning and development outcomes:

- (1) *Agriculture and agricultural development opportunities are promoted and enhanced.*
- (2) *Agricultural Land Classification (ALC) Class A and Class B land is protected for sustainable agricultural use by:*
  - (a) *avoiding fragmentation of ALC Class A or Class B land into lot sizes inconsistent with the current or potential use of the land for agriculture*
  - (b) *avoiding development that will have an irreversible impact on, or adjacent to, ALC Class A or Class B land*
  - (c) *maintaining or enhancing land conditions and the biophysical resources underpinning ALC Class A or Class B land.*

The subject site is included within the Rural Zone and is also mapped as GQAL (Class A) on Council’s Overlay mapping. The proposed development is not a use associated with a rural activity and does not promote or enhance agricultural opportunities.

However, the proposed development area, based on the latest plans provided by the applicant, will utilise an area of approx. 4,000m<sup>2</sup>. The storage of shipping containers will not require permanent infrastructure, apart from hardstand, and the area used for storage of containers would not have an irreversible impact on the agricultural land.

**Biodiversity**

The site is mapped as containing several categories of Matters of State Environmental Significance (MSES):

- MSES - Wildlife habitat (endangered or vulnerable)
- MSES - Wildlife habitat (special least concern animal)
- MSES - Regulated vegetation (category B)
- MSES - Regulated vegetation (category C)
- MSES - Regulated vegetation (essential habitat)

The state interest seeks to ensure that matters of state environmental significance are identified and development is located in areas that avoid adverse impacts or where cannot be avoided, are minimised.

The proposed development involves the storage of shipping containers in the eastern portion of the site that is mapped as wildlife habitat and regulated vegetation.

The applicant has not provided sufficient justification to support the use and states that no further clearing is required and they are willing to accept a condition limiting any further clearing. From recent aerial imagery and site inspection it is evident that some clearing has already been undertaken in this location.

The site is also mapped within a Bushfire prone area and a bushfire management plan has not been provided. To achieve satisfactory asset protection zones further vegetation clearing could be necessary which would create further conflicts with the state interest.

The proposal conflicts with the State Interest as the impacts are not avoided or minimised.



**Figure 11:** SPP Mapping (Biodiversity) Source: DSDMIP

Natural Hazards, Risk and Resilience

Natural Hazards, Risk and Resilience - Flood Hazard Area (Local Government Flood Mapping)

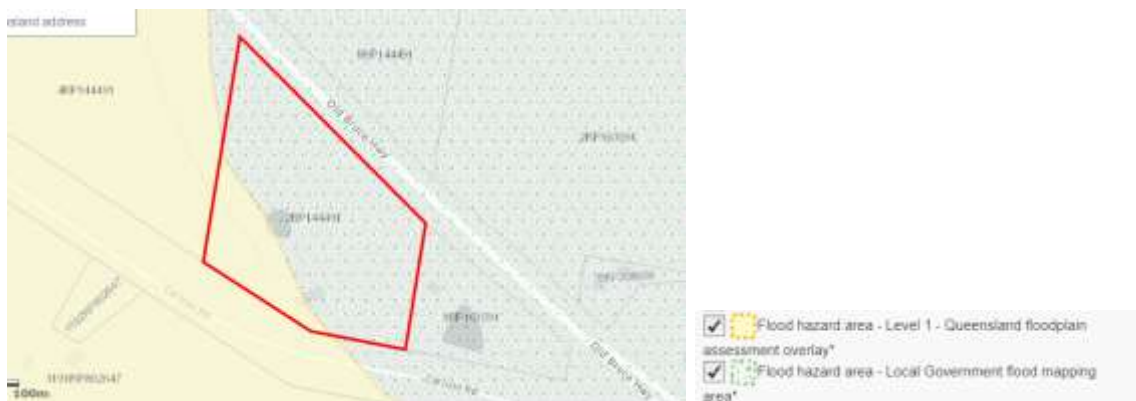
The SPP mapping shows the site as being within a Flood Hazard Area (Level 1 - Queensland floodplain assessment overlay) and the remainder of the site within a local government flood mapping area.

Council’s Flood Hazard Overlay does not provide any further flood mapping for the remainder of the site and matches the Level 1 Queensland floodplain assessment overlay.

The area impacted by flood hazard (Level 1), according to the mapping, includes part of the existing dwelling and the existing access point. The area proposed for storage of containers is outside of this mapped flood hazard area.

The state interest for natural hazards requires development for material change of use to avoid natural hazard areas or mitigate the risks to people and property to an acceptable or tolerable level.

The proposed development can avoid the hazard area and is capable of mitigating the risk to an acceptable or tolerable level via conditions which would likely relate to access to the site and having an emergency plan in place for the development during flood events.



**Figure 12:** SPP Mapping (Flood Hazard Area) Source: DSDMIP

### Natural hazards, risk and resilience - Bushfire Prone Area

The site is mapped almost entirely as Medium Potential Bushfire Intensity with a small area of Potential Impact Buffer on the western boundary. The proposed development is located on the eastern side of the existing dwelling and involves the storage of shipping containers. The nature of the business is to store items for customers for a certain period until that container requires delivery and unloading.

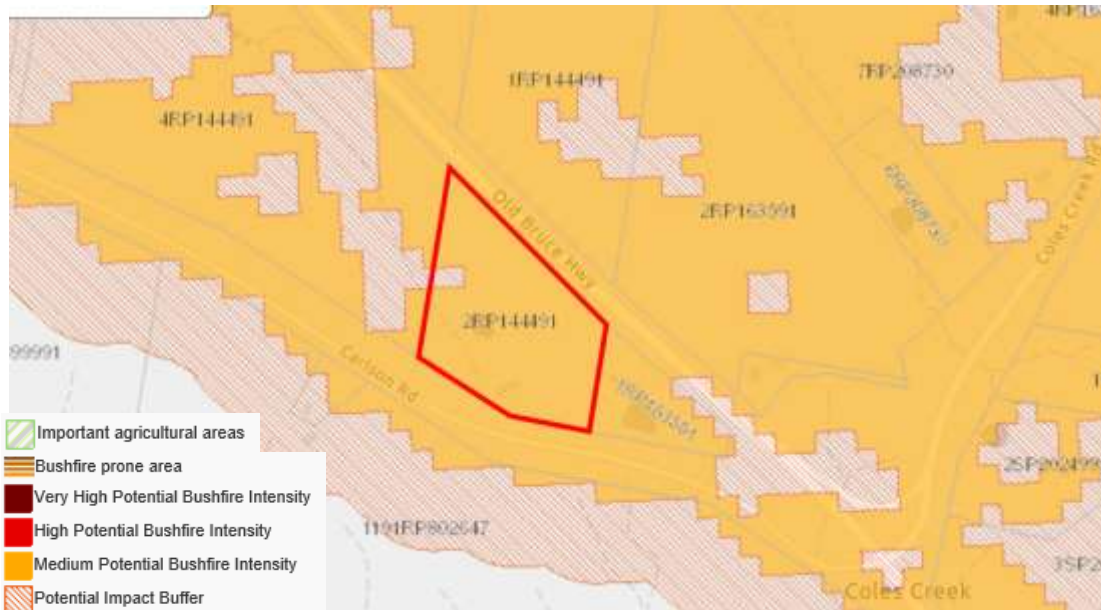
The state interest seeks to ensure development in natural hazard areas avoids the natural hazard area or, where it is not possible to avoid the natural hazard area, mitigates the risks to people and property to an acceptable or tolerable level.

The proposed development will not avoid the hazard area and will be sited within the medium bushfire intensity area. The applicant has provided the following justification to support the use:

*- the proposed involves the storage of sealed metal shipping containers for both proposed uses. There are 40m. wide road opening existing to the north and south of the site.*

The risk to people may be considered low as the development does not propose customers to visit the site and employees are generally based off-site (ie driving trucks). The applicant's justification may demonstrate that the risk to property is mitigated as the shipping containers are 'sealed metal'. This may provide some level of protection for the stored goods however it is considered that a bushfire plan should be required as part of any approval detailing the

procedures for a bushfire event in terms of protecting people and property. The plan would also need to detail any required asset protection zones required which may necessitate further vegetation clearing, but should avoid mapped significant environmental areas.



**Figure 13:** SPP Mapping (Bushfire) Source: DSDMIP

Energy and Water Supply (Pipelines and channels - Seqwater)

The SPP mapping (figure 15) shows Seqwater pipelines and channels traverse the site.



**Figure 14:** SPP Mapping (Water Supply) Source: DSDMIP

The state interest is that *'bulk water supply infrastructure locations and corridors (including easements) are protected from development that would compromise the corridor integrity, and the efficient delivery and functioning of the infrastructure.'*

The site contains a registered easement which is generally in the location of the mapped Seqwater pipeline. The proposed development is to be located outside of this area and it is not envisaged that the integrity of the Seqwater infrastructure would be compromised.

Transport Infrastructure (State-controlled road)

The site adjoins a state-controlled road on its northern boundary (Old Bruce Highway).

The development does not propose any access to this state-controlled road.

Consequently, the State Assessment and Referral Agency were a concurrence agency to the application under the *Planning Regulation 2017* and have no requirements.

**2.4.2 Planning Scheme Assessment Benchmarks**

Under the *Gympie Regional Council Planning Scheme 2013*, the site is designated within the Rural Zone and is subject to impact assessment. I



**Figure 15:** Rural Zone (GRCPS, 2013).



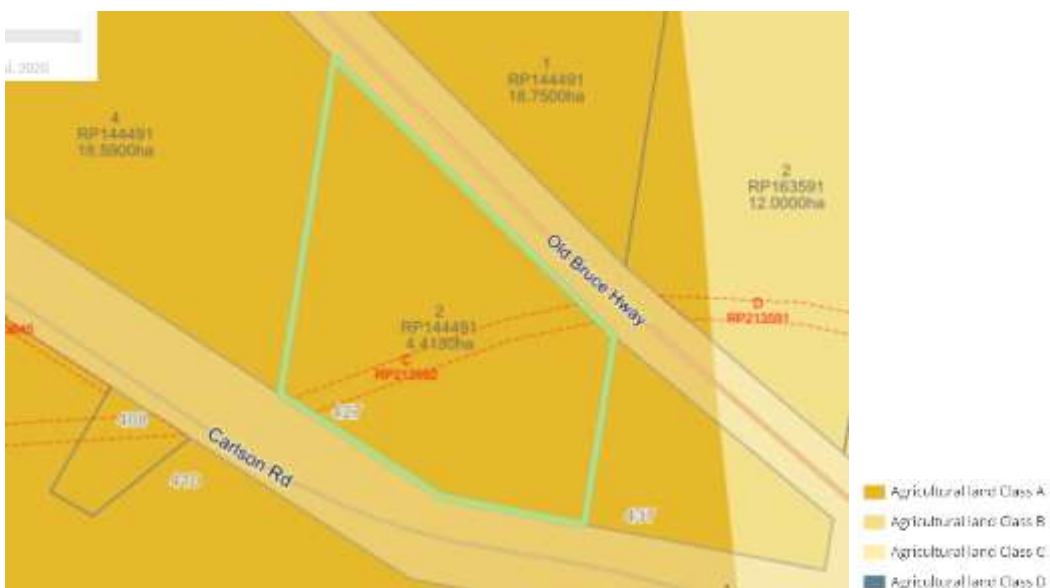
**Figure 16:** Bushfire Hazard Overlay (GRCPS, 2013).



**Figure 17:** Flood Hazard Overlay (GRCPS, 2013).



**Figure 18:** Conservation Significant Areas Overlay (GRCPS, 2013).



**Figure 19:** Good Quality Agricultural Land Overlay (GRCPS, 2013).



### Rural Zone Code

The proposed use seeks approval for the storage of a large number of shipping containers on the site, in addition to increased truck movements and storage.

Although the applicant has operated some form of removalist business from this site for a number of years the site has visually maintained its rural nature, until around 2017 when the applicant undertook vegetation clearing, construction of an additional access point and hardstand areas and introduced the storage of a number of shipping containers.

The proposal, noting that the expansion of use has commenced without approval, has already necessitated clearing of significant vegetation from the site and the proposed plans indicate that further clearing is likely.

The site is included in the rural zone where the Planning Scheme focuses heavily on the preservation of rural activities and amenity.

The Rural Zone Code does anticipate some non-rural activities that may have specific locational needs and that do not compromise long term use of the land for rural purposes.

In this regard, it is accepted that the use of the existing dwelling as a Home Occupation is an existing lawful activity at its original small scale. The exponential growth of the business, however, must be considered against the provisions of the Planning Scheme, and in this regard there is no doubt that there is conflict.

The use is not one that needs to be or has specific locational reasons necessitating a location in the rural zone and it has created ongoing impacts upon nearby residents because of its more recently expanded operations.

The development application relies heavily on the historic home occupation use to justify the expansion, but this is not sufficient given home occupations are generally permitted uses in any residential/rural zones and the use has expanded well beyond the scope of any home occupation use rights.

The operation of a home based business, which is intended to be low scale and not distinguishable from other dwellings in terms of visual appearance, does not provide sufficient justification to expand the use or include new uses such as the Warehouse component.

### **Strategic framework**

Having regard to the Strategic Framework, the proposed development conflicts with a number of the provisions including:

#### Settlement Pattern

*(k) Low to medium impact industry is located in existing industrial areas that represent expansion of existing areas or on identified new sites;*

Comment: The proposed development is industrial in nature and is not located within an existing industrial area. The framework intends for these types of uses to be consolidated within defined industrial areas and identified areas suitable for expansion.

### Rural Futures

- (1) *The capacity of productive rural lands to contribute to the Region's economy and community health is protected from incompatible land uses, enhancing the interdependence of urban and rural communities.*
- (2) *The rural production base of the Region is broadened to accommodate the widest diversity of productive land uses as is practicable.*
- (3) *Rural areas recognise that different localities within the Region have the capacity to support varying intensities of the same rural activities.*
- (4) *Non-rural activities that are ancillary or subsidiary to principal rural land uses are encouraged to widen the economic base for rural production provided that rural production in surrounding areas is not alienated.*

Comment: The proposed development is not a rural activity. It is acknowledged that some non-rural activities may be appropriate in the rural zone, although the proposal is not considered to be so as it does not create 'significant' benefits to a local or wider community and does not contain characteristics preventing it from being located in a suitable urban area. Examples of non-rural activities that may be supported are activities that are ancillary to and associated with the rural use of land such as workers accommodation, tourism, value adding to products grown or manufactured on site etc.

Further, approval of the proposal is likely to generate ongoing compliance issues for council given the site of the lot and the proximity of neighbouring residences.

### Strong Economy

*Rural areas, particularly good quality agricultural land, are protected to maintain a productive role that reflects their existing characteristics and future potential;*

Comment: The site is mapped as Class A Good Quality Agricultural Land. The proposed use is industrial in nature and conflicts with the intent to protect rural areas and future potential.

### Natural Systems and Sustainability

*(1) Environmental protection and conservation – the intrinsic values that contribute to the Region's environment and biodiversity, attraction and liveability are protected.*

Comment: The site is mapped as containing local and state significant vegetation. The application has not demonstrated how the proposed development will avoid and/or mitigate impacts.

## **2.4.4 Other relevant matters**

### Temporary Local Planning Instrument – Protection of Biodiversity Values

The site is mapped as containing significant local and state environmental values.

Under the Temporary Local Planning Instrument (TLPI) for Protection of Biodiversity Values the site is mapped entirely as 'Priority Species Habitat'.

It is noted that vegetation clearing has been undertaken on site to provide an additional access point, internal driveway and to store containers.

The applicant declined to provide an environmental assessment and has not demonstrated how the development (shipping containers, roads, parking and services) will interact with any remaining vegetation onsite, noting that all of the vegetation listed on-site has both MLES (Matters of Local Environmental Significance) and MSES (Matters of State Environmental Significance) biodiversity value.

The placement of new/additional infrastructure could open up further “acceptable clearing”. Bushfire Asset Protection Zone requirements would need to be assessed, ensuring that the proposal is compliant with the Protection of Biodiversity Values Code in the TLPI.

The proposal does not demonstrate compliance with the TLPI or State Planning Policy in relation to the remaining vegetation or show that the proposed use can be appropriately located on the site to manage impacts and avoid additional clearing.



**Figure 20:** Biodiversity Overlay Mapping

Noise

There is the potential for noise emissions to be generated as part of the proposed use.

The primary noise emissions from the development, would be from truck movements and loading of shipping containers.

The application material indicates it is proposed to limit the times during which vehicles connected with the proposed use can enter and leave the site to the following:

- Monday to Friday: 8am to 5pm
- Saturday and Sunday: 8am to 2pm.

However, the application also states that:

*It should be noted that staff are not employed to work at the site but are commonly on the roads anywhere is (sic) Australia. It is also often the practice that staff drive road transport*

*vehicles to their own homes so that they can depart/ return directly from/ to their home as required. Like all road transport operations it is not a clock on at 8am and clock off at 5pm operation.*

Should the operation and traffic movements be limited to the daytime period it is anticipated that the relevant noise levels should not be exceeded.

### Traffic

The proposed use will generate an increase in traffic. The applicant declined to provide a Traffic Report to ascertain the estimated traffic generated from the proposal and the impacts on the external road network.

*In lieu of providing traffic information the applicant advised: that the visitation due to say hairdressers, bed and breakfast accommodation, homebased child care uses would be greater than for the use as proposed in the above development application. In fact the proposed use will not result in increased visitation over and above that of the existing removalist's depot.*

*The removalist's vehicles can be away from the site, even interstate, for extended periods of time and therefore the average visitation by vehicles associated with that use would not be as regular or intense as say many of the commercial dairy farms on surrounding rural properties.*

This is not accepted as any existing use rights would not have extended to outdoor areas, nor the parking of several trucks/vehicles. It is only the parking of one (1) truck at residences that is permissible (ie if the work vehicle of a resident), with any increase in this constituting a 'Transport Depot' for the storage of additional vehicles.

The existing accesses are to a sub-standard and would require upgrading to accommodate the largest vehicle using the site.

The proposal plans show an access gate where it will impact on the vehicles waiting in the roadway potentially before the gate can be opened unless it is operated remotely. The gate would need to be relocated so that the largest vehicle may be able to wait within the site and not within the roadway. This matter would be determined based on a Traffic Impact Study (TIS).

Unfortunately, council does not have any recent traffic counts on Carlson Road (south side) with the last one done in 2001 (ID140) near 84 Carlson Road. This showed a peak count of 49 VPD (vehicles per day) and an average of 34. The roadway near the subject site is an existing 5.3m wide chip seal and the nearest intersection is the Old Bruce Highway – approximately 400m away. Carlson Road does not appear to be sign posted with a speed limit and has a default speed of 100km/hr according to council's mapping data.

The ultimate width and standard for a Rural Local Road is a 7.0m formation with 2x3.0m sealed traffic lanes and 2x0.5 shoulders. Should an approval of the proposal ensue Carlson Road should be widened from the subject lot to the old Bruce Highway to accommodate for the large vehicles. This would generally be determined based on a Traffic Impact Statement.

The applicant has not provided sufficient details of traffic generation to determine the impacts on the local road and wider network.

Visual Amenity

The site contains an existing dwelling which is partially used for the home based business component of the removalist depot. The external areas currently used for the development namely for the parking of trucks and storage of shipping containers, is sited in the south-east part of the lot.

The Carlson Road reserve contains vegetation which may partially screen the development however the adjoining property to the east will be impacted as the containers appear to be sited approximately 80m from the existing dwelling on Lot 1 RP163591.

Removal of vegetation in the eastern portion of the site has occurred recently resulting in the development becoming visible to the adjoining property the east.

The application material indicates landscaping and fencing can be installed to the Carlson Road frontage to assist with screening and the proposal plans indicate proposed screen planting to parts of the eastern boundary.



**Figure 21:** Existing access (original access from Carlson Road) (Google streetview, 2022)



**Figure 22:** Second access point from Carlson Road, looking north-west (Google streetview, 2022)

## **2.5 Infrastructure Charges**

The application is for 'Transport Depot' and 'Warehouse' which under Council's Infrastructure Charges Reolution 2023 (ICR) are charged per m<sup>2</sup> of gross floor area.

The Transport Depot component involves the storage of up to three (3) trucks and associated plant and equipment on site however, this will not be within an enclosed area and therefore will not constitute GFA.

The Warehouse component involves the storage of goods within shipping containers which may necessitate building approval (depending on how long they are kept) and are considered to be GFA by the definition in the ICR. Further, the use is akin to a self-storage operation in terms of traffic generation.

Warehouse is currently levied at \$57.52/m<sup>2</sup>, with a 45% reduction applying given the site is not serviced by reticulated water or sewerage.

The shipping container dimensions are 6m x 2.4m, meaning 68 containers total 979m<sup>2</sup> gross floor area. This equates to infrastructure charges of \$30,971.

An Infrastructure Charges Notice would be required to be issued should Council approve the proposal.

## **3. BUDGET IMPLICATIONS**

There are no budget implications.

## **4. POLICY IMPLICATIONS**

The proposal conflicts with Council's Planning Scheme and any decision to approve it would need to document the 'relevant matters' relied upon.

## **5. CONSULTATION**

### Internal

The application was forwarded to the following internal council specialists and their assessment forms part of this report:

- Development Engineering
- Environmental Health
- Environmental Planning

### External

The application required referral to the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) as a concurrence agency due to the site having frontage to Old Bruce Highway (state-controlled road).

DSDMIP provided a referral agency response on 10 June 2022 advising they have no requirements.

### Public Notification

This application was advertised for public comment from 8 September 2023 to 3 October 2023. There was one (1) submission received. The submission can be viewed on DAs Online [Gympie Regional Council - Application Tracker](#)

The submitter is an adjoining property owner and stated they have a partial objection to the proposed development should specific conditions relating to their property not be imposed.

The submitter objected to the proposal on the following grounds:

- Visual amenity.
- Shipping containers are visible from adjoining property.
- Noise impacts from trucks on site/loading.
- Clearing of existing vegetation that has occurred since 2017.
- Installation of a second driveway without approval and within proximity to the common boundary.

A full summary of issues raised with appropriate commentary is attached to this report for Council's information.

## **6. CONCLUSION**

The proposed use conflicts with the Strategic Outcome and Rural Zone Code of the Gympie Regional Council Planning Scheme 2013. The use is not intrinsically linked to rural activities and the development is not consistent with the rural character and amenity and the natural values of the area.

The proposed use is not considered excessively large to preclude its location on a site more suitably zoned and closer to the urban area. Additionally, the grounds submitted with the application are not considered to have addressed a demonstrated need for the proposed use to be located on this site.

The proposal is also inadequate in terms of providing sufficient information to confirm impacts (noise, visual, traffic) from the development are mitigated to an acceptable level and should Council be of a mind to support it, further information should be requested of the applicant.

## **ATTACHMENTS**

- [1. Submitter concerns summary](#)

## **PROPOSED RECOMMENDATION**

That Council as Assessment Manager REFUSE Development Application for Material Change of Use - Transport Depot (Removalist's Depot) and Warehouse (Storage of Shipping Containers) at 427 Carlson Road Coles Creek for the following reasons:

- a) The proposal conflicts with the Rural Zone Code and Strategic Framework of the Planning Scheme.
- b) The application has not demonstrated that the proposal will contribute to the preservation of the amenity and rural character of the area in terms of impacts.
- c) The proposal has not satisfactorily demonstrated mapped local and state significant vegetation will be avoided or managed to avoid adverse impacts.
- d) The proposal has not satisfactorily assessed traffic impacts generated by the proposal on the local and wider road network.
- e) The existing home occupation use does not extend to the storage of containers and does not provide sufficient justification to warrant approval.

**The above proposed recommendation lapses due to lack of mover. With no alternative recommendation presented, the meeting moves to the next item.**



**7.3 Planning Scheme Policy Position Papers**

**PORTFOLIO:** Planning and Regulatory Compliance

**DIRECTORATE:** Community Sustainability

**DOC ID:**

**LINKS TO CORPORATE/OPERATIONAL PLAN**

**KEY RESPONSE AREAS:**

1. Community and Environment

**1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION**

As part of the preparation of Council’s new planning scheme the key policy position areas have been workshopped with Councillors and other stakeholders.

**2. REPORT**

This report seeks Council’s final endorsement of the key policy positions for the new planning scheme in the areas of:

- (i) Coastal Hazards
- (ii) Heritage
- (iii) Highway Realignment
- (iv) Housing
- (v) Industrial
- (vi) Retail Commercial

The remaining policy position papers are still under discussion and will be presented to Council post-election.

**3. BUDGET IMPLICATIONS**

Nil.

**4. POLICY IMPLICATIONS**

Resolution of the policy positions will inform the drafting of provisions for the new planning scheme.

**5. CONSULTATION**

The results of council’s engagement strategy in regards to the policy positions have previously been presented to Councillors.

**6. CONCLUSION**

Policy position areas for the new planning scheme have been extensively workshopped with Councillors and other stakeholders and this report seeks Council’s endorsement of the Final Policy Position Papers for the following areas:

- (i) Coastal Hazards
- (ii) Heritage
- (iii) Highway Realignment

- (iv) Housing
- (v) Industrial
- (vi) Retail Commercial

### ATTACHMENTS

- ↓1. Coastal Hazards Policy Position Paper
- ↓2. Heritage Policy Position Paper
- ↓3. Highway Realignment Policy Position Paper
- ↓4. Housing Policy Position Paper
- ↓5. Industrial Policy Position Paper
- ↓6. Retail Commercial Policy Position Paper

### PROPOSED RECOMMENDATION

That Council endorse the following attached Policy Position Papers to inform the preparation of the new planning scheme:

- (i) Coastal Hazards
- (ii) Heritage
- (iii) Highway Realignment
- (iv) Housing
- (v) Industrial
- (vi) Retail Commercial

### M14/01/24

**Moved Cr DH Stewart**

**Seconded Cr BM Devereaux**

**That Council endorse the following attached Policy Position Papers to inform the preparation of the new planning scheme:**

- (i) Coastal Hazards**
- (ii) Heritage**
- (iii) Highway Realignment (as amended through discussion at meeting)**
- (iv) Housing**
- (v) Industrial**
- (vi) Retail Commercial**

### Carried

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

Above mentioned amended Highway Realignment document tabled by Coordinator Planning Scheme - Simon Kinchington has been attached to these minutes. Refer Attachment A

The meeting adjourned at 11:02am.

The meeting resumed at 11:37am.

## SECTION 8: INFRASTRUCTURE SERVICES

### 8.1 Water Meter Policy - Sub-metering

**PORTFOLIO:** Water and Waste Water

**DIRECTORATE:** Infrastructure Services

**DOC ID:**

#### LINKS TO CORPORATE/OPERATIONAL PLAN

#### KEY RESPONSE AREAS:

2. Infrastructure and Economic Opportunity

#### 1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION

Council is receiving an increasing number of plumbing applications for multiple dwelling configurations on single properties, in the form of secondary dwellings, "granny flats," dwelling additions and multi-unit properties. This is partly in response to the housing crisis, and the State Government's relaxing of planning rules for secondary dwellings. Council's Water Connections Policy overarches the requirements for water supply to these premises at a high level, however, it has been deemed necessary to develop a separate Policy and Guideline specifically addressing the requirements for sub-metering of individual premises.

#### 2. REPORT

The Water Meter Policy – Sub-Meters for Multi-Unit Properties refers to the Water Sub-Metering for Multi-Unit Properties Guideline. This Guideline has been prepared to help apply our Water Supply Standards.

The guideline provides technical information about individual sub-metering arrangements for secondary dwellings, duplexes, and multi-unit properties (MUP'S).

The objectives of this policy are to:

- a) define the requirements and standards for the sub-metering of individual units/lots within new and existing multi-unit properties (Community Titles Schemes);
- b) define the requirements and standards for the sub-metering of secondary dwellings and duplexes;
- c) provide a framework for Council officers and customers/consumers (e.g. plumbers, builders and developers) to understand the technical and regulatory requirements for the installation of sub-meters;
- d) enhance the effectiveness of Gympie Regional Council's water charging system for all consumers/customers; and
- e) raise customer awareness of water consumption and the contribution of individual consumers/customers to their water consumption.

This policy provides consistency for Council, as a water service provider, to apply its requirements and standards pursuant to *Part B1.2: Water Meters in New Premises* of the *Queensland Plumbing and Wastewater Code* (QPW Code).

This policy and guideline formalise Council’s position, as infrastructure owner, in administering requirements for the sub-metering of “meterable premises” for water consumed within a multi-unit property (whether or not a Community Titles Scheme) including the common property, as well as for duplexes and secondary dwelling arrangements.

### 3. BUDGET IMPLICATIONS

There are no budget implications associated with the recommendation of this report.

### 4. POLICY IMPLICATIONS

The revised Water Meter Policy – Sub-Meters for Multi-Unit Properties provides important guidance to Council officers and customers/consumers (e.g. plumbers, builders and developers) to understand the technical and regulatory requirements for the installation of sub-meters.

### 5. CONSULTATION

Water Business Unit  
 Plumbing and Building Team  
 Mayor and Councillors

### 6. CONCLUSION

Following consultation at the Councillor Workshop on 10 January 2024, the Water Meter Policy – Sub-Meters for Multi-Unit Properties is attached for adoption.

### ATTACHMENTS

- ↓1. WBUQ012-water-sub-meters-for-multi-unit-properties - Final
- ↓2. WBUPOL006 WATER SUBMETERING FOR MULTIUNIT PROPERTIES

### M15/01/24

**Moved Cr DH Stewart**

**Seconded Cr HT Smerdon**

**That Council notes the Sub-Meters for Multi-Unit Properties Guidelines.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

### M16/01/24

**Moved Cr WA Polley**

**Seconded Cr J Milne**

**That Council resolve to adopt the new Water Meter Policy – Sub-Meters for Multi-Unit Properties**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

**8.2 New Lease to Telstra Corporation Limited over part of Inskip Point - Part of Lot 28 SP103952 - Telstra Satellite Small Cell Facility**

**PORTFOLIO:** Civil Works and Design, Asset Management, Facilities, Property and Open Space

**DIRECTORATE:** Infrastructure Services

**DOC ID:**

**LINKS TO CORPORATE/OPERATIONAL PLAN**

**KEY RESPONSE AREAS:**

1. Community and Environment
- 

**1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION**

Telstra have approached council for a lease over Part of Lot 28 SP103952, within the S. S. Dorrigo camping area located at Inskip Point. This reserve is held in trust by council (jointly with The State of Queensland – Department of Environment and Science) for Environmental and Recreation purposes.

**2. REPORT**

Property Description:	Part of Lot 28 SP103952
Location:	S.S. Dorrigo Campground, Inskip Point Road, Inskip Point
Tenure:	State Reserve - Gympie Regional Council and The State of Queensland (Represented by Department of Environment & Science) as Trustees
Zoning:	Environmental Management & Conservation
Locality Plan:	Highlighted in green on aerial maps below
Size of Leased Area:	12m x 8m



The Project forms part of Telstra's Black Spot Regional Connectivity Program and is initiated and funded by both Federal and State Governments along with Telstra.

The location mentioned above and shown in the draft concept design provided by Telstra attached, has been identified as a critical location in the program requiring connectivity support for those who utilise the location and surrounds. The proposed telecommunications facility will

be a 20m monopole with associated compound area/infrastructure. The monopole will be enclosed in a fenced compound of 12m x 8m, with a locked gate

Finalisation of a lease will be subject to:

1. Development Application and impact assessment;
2. Compliance with Native Title and Cultural Heritage;
3. Consent of Joint Trustee – The State of Queensland (Represented by Department of Environment and Science);
4. Ministerial Consent.

In accordance with Chapter 6, Section 236(1)(c)(vi) of the *Local Government Regulation 2012*, Council may (by resolution) dispose of a valuable non-current asset other than by tender or auction if the disposal is for the lease of land for the purposes of a telecommunications tower.

### **3. BUDGET IMPLICATIONS**

There are no budget implications associated with the recommendations of this report.

### **4. POLICY IMPLICATIONS**

*Local Government Regulation 2012*

### **5. CONSULTATION**

- Manager Property and Open Space
- Manager Compliance
- Manager Planning
- Manager Environment & Resource Recovery
- Coordinator Property and Land Management
- Senior Officer Property
- Site Acquisition Property Officer – Downer Group (on behalf of Telstra Corporation)

### **6. CONCLUSION**

It is considered appropriate to offer a Trustee Lease over part of Lot 28 SP103952 for a term of ten (10) years.

### **ATTACHMENTS**

- [1.](#) Draft Concept Design

**M17/01/24**

**Moved Cr J Milne**

**Seconded Cr HT Smerdon**

**That Council resolves to approve the exception referred to in Chapter 6, Section 236(1)(c)(vi) of the *Local Government Regulation 2012* allowing Council to dispose of**



**(through leasing) the subject land, other than by tender or auction for the purposes of a telecommunications tower.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

**M18/01/24**

**Moved Cr J Milne**

**Seconded Cr HT Smerdon**

**That Council offer a new Trustee Lease to Telstra Corporation Limited over part of Lot 28 SP103952 in standard trustee lease format for a telecommunications lease (incorporating Telstra's registered standard terms for a telecommunication lease), to include the following terms and conditions:**

- a) **Term of Lease: Ten (10) years**
- b) **Rent: \$2,000 plus GST per annum**
- c) **Rental review: Rent to be increased by 2% per annum on the anniversary of the commencement date**
- c) **Use: Telecommunications Facility**
- d) **The Trustee Lessee to hold public liability insurance in a sum not less than \$20,000,000.00 or such other amount that Council shall determine from time to time in the name of the Trustee Lessee and Gympie Regional Council**
- e) **Trustee Lessee will cover the costs of the preparation, stamping and registration of the new lease to a maximum amount of \$3,000.00 plus GST**
- f) **Trustee Lessee to cover all Survey fees**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

**QUESTION ON NOTICE:** Director of Infrastructure to provide information on other types of leases consistent with the above mentioned lease to the Telstra Corporation and the locations of these leases.

**8.3 Infrastructure Services Directorate Report - January 2024**

**PORTFOLIO:** Civil Works and Design, Asset Management, Facilities, Property and Open Space

**DIRECTORATE:** Infrastructure Services

**DOC ID:**

**PREVIOUS ITEMS**

8.1 - Infrastructure Services Directorate Report - October 2023 - Ordinary - 25 Oct 2023 9.00am

**LINKS TO CORPORATE/OPERATIONAL PLAN**

**KEY RESPONSE AREAS:**

3. Organisation

**1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION**

Council’s Executive Team have agreed that on a quarterly basis Directorate Managers will provide an overview of the operations of their business units for the prior quarter and the quarter to come.

These quarterly reports are an opportunity to reflect on achievements and learnings and to encourage information sharing across the Directorates, the Organisation and Council. This report includes the Governance section, whilst not part of the Corporate Services Directorate so that Council is kept abreast of its operations.

**2. REPORT**

This report provides a summary of the key achievements and planning for each of the business units within the Infrastructure Services Directorate.

**Capital Delivery and Assets**

Project Management Framework Update

The review and update of Council’s Project Management Framework (PMF) is continuing.

Notable activities undertaken in the last three months include:

- Reference Group meetings held on 24<sup>th</sup> October, 28<sup>th</sup> November and 14<sup>th</sup> December 2023.
- Terms of Reference finalised.
- First two phases (initiation and planning phases) endorsed by the Reference Group.
- Testing of documentation and toolsets to support the first two phases underway.
- Review of the third phase (design phase) has commenced.
- On track to have all of 24/25 CapEx Program following the PMF.

Asset Management Steering Committee Update

The Asset Management Steering Committee (AMSC) continues to meet to provide a whole-of-business perspective to the leadership, governance and strategic direction of the asset management activities in Council. Notable activities undertaken in the last 3 months include:

- AMSC meetings held on 18<sup>th</sup> October, 16<sup>th</sup> November and 20<sup>th</sup> December 2023.
- Asset management maturity assessment to commence in February 2024.
- Asset Management Plan development (including star rating service levels) is progressing as per the below table:

<b>Asset Category</b>	<b>AMP Status</b>	<b>AMP Finalisation</b>
Transport	Final Draft	Feb-24
ICT	Completed	-
Fleet	Final Draft	Feb-24
Water & Waste Water	In progress	Mar-24
Waste	Yet to commence	Jun-24
Open Space	Yet to commence	Oct-24
Buildings	Yet to commence	Jan-25

- Next AMSC meeting planned for 25<sup>th</sup> January 2024.

Regional Roads and Transport Group – Technical Committee Update

The Wide Bay Regional Roads and Transport Group (RRTG), established to drive collaborative regional planning for and prioritisation of investment on road and transport infrastructure, is supported by a Technical Committee made up of senior civil engineering and program management officers of both TMR and council members. Notable activities undertaken in the last 3 months include:

- Technical Committee meetings held 19<sup>th</sup> October and 7<sup>th</sup> December 2023.
- TIDS program progress and expenditure review.
- Update to Statement of Intent (SOI) for LRRS routes in progress.
- Review of Wide Bay Regional Transport Strategic Plan 2019-2029 in progress.
- Review of TIDS funding distribution model in progress.
- Discussion held over the reintroduction of RRTG membership fees.
- Next RRTG Technical Committee meeting planned for 25<sup>th</sup> January 2024.

Traffic and Road Safety Committee Meeting Update

The Traffic and Road Safety Committee (TRSC) continues to meet to provide expert advice to council on traffic, road and transport matters. Notable activities undertaken in the last 3 months include:

- TRSC meeting held 4<sup>th</sup> December 2023.
- Update on traffic crashes in Council’s area in the last 3 months:
  - 2 x fatal crashes
  - 37 x injury crashes
- Changes to speed limits on the following roads were approved:
  - North Deep Creek Road (Sandy Creek Road to Tamaree Road) – 70km/h
  - Teewah Beach – 40km/h
- Speed limit reviews are being undertaken on the following roads:
  - Old Goomboorian Road
  - Kandanga Amamoor Road

- Hilton Road
- Tozer Park Road
- Flood Road
- Blackgate Road
- Amamoor Dagon Road
- Amamoor Creek Road
- Next TRSC meeting planned for 4<sup>th</sup> March 2024.

#### Capital Works Program Project Control Group Meeting Update

The Project Control Group (PCG) for the Capital Works Program continues to meet to provide executive ownership of the Capital Works Program from a whole-of-business perspective, incorporating effective and efficient governance. Notable activities in the last months include:

- PCG meetings held 15<sup>th</sup> November and 20<sup>th</sup> December 2023.
- Projects and revised budgets for the Second Quarter Budget Review were discussed and endorsed.
- Endorsement of significant emergent projects for inclusion at the next budget review:
  - Water pressure rectification for Southside (Lindsay Street area).
  - Sidetrack construction at Woolgar Bridge on Mooloo Road due to bridge closure.
- Next PCG meeting planned for 17<sup>th</sup> January 2024.

Note that a Capital Works Program update will be provided in the February 2024 Council Workshop, with forecasts on track to deliver a program in excess of \$150m by June 2024.

#### Flood Recovery Program Committee Update

The Flood Recovery Program Committee (FRPC) was established to support, guide and provide governance over the three (3) sub-programs namely Reconstruction of Essential Public Assets (REPA), the Reconstruction of Community and Recreational Assets (RCRA) and the Voluntary Home Buy-Back (VHBB) Scheme works. All these works are generally funded under Commonwealth and State Government initiatives to recover and reconstruct Council assets after the declared natural disaster events during 2022, the funding being administered by the Queensland Reconstruction Authority (QRA).

Details of progress of the VHBB are covered by the Property and Open Space section of this report.

The FRPC continues to meet on a monthly basis, the last meeting being held on 21<sup>st</sup> December 2023.

The REPA sub-program has progressed well.

- Council crews are delivering the reconstruction works under Priority Package 01 and have completed the Cedar Pocket Floodway and the urgent Maudsley Street, Goomeri reconstruction works to date. Council crews will also deliver the reconstruction works across a further eight (8) floodways damaged during the natural disaster events across the Gympie Region.

- Both the Western Roads Package 01 and Eastern Roads Package 02 are underway with expected completion prior to June 2024.
- The Eastern Roads Package 03 and Western Roads Package 04 were tendered during late 2024, with contract awards being endorsed by Council during the same period. Works will commence during February 2024 and are expected to be complete in November 2024 and August 2024 respectively.
- The Harrys Creek Road design was tendered in late 2024 and design works will commence in January 2024. The reconstruction of this asset is expected to start during mid-2024 and completed before the end of the calendar year.

In summary, approx. 98.5% of the REPA program approved funding value (approx. \$93M) is now in delivery and is forecast to be completed during 2024 calendar year. Post-completion financial acquittals with QRA are forecast to be completed by mid-2025. The REPA funding has a deadline of June 2024. Consequently, extension of time applications have been submitted already to the QRA to extend the funding deadline.

The RCRA sub-program has progressed well across all 14 projects. The RCRA sub-program has four (4) funding sources, namely:

- CRC and W4Q, administered by the QRA.
- CRARRP, being administered by the Dept. of Tourism, Innovation and Sports (DTIS)
- LRCI (Stage 3) funding.

Four (4) of the fourteen (14) RCRA projects are forecast for completion prior to June 2024. The remainder of the RCRA projects are on track for completion by June 2025 and extension of time applications have been submitted already to the QRA to extend the funding deadline from June 2024, where applicable.

Flood Study Improvement Project (Stage 2)

Stage 2 of the Flood Study Improvement Project is progressing, with the following project status summarised below:

Project	Status	Project Due Completion
Floodplain Risk Management Plan	In progress	Dec-24
Deep Creek Flood Study	In progress	Nov-24
Additional Stream Gauges in Waterride	In progress	Nov-23
Six Mile Creek Flood Study	Managed by Noosa Council	TBC
Burnett River Flood Study	Managed by Bundaberg Regional Council	TBC

Note that the public engagement component of the Floodplain Risk Management Plan will commence in early 2024.

**Operations Roads and Drainage**

The Operations Roads and Drainage branch key focuses throughout Q2;

- Finalise the delivery of Queensland Reconstruction Authority (QRA) funded Reconstruction of Essential Public Asset (REPA) Works Priority Package 01.
- Finalise the implementation of Reflect Maintenance Management System (MMS).
- Complete a full round of road network inspections in line with the recently implemented Road Inspection Procedure, data logging guidelines and Road Asset Condition Assessment (RACAS) device.
- Undertake a comprehensive review of the road network inspection defect backlog against the approved REPA packages and develop short and long-term works programs.
- Review road maintenance team resource modelling to ensure optimal and efficient delivery of road maintenance activities.
- Continue with the development and implementation of Road Asset Maintenance Plan (RAMP), Star Rating Asset Management model.
- Enhancing customer experience with Council through reducing CRM close out and response times.

Internally Delivered Reconstruction of Essential Public Asset (REPA) Works

Summary of QRA funded gravel roads re-sheeting, grading and drainage works completed FY23/24:

<b>Eastern Roads (North Western Region)</b>					
<b>Road Name</b>	<b>Works Status</b>		<b>Km's Complete</b>	<b>Expenditure to Date</b>	<b>Comment</b>
	<b>Drainage</b>	<b>Grading</b>			
Greendale Road	Complete	Complete	6.48	\$335,734.00	Complete
Paff Road	Complete	Complete	0.25	\$1,570.00	Complete
Kewins Road	Complete	Complete	1.33	\$96,506.00	Complete
Glastonbury Creek Road	Complete	Complete	11.94	\$646,550.00	Complete
Fishermans Pocket Road	Complete	Complete	7.44	\$369,758.00	Complete
Scotchy Pocket Road	Incomplete	Complete	1.99	\$73,526.67	Complete
Anderleigh Road	Complete	Complete	4.76	\$346,177.00	Complete
Wilson's Pocket Road	Commenced	Complete	2.28	\$153,165.00	Complete
<b>Total</b>			<b>36.47</b>	<b>\$2,022,986.67</b>	
<b>Mary Valley Roads and Eastern Roads (Southern Region)</b>					
<b>Road Name</b>	<b>Works Status</b>		<b>Km's Complete</b>	<b>Expenditure to Date</b>	<b>Comment</b>
	<b>Drainage</b>	<b>Grading</b>			
Amamoor Creek Road	Complete	Complete	19.64	\$840,381.00	Complete
Kandanga Creek Road	Incomplete	Incomplete	0	\$0.00	Jan-24
Hart Road	Incomplete	Incomplete	0	\$0.00	Jan-24

Ormes Road	Commenced	Incomplete	2.12	\$97,675.58	Complete
Howe Road	Incomplete	Incomplete	1.11	\$50,998.03	Complete
<b>Total</b>			<b>22.87</b>	<b>\$989,054.61</b>	
<b>Western Roads</b>					
<b>Road Name</b>	<b>Works Status</b>		<b>Km's Complete</b>	<b>Expenditure to Date</b>	<b>Comment</b>
	<b>Drainage</b>	<b>Grading</b>			
Crownthorpe Road	Complete	Complete	4.79	\$195,098.00	Complete
Holroyd Road	Complete	Complete	6.36	\$194,688.00	Complete
Daddamarine Road	Complete	Complete	6.4	\$229,223.00	Complete
Running Creek Road	Complete	Complete	13.5	\$360,675.00	Complete
Sexton Road	Complete	Complete	10.05	\$467,743.00	Complete
Upper Widgee Road	Complete	Complete	5.75	\$245,391.00	Complete
Upper Thornside Road	Complete	Complete	4.28	\$91,424.00	Complete
Rossmore Road	Incomplete	Incomplete	4.67	\$200,406.11	Complete
<b>Total</b>			<b>55.8</b>	<b>\$1,984,648.11</b>	
<b>Package</b>	<b>Approved Km</b>	<b>Package Value (\$)</b>	<b>Km Complete</b>	<b>Expenditure to Date (\$)</b>	<b>Package Progress (%)</b>
REPA Priority Package 01	127.28	5,150,000.00	115.14	\$4,996,689.39	90%

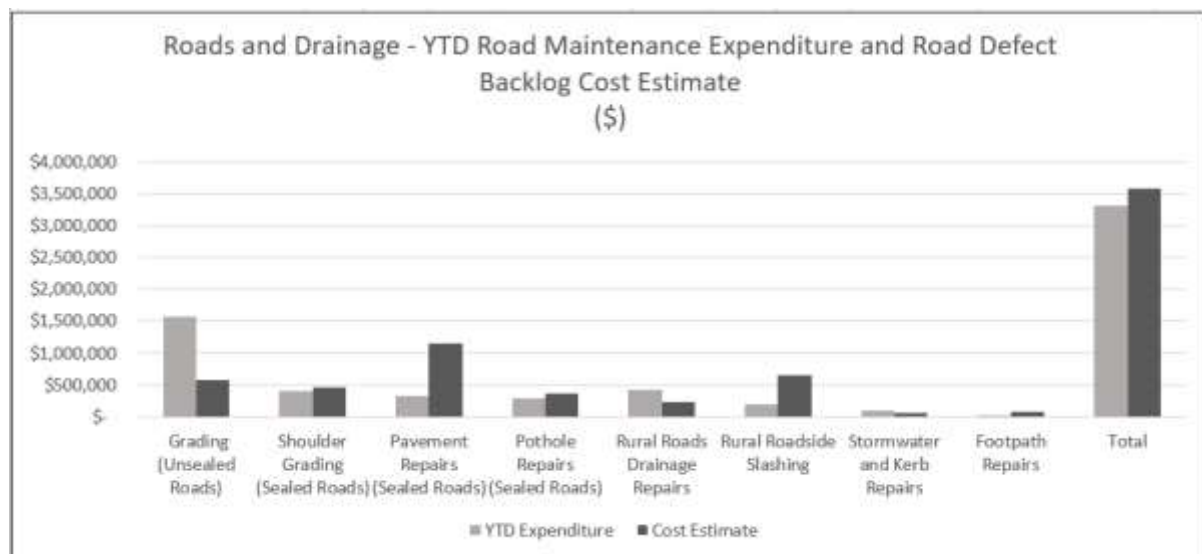
Business as Usual (BAU) Road Maintenance Activities Key Deliverables

Summary of YTD completed road maintenance key deliverables, current road network defect backlog and cost estimate:

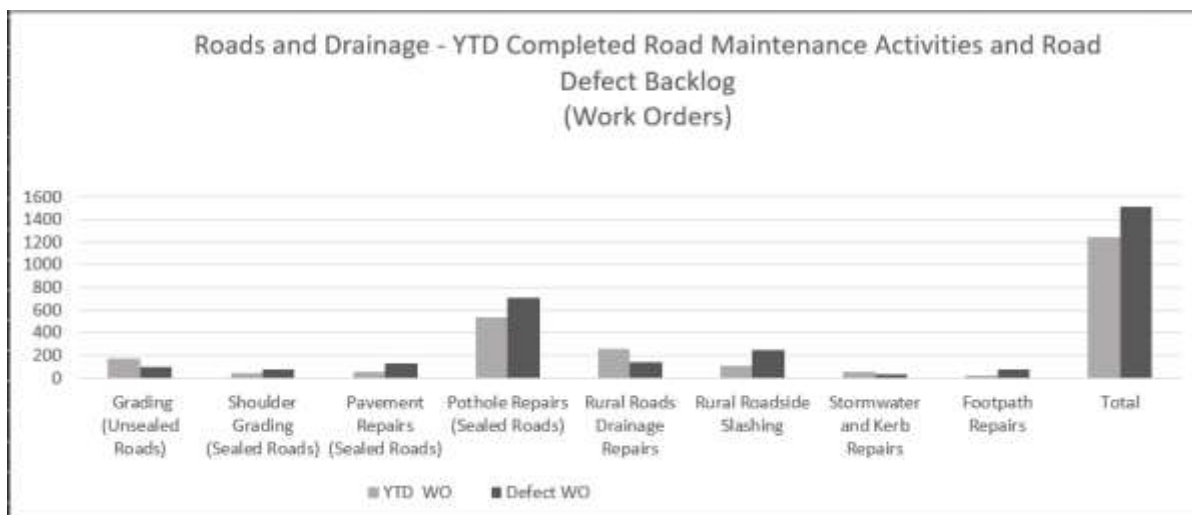
Road Maintenance Activity	Completed Works (FY23/24)					Defect Backlog					Comment
	YTD WO	Qty	Q1 to Q2 Trend	Unit	YTD Expenditure	Defect WO	Qty	Q1 to Q2 Trend	Unit	Cost Estimate	
Grading (Unsealed Roads)	170	255	↑	Km	\$ 1,564,000	102	130	↓	Km	\$ 585,000	WO per road
Shoulder Grading (Sealed Roads)	39	32.19	↑	Km	\$ 396,087	71	36.99	↓	Km	\$ 455,162	WO per road
Pavement Repairs (Sealed Roads)	49	2411	↑	m2	\$ 329,000	134	8482	↑	m2	\$ 1,153,552	WO per localised area of defects
Pothole Repairs (Sealed Roads)	542	426	↑	Tonnes	\$ 281,000	708	556	↑	Tonnes	\$ 364,620	WO per localised area of defects
Rural Roads Drainage Repairs	263		↑	m3	\$ 421,000	142		↑	m3	\$ 227,200	WO per defect
Rural Roadside Slashing	110	-	↓	-	\$ 191,000	250	-	↑	-	\$ 650,000	WO per road
Stormwater and Kerb Repairs	49	-	↑	-	\$ 105,000	30	-	↓	-	\$ 60,000	WO per defect
Footpath Repairs	21	-	↑	-	\$ 25,000	74	-	↓	-	\$ 81,400	WO per localised area of defects
<b>Total</b>	<b>1243</b>				<b>\$ 3,312,087</b>	<b>1511</b>				<b>\$ 3,576,934</b>	

Notes:

- 1) A full round of road network inspections and logging of defects in line with the new road inspection procedure, data logging guidelines and RACAS device is currently underway (75% completed). The data summarised in this report is real-time extract from Councils Maintenance Management System (MMS). The Q3 update will provide a total and comprehensive overview of the road network defect backlog.
- 2) WO = Work Order
- 3) Cost estimate is based on average cost to complete maintenance activity WO.
- 4) This is a summary of key maintenance activities only, there are various other miscellaneous maintenance activities delivered by Council that are not summarised in this report.
- 5) ↑ - indicates a total decrease in works/defects from Q1 to Q2
- 6) ↓ - indicates progressive increase in works/defects from Q1 to Q2. From a defects perspective the increase is a reflection of the enhanced methodology of collecting and reporting the data (providing a catch-up in data collection and correlation).







Road Asset Maintenance Plan (RAMP) and Star Rating Model

Operations Roads and Drainage staff have continued to work with Shepherds Asset Management Solutions on the development and implementation of the Road Asset Maintenance Plan (RAMP), associated procedures and technology-based inspection device and works scheduling solutions to improve Councils delivery of planned and unplanned road maintenance activities - Q2 update for the project key and deliverables:

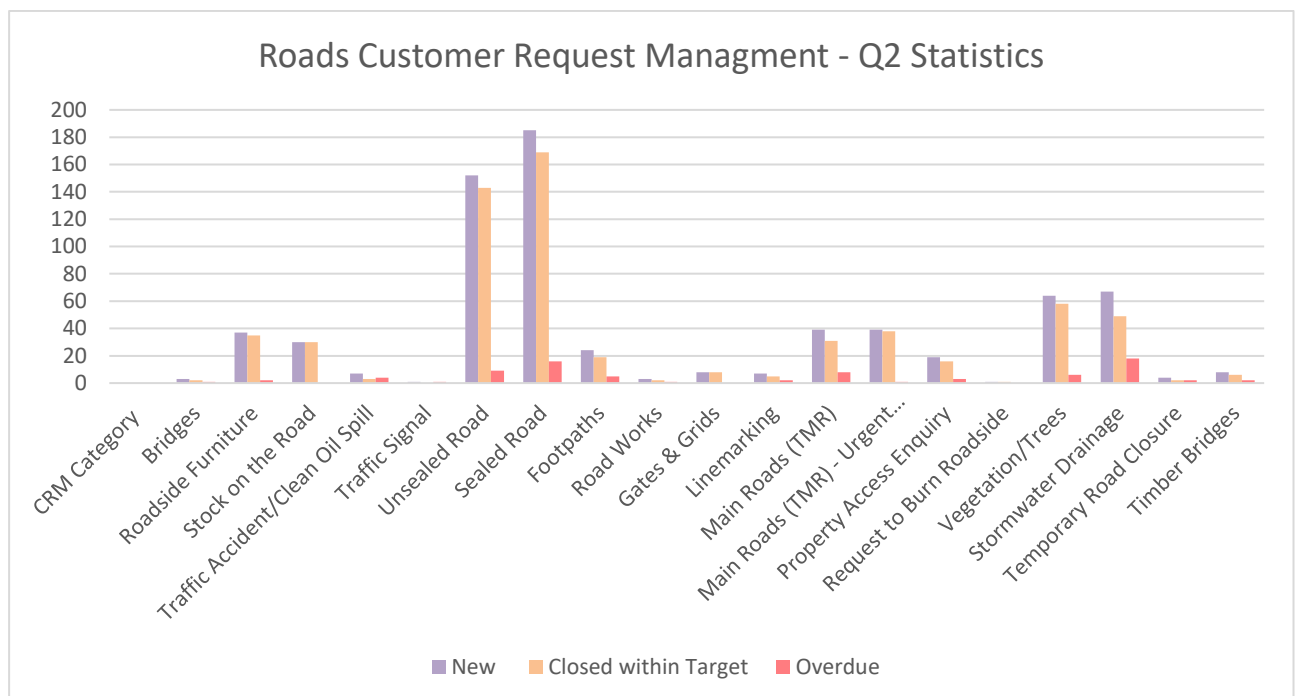
Item	Status	Planned Completion
Councillor Workshop to review Star Rating and proposed service levels.	<ul style="list-style-type: none"> <li>Complete</li> </ul>	Complete
Road Network Inspection and Data Logging Guidelines.	<ul style="list-style-type: none"> <li>Complete</li> </ul>	Complete
Implementation of technology-based defect inspection and data logging solution.	<ul style="list-style-type: none"> <li>Complete.</li> <li>RACAS device being trailed for 12 months.</li> </ul>	Complete
Development of the Defect Prioritisation Tool (DPT) to manage budget and to appropriately allocate work effort to manage road safety risk.	<ul style="list-style-type: none"> <li>Complete</li> </ul>	Complete
Detailed short-term (3 month) works program for unsealed and sealed roads maintenance activities based on STAR Rating model.	<ul style="list-style-type: none"> <li>Complete -Baseline program for 4- and 5-star roads.</li> <li>Program for 1,2- and 3-star roads being developed with input from inspection data.</li> </ul>	Complete
Develop high-level indicative long-term works program based STAR Rating and road inspection data logging.	<ul style="list-style-type: none"> <li>In final stages of development.</li> <li>Implementation delayed due to Transport Asset Management Plan and fully round of inspection and defect backlogging in progress.</li> </ul>	FY23/24 Q3
Development of the Road Asset Maintenance Plan (RAMP).	<ul style="list-style-type: none"> <li>In final stages of development (Draft format).</li> </ul>	FY23/24 Q3

- Finalisation delayed due to Transport Asset Management Plan development.

**Customer Request Management (CRM)**

Summary of Roads CRM's lodged and processed throughout Q2;

CRM Category	New	Closed	Open	Closed within Target	Closed within Target (%)	Overdue	Overdue (%)
Bridges	3	3	0	2	67%	1	33%
Roadside Furniture	37	34	3	35	95%	2	5%
Stock on the Road	30	30	0	30	100%	0	0%
Traffic Accident/Clean Oil Spill	7	7	0	3	43%	4	57%
Traffic Signal	1	0	1	0	0%	1	100%
Unsealed Road	152	146	6	143	94%	9	6%
Sealed Road	185	174	11	169	91%	16	9%
Footpaths	24	20	4	19	79%	5	21%
Road Works	3	3	0	2	67%	1	33%
Gates & Grids	8	8	0	8	100%	0	0%
Linemarking	7	5	2	5	71%	2	29%
Main Roads (TMR)	39	32	7	31	79%	8	21%
Main Roads (TMR) - Urgent Matters	39	39	0	38	97%	1	3%
Property Access Enquiry	19	17	2	16	84%	3	16%
Request to Burn Roadside	1	1	0	1	100%	0	0%
Vegetation/Trees	64	51	13	58	91%	6	9%
Stormwater Drainage	67	57	10	49	73%	18	27%
Temporary Road Closure	4	2	2	2	50%	2	50%
Timber Bridges	8	7	1	6	75%	2	25%
<b>Total</b>	<b>698</b>	<b>636</b>	<b>62</b>	<b>617</b>	<b>88%</b>	<b>81</b>	<b>12%</b>



## **Property and Open Space**

### Property Management

#### *Disposal of surplus land*

Property Management are progressing with the disposal by sale of identified surplus freehold land. At the time of writing this report, five properties have successfully settled, three are under contract and a further property is attracting interest. Phase Three of the Land Audit is currently out for comment with internal stakeholders. Responses will be collated in February and any properties identified for potential disposal will be brought before Council for resolution to dispose.

#### *Voluntary Home Buy-Back Program*

Twenty-eight properties have now been settled, with a further three properties expected to settle in the next month or two. There are a further five properties presently under consideration for inclusion in the scheme. Seven houses have been removed to date with a number of others scheduled for removal by end of January. Internal discussions have now been completed as to the proposed long-term use of the land once the home and any structures on the land have been removed. A Council Briefing Report is being prepared and will be presented to Council at an upcoming Workshop to outline the proposed usage options.

### Facilities

The team have responded to many requests from internal and external customers for maintenance and repair works across the region's corporate and community buildings. The renewal of the Town Hall main switchboard was a significant undertaking completed.

The appointment of a Senior Field Officer has been completed, with this position to improve the delivery and efficiency of the Facilities unit's operations.

The focus for the next quarter will be:

- Building condition assessments – finalise scope, procurement, and commencement of condition assessments of all Councils assets.
- Roof replacement of the Community & Sustainability Channon Street building (Hail Insurance)
- Damage assessments and repairs to a number of buildings caused by recent summer storm events
- Continuation of electrical safety inspections and risk-based assessments
- Finalise recruitment of Contract Administrator

### Open Space Maintenance/Parks

#### *Staff update*

A review of all positions/roles within the unit has been undertaken to ensure position descriptions are up to date and reflect what is required for that person to satisfactorily fulfil the role and the training required identified. Twelve positions have been filled with two remaining vacancies.

#### *Maintenance tasks*

Other than completion of routine maintenance tasks, the following significant activities undertaken include:

- Supporting sports field flood recovery and renovation works at One Mile and Albert Park Sports Complexes
- Replacing soft fall at Laurie Hanson Park playground
- Installation of Christmas decorations, and preparation and support for Christmas and New Years Eve events
- Development of new schedules for Garden maintenance crews
- Tree planting at Normanby Park and Nelson Reserve
- Extensive storm damage clean-up works
- Tree pruning and removal.

#### *Fire mitigation works*

With the hot and dry conditions being experienced in the first half of the quarter, as resources and conditions permitted, staff continued to undertake vegetation management actions to reduce fire risks within parks and reserves. The recent wet weather has significantly reduced those risks but it is noted that these same conditions will lead to similar or increased fire risks when the vegetation dries and warm dry conditions are again experienced. A review of prioritised Council reserves and applicable resources will be undertaken to assess the capacity to best meet requirements.:

#### *Upcoming works*

Activities of significant focus for the third and fourth quarters, other than those previously advised:

- In collaboration with other areas, development of a public education programme on the detriment to wildlife and water quality from feeding of fauna at Lake Alford Park.
- Assistance with flood recovery projects at several parks and sports fields.

### **Water and Waste Water Operations**

#### Key Activities

The key activities for this Financial Year to date are:

- Water Security Strategy which is currently under development by GHD Pty Ltd.
- Ganden Engineers have commenced critical spares audit and workshops were held mid-December.
- Bligh Tanner, engaged to progress streamlining and amendment of Council's Environmental Authority.
- Bligh Tanner has been engaged to review the Receiving Environmental Management Plan.
- Review of the operational strategy for SCADA is being undertaken by Treatment Operations, ICT and Coordinator Network Engineering and is progressing well to achieve full integration of monitoring and control of the treatment plants.
- Engaged Ganden Engineers to design the permanent solution to water pressure issues with Watson Rd/Lindsay St District Metered Area (DMA) with report completed in December 2023. New pumps have been ordered with delivery and install by end of January 2024.

There were 830 Customer Action Requests received during the 2nd quarter with 91% of these being water related requests. The majority of CRM were associated with water mains or services leaks and breaks.

### Key Performance Indicators

For Q2 of the 2023-24 Financial Year the unplanned water main breaks and sewer main breaks/blockages continue to trend towards reaching/exceeding the annual KPI of <40. During Q2 there were 6 unplanned water main breaks and 18 sewer blockages, with YTD figures of 11 unplanned water main breaks and 34 sewer blockages.

Aging infrastructure has contributed to these results.

### Storm Events

During the December storm events the team performed above standard to ensure there was no interruption to water or wastewater services. Also ensuring that regulatory obligations were met within the specified timeframes.

### Water Production

The operational revenue continues to be in excess of budget as at end of Q2 23/24 due to an increase in water consumption, trade waste fees and sewerage connections.

### Water Theft

Staff have reported several water theft incidents that were identified when performing meter reading and preventative maintenance at a sewer pump station.

### Major works delivery

#### *Sewer Pump Station (SPS) G3 Replacement*

Contract for the pump station upgrade awarded following Council resolution at November meeting. Kick-off meeting held and detailed design by pump station manufacturer (subcontractor) underway.

#### *Southside Sewer Program – Stage 8 to 10 infill sewer*

Practical completion for Stage 8 was granted on 9 November 2023.

With the plumbing audits of the existing properties in Stage 8 well advanced. The audit information is required for incorporation into tender for the house connections, to be released in Q3 2023-2024.

Construction commenced on Stage 9 and 10 in September 2023 and are progressing well. Connections can commence early 2024 with the Area Levy being applied in the 24/25 FY budget.

#### *Jones Hill Reservoir Underground Replacement*

Contract was awarded following Council resolution at the November meeting. A kick-off meeting is to be held in early January 2024.

#### *Treatment Plant Instrument Upgrades*

Installation of upgraded water quality instruments at the Amamoor and Kandanga WTPs, and chlorine gas scales at Rainbow Beach, Cooloola Cove and Gympie treatment plants commenced in December 2023. This is due for completion in mid-January 2024.

### **3. BUDGET IMPLICATIONS**

There are no budget implications associated with the recommendation of this report.

#### **4. POLICY IMPLICATIONS**

There are no policy implications associated with the recommendation of this report.

#### **5. CONSULTATION**

Infrastructure Services Directorate Managers, Coordinators and Officers were consulted in the development of this report.

#### **6. CONCLUSION**

As outlined above, this report provides an opportunity to reflect on achievements and learnings and to encourage information sharing across the Directorate, Organisation and Council.

**M19/01/24**

**Moved Cr HT Smerdon**

**Seconded Cr J Milne**

**That Council receive and note the Infrastructure Services Directorate Update Report – January 2024 Report.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

**QUESTION ON NOTICE:** Director of Infrastructure and Chief Executive Officer to consider and present clarification on the possibility of selling for removal, houses obtained in the regions flood buy back scheme.

**8.4 RFT2023-24-017 – Construction Package 05 (Landslips)**

**PORTFOLIO:** Civil Works and Design, Asset Management, Facilities, Property and Open Space

**DIRECTORATE:** Infrastructure Services

**DOC ID:**

**LINKS TO CORPORATE/OPERATIONAL PLAN**

**KEY RESPONSE AREAS:**

2. Infrastructure and Economic Opportunity

**1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION**

**1.1 DRFA Event Activations and progress to date**

The Gympie Region experienced intense rainfall events in January, February and May 2022 which led to extensive flooding resulting in damage to essential public assets. In response to this damage to essential public assets, Council has successfully sought activation under Disaster Recovery Funding Arrangements (DRFA) for the following events:

- Ex-Tropical Cyclone Seth, 29 December 2021 -10 January 2022
- South East Queensland Rainfall and Flooding, 22 February - 5 April 2022
- Southern Queensland Flooding, 6 - 20 May 2022

**1.2 Register of Prequalified Suppliers Arrangement RFP0522 for DRFA Construction Services - Major Works**

Through a Request for Proposal (RFP) process, Council established the Prequalified Supplier Arrangement RFP0522 DRFA Construction Services - Major Works at the November Ordinary meeting (refer M08/11/22). This panel arrangement consists of suitably qualified and experienced Civil Construction Contractors to supplement the delivery of DRFA funded flood recovery works.

**1.3 Pre-tender Brief and EOI Process**

A pre-tender briefing was held on 21 September 2023, 3pm. This pre-tender briefing was not mandatory.

This pre-tender briefing covered four projects/contracts. A condensed process was undertaken, requesting contractors to nominate their interest in which contracts they were interested in tendering.

The following contractors attended: Ark Group, Hazzell Bros, Durack, GRC Civil, SGQ, Brown Contractors, CMC, and Stabilis. A breakdown of which contract each contractors demonstrated interest in is provided in the following table.

Contractor	Nominated tender package			
	CP04 - Western Roads	CP03 - Eastern Roads	CP05 - Landslips	CP06 - Harry's Creek Bridge
Brown Contractors	Yes			
SGQ	Yes	Yes	Yes	Yes
Stabilised Pavements	Yes	Yes		
GRC Civil	Yes	Yes	Yes	Yes
Ark Construction Group			Yes	Yes
Hazell Bros	Yes	Yes	Yes	Yes
Durack	Yes	Yes	Yes	Yes
CMC	Yes	Yes	Yes	Yes
<b>Tenderers</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>6</b>

## 2. REPORT

### 2.1 Tender Overview

This tender package RFT2023-24-017 Construction Package 05 Landslips, is the fifth construction tender to be issued to market. This is the last of the construction packages in the current DRFA Reconstruction of Essential Public Assets (REPA) procurement cycle.

The RFT was issued on 20 November 2023 via VendorPanel to Suppliers on RFP0522 to establish a Schedule of Rates contract. The schedule of rates developed for tendering included a separate schedule to account for an expected increase in scope due to the nature of the flood damage on Council’s Road network.

Council should note the accelerated progress that has been made concerning procurement of construction contracts to deliver the DRFA program to date. Out of the proposed six construction contracts to deliver the DRFA program: two contracts are already awarded and are well underway and two construction tenders have been endorsed by council and are nearing contract execution and commencement. This package is the fifth package for council’s endorsement. Cumulatively these five (5) construction packages, together with the associated reconstruction works being self-performed by Council, account for approximately 99% of the approved available REPA funding. The final project (Harry’s Creek Bridge) is also progressing well with detailed design underway with construction for this package expected to commence mid-2024.

#### 2.1.1 REPA Submissions

QRA approved submissions covered in this package are:

- GyRC.0025 – Blunder Road Landslip
- GyRC.0046 - Eastern Roads 09 – Sites adjacent to Blunder Road Landslip
- GyRC.0057 – Boobyjan Road Landslip
- GyRC.0027 – Western Roads 01 – Sites adjacent to Boobyjan Road Landslip

The council roads in Construction Package 05 (Landslips) include: Blunder Road, Euston Road and Boobyjan Road.



### 2.1.2 Tender Comparison Estimate

A Tender comparison estimate was developed for this RFT and is summarised below:

Tender Schedule	Estimate
Separable Portion 1 – Blunder Road landslip and associated sites from GyRC.0046	\$1,571,441.00
Separable Portion 2 – Boobyjan Road Landslip and associated sites from GyRC.0027	\$471,428.00
<b>Total</b>	<b>\$2,042,869.00</b>

## 2.2 Tender Evaluation

### 2.2.1 Evaluation Criteria

As outlined in the published RFP, the selection criteria were weighted as follows:

Criterion	Weighting
<u>Price</u> <ul style="list-style-type: none"> <li>Total Cost of Contract or Extrapolated Schedule of Rates.</li> </ul>	40%
<u>Contract Experience and Capacity</u> <ul style="list-style-type: none"> <li>Direct people who will be working on the project and their experience on similar projects.</li> <li>Capacity &amp; resourcing (any other competing contract commitments.)</li> </ul>	20%
<u>Methodology</u> <ul style="list-style-type: none"> <li>Proposed timeline, programme, process, design, methodology, consultation methodology.</li> <li>Cost effective and innovative delivery options proposed.</li> <li>Capacity to deliver the works within timeframe specified.</li> <li>Project specific HSEQ items.</li> </ul>	40%

### 2.2.2 Weighted Scores

Name of Respondent	Total Score	Comments
Durack Civil Pty Ltd	8.10	<ul style="list-style-type: none"> <li>- Specific crew nominated that specialises in landslip remediation</li> <li>- Extensively detailed methodology including speaking with landowners, methodology video and details on traffic management</li> <li>- Reduced program to 2-3 months for the works</li> <li>- Price below tender estimate</li> </ul>
Civlec Pty Ltd t/a GRC Civil	6.40	<ul style="list-style-type: none"> <li>- Limited to no details provided (methodology was approx. 1 paragraph)</li> <li>- Minimal to no evidence of experience on landslip projects</li> <li>- Reduced program to May completion date opposed to August</li> <li>- Price below tender estimate</li> </ul>

It is the Evaluation Panel's opinion that Durack Civil Pty Ltd is the preferred Respondent given:

- They are currently appointed to Prequalified Supplier Arrangement RFP0522 DRFA Construction Services - Major Works in recognition of Council's assessment of their suitability, capability and experience in delivering this kind of work.
- They provided extensive information on experience and capability, schedule, resourcing, HSEQ specific information and methodology. Some of the key details included:
  - an incredibly detailed methodology statement and presentation video running through the site conditions and details on proposed treatments, construction staging and traffic management.
  - details on landowner engagement conducted as part of the tender to understand how traffic management can be conducted during the works. This was done to ensure the works can proceed while enabling safe landowner and services access and egress through the work site when required.
  - A nominated team who specialises in landslip remediations evidenced by CVs and extensively listed previous and current project experience in SE QLD.
- While not the lowest price, they submitted a price below available REPA funding budget and provided extensive detail. These factors above, together with the good quality of construction work already being undertaken by this tenderer in the Gympie Region, provided the evaluation team the confidence that they understand the project and will produce a good outcome.

The Procurement Panel have endorsed the recommendation of the Evaluation Panel for Durack to be awarded this Contract - RFT2023-24-017 – Construction Package 05 (Landslips).

### **3. BUDGET IMPLICATIONS**

This project qualifies as "eligible expenditure" under the Queensland Disaster Funding Guidelines – June 2021 as costs for temporary employees, agency staff, contractors and/or consultants directly associated with the delivery of eligible works are 100% reimbursable by the DRFA. The current deadline for expenditure under this program is June 2025.

If complimentary works (works that are not considered eligible works that would be funded by QRA) are ordered under this Contract, it will be the Contract Administrator's responsibility to ensure the works ordered do not exceed any available Council allocated budget for complimentary works.

### **4. POLICY IMPLICATIONS**

Items are consistent with the Procurement Policy.

### **5. CONSULTATION**

The Evaluation Panel convened to assess the Tenders on 11 January 2024. The Panel included the following members:



## 8.5 Regional Precincts and Partnerships Program Grant Opportunity

**PORTFOLIO:** Civil Works and Design, Asset Management, Facilities, Property and Open Space

**DIRECTORATE:** Infrastructure Services

**DOC ID:**

### LINKS TO CORPORATE/OPERATIONAL PLAN

#### KEY RESPONSE AREAS:

2. Infrastructure and Economic Opportunity

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### 1.5 BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION

The Australian Government has released a significant grant opportunity (totaling \$400 million) focused on bringing together governments and communities to plan and deliver regional precincts that are tailored to local needs and have a shared vision in how the precinct connects to the region.

The grant opportunity, the Regional Precincts and Partnerships Program (rPPP), has two streams:

- Stream One – Precinct development and planning (maximum grant opportunity of \$5 million)
- Stream Two – Precinct delivery (maximum grant opportunity of \$50 million)

A key element of both grant streams is the demonstration of Council's commitment and contribution to the project, noting that contributions can be non-monetary.

Assessment of Stream Two applications focus heavily on readiness to commence the project (i.e. "shovel ready projects") and prior community engagement, both key elements that are a deliverable of a successful Stream One project.

Successful projects approved under the rPPP must be completed by 31 March 2026.

### 2. REPORT

As part of the 2023/24 Council Budget, \$200,000 was allocated for the progression of conceptual work for the redevelopment of the Gympie City Centre. This project includes the review of historically developed concept and master plans for the Gympie City Centre and the development of a consolidated, broader concept master plan for Gympie.

With the release of the rPPP grant, there is an opportunity to progress the already approved project from a conceptual study to a fully consolidated master plan for the Gympie City Centre Precinct and the detailed design of a stage, or stages, in order to provide a project that is "shovel ready" within the Precinct (i.e. completion of all community engagement and detailed design), that would then be eligible for potential funding under Stream Two of the rPPP. It would be the intent to apply for funding of the initial stage(s) under Stream Two.

The rPPP grant can play a key role in the region’s continuing recovery from the devastating floods of early 2022 and the strengthening of its economic centre with the impending opening of the Bruce Highway bypass later this year.

It is noted that with the recent acquisition of land adjacent to Memorial Lane, the expansion of this redevelopment project would allow Council to complete the planning for these sites.

**3. BUDGET IMPLICATIONS**

Current approved budget for 2023/24 is \$200,000.

There are no additional budget implications associated with the recommendation of this report for the 2023/24 Financial Year.

The grant (if successful) is to be included in 2024/25 and 2025/26 Budgets, including any monetary Council contribution if required.

**4. POLICY IMPLICATIONS**

There are no policy implications associated with the recommendation of this report.

**5. CONSULTATION**

Initial meeting held on 16 November 2023 to discuss this grant opportunity included:

- Chief Executive Officer
- Director Infrastructure Services
- Acting Director Community Sustainability
- Manager Capital Delivery and Assets
- Coordinator Urban Design

**6. CONCLUSION**

The Regional Precincts and Partnerships Program presents an excellent opportunity for Council to progress the currently approved conceptual project for the Gympie City Centre to a principally grant funded project that will deliver a consolidated master plan and first stage detailed design for the redevelopment of the Gympie City Centre.

Cr HT Smerdon left the meeting at 12:31pm

Cr HT Smerdon returned to the meeting at 12:32pm

**M22/01/24**

**Moved Cr BM Devereaux**

**Seconded Cr DH Stewart**

**That Council endorses the submission of an application under Stream One of the Regional Precincts and Partnerships Program for the Gympie City Centre Precinct.**

**Carried**

**FOR:** Cr HT Smerdon, Cr DH Stewart, Cr RA Fredman, Cr NG Jensen, Cr GC Hartwig, Cr WA Polley, Cr BM Devereaux and Cr J Milne

**AGAINST:** Nil

**SECTION 9: PORTFOLIO COUNCILLOR REPORTS**

Portfolio Councillor Report presented by Cr Fredman:

Cr Fredman advised that he would not be seeking a further term as Councillor for Division 8 in the upcoming local government elections. Following 46 years of both working with Council as a staff member then as a Councillor, Cr Fredman has decided he would now retire.

**SECTION 10: GENERAL BUSINESS**

No General Business presented

**SECTION 11: ATTACHMENTS**

5.3	<b>In Principle Agreement - Galloway Group Company Limited</b>	
	ATTACHMENT 1	IN PRINCIPLE AGREEMENT ..... 96
6.1	<b>2023-24 Budget Amendment - Second Quarter Budget Review</b>	
	ATTACHMENT 1	ATTACHMENT 1 - 2023-24 BUDGET AND LONG-TERM FINANCIAL FORECAST 2023-24 TO 2032-33 ..... 97
	ATTACHMENT 2	ATTACHMENT 2 - REVISED 2023-24 CAPITAL PROGRAM ..... 103
6.2	<b>December 2023 Finance Report</b>	
	ATTACHMENT 1	DECEMBER 2023 FINANCE REPORT ..... 107
7.2	<b>Development Application for Material Change of Use - Transport Depot (Removalist's Depot) and Warehouse (Storage of Shipping Containers) at 427 Carlson Road Coles Creek</b>	
	ATTACHMENT 1	SUBMITTER CONCERNS SUMMARY ..... 131
7.3	<b>Planning Scheme Policy Position Papers</b>	
	ATTACHMENT 1	COASTAL HAZARDS POLICY POSITION PAPER..... 132
	ATTACHMENT 2	HERITAGE POLICY POSITION PAPER ..... 148
	ATTACHMENT 3	HIGHWAY REALIGNMENT POLICY POSITION PAPER ..... 162
	ATTACHMENT 4	HOUSING POLICY POSITION PAPER..... 178
	ATTACHMENT 5	INDUSTRIAL POLICY POSITION PAPER ..... 191
	ATTACHMENT 6	RETAIL COMMERCIAL POLICY POSITION PAPER..... 217
8.1	<b>Water Meter Policy - Sub-metering</b>	
	ATTACHMENT 1	WBUQ012-WATER-SUB-METERS-FOR-MULTI-UNIT-PROPERTIES - FINAL..... 225

ATTACHMENT 2	WBUPOL006 WATER SUBMETERING FOR MULTIUNIT PROPERTIES .....	243
8.2	<b>New Lease to Telstra Corporation Limited over part of Inskip Point - Part of Lot 28 SP103952 - Telstra Satellite Small Cell Facility</b>	
ATTACHMENT 1	DRAFT CONCEPT DESIGN.....	247

There being no further business the meeting closed at 12.46pm

Confirmed this ~~TWENTY FIRST~~ day of ~~FEBRUARY~~ 2024.



Cr GC Hartwig  
CHAIRMAN

## In-Principle Agreement

### Gympie Regional Council and Galloway Group Company Limited

11 January 2024

The signing of this document is to signify the in-principle agreement that Galloway Group Company Limited will contribute \$2.75million towards projects to benefit the wider community as follows:

- \$2 million contribution to the redevelopment of the Gympie Gold Mining Museum
- \$500,000 contribution to earthworks to improve Cooloola BMX and One Mile facilities
- \$50,000 per year for 5 years to sponsor the Heart of Gold International Short Film Festival.
- Other projects and contributions over the course of the mines operations that will benefit the community and leave a lasting legacy for the residents of the Gympie region.

These commitments are subject to the successful outcome of the Foreign Investment Review Board application and the subsequent commencement of operations, and will also require endorsement by resolution at the next Ordinary meeting of Gympie Regional Council in January 2024.

*For and on behalf of*  
GALLOWAY GROUP COMPANY LIMITED  
嘉威揚集團有限公司

*Helv wu.*  
.....  
*Authorized Signature(s)*

Ng Woon Lam

Director, Galloway Group Company Limited



**Gympie Regional Council**  
**2023-2024 Budget and Long Term Financial Forecast 2024 to 2033**  
**Statement of Income and Expenditure**

**Attachment 1**

	2024	2025	2025	2025	2025	2025	2025	2025	2025	2033
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
<b>Revenue</b>										
<b>Recurrent revenue:</b>										
Rates & Utility Charges	91.61M	96.13M	100.42M	104.81M	108.88M	113.10M	117.48M	122.04M	126.77M	131.69M
Less Remissions	(0.86M)	(0.89M)	(0.93M)	(0.96M)	(0.99M)	(1.02M)	(1.05M)	(1.08M)	(1.11M)	(1.14M)
<b>Net rates and utility charges</b>	<b>90.75M</b>	<b>95.24M</b>	<b>99.49M</b>	<b>103.86M</b>	<b>107.89M</b>	<b>112.08M</b>	<b>116.43M</b>	<b>120.96M</b>	<b>125.66M</b>	<b>130.55M</b>
Fees and charges	8.71M	9.05M	9.37M	9.65M	9.94M	10.24M	10.55M	10.86M	11.19M	11.52M
Sales, contract and recoverable works	5.49M	7.90M	8.18M	8.43M	8.68M	8.94M	9.21M	9.48M	9.77M	10.06M
Operational Grants & subsidies	9.29M	9.53M	9.48M	8.07M	8.23M	8.39M	8.56M	8.73M	8.91M	9.09M
Interest received	3.33M	2.30M	2.19M	2.19M	2.28M	2.32M	2.37M	2.46M	2.58M	2.23M
Other recurrent income	2.17M	2.25M	2.33M	2.40M	2.47M	2.54M	2.62M	2.70M	2.78M	2.86M
<b>Total recurrent revenue</b>	<b>119.74M</b>	<b>126.27M</b>	<b>131.04M</b>	<b>134.59M</b>	<b>139.49M</b>	<b>144.51M</b>	<b>149.74M</b>	<b>155.20M</b>	<b>160.89M</b>	<b>166.31M</b>
<b>Capital revenue:</b>										
Capital Grants	102.77M	43.30M	5.56M	4.57M	4.34M	4.34M	4.34M	4.34M	4.34M	3.04M
Developer Contributions	5.15M	4.08M	2.91M	3.53M	4.30M	4.31M	1.50M	1.81M	4.67M	0.93M
<b>Total capital revenue</b>	<b>107.92M</b>	<b>47.39M</b>	<b>8.48M</b>	<b>8.09M</b>	<b>8.63M</b>	<b>8.65M</b>	<b>5.84M</b>	<b>6.15M</b>	<b>9.01M</b>	<b>3.97M</b>
<b>Total income</b>	<b>227.66M</b>	<b>173.66M</b>	<b>139.52M</b>	<b>142.68M</b>	<b>148.12M</b>	<b>153.16M</b>	<b>155.58M</b>	<b>161.34M</b>	<b>169.90M</b>	<b>170.28M</b>
<b>Expenses</b>										
<b>Recurrent expenses:</b>										
Employee costs	46.79M	48.20M	47.05M	46.75M	48.15M	51.95M	53.31M	56.01M	58.65M	61.00M
Materials and services	53.12M	54.71M	53.96M	55.57M	57.24M	59.24M	61.32M	63.46M	65.69M	67.98M
Depreciation and amortisation	26.26M	26.63M	30.27M	32.11M	33.71M	31.96M	33.62M	34.09M	34.00M	34.69M
Finance costs	1.60M	1.60M	1.52M	1.49M	1.35M	1.20M	1.07M	1.01M	1.02M	1.04M
<b>Total recurrent expenses</b>	<b>127.77M</b>	<b>131.14M</b>	<b>132.79M</b>	<b>135.93M</b>	<b>140.45M</b>	<b>144.35M</b>	<b>149.33M</b>	<b>154.58M</b>	<b>159.36M</b>	<b>164.71M</b>
<b>Total Expenses</b>	<b>127.77M</b>	<b>131.14M</b>	<b>132.79M</b>	<b>135.93M</b>	<b>140.45M</b>	<b>144.35M</b>	<b>149.33M</b>	<b>154.58M</b>	<b>159.36M</b>	<b>164.71M</b>
<b>Result from ordinary activities</b>	<b>99.89M</b>	<b>42.52M</b>	<b>6.73M</b>	<b>6.75M</b>	<b>7.67M</b>	<b>8.80M</b>	<b>6.26M</b>	<b>6.76M</b>	<b>10.54M</b>	<b>5.57M</b>
<b>Operating Result</b>										
<b>Adj for Capital Income</b>	<b>(8.03M)</b>	<b>(4.87M)</b>	<b>(1.75M)</b>	<b>(1.34M)</b>	<b>(0.96M)</b>	<b>0.16M</b>	<b>0.42M</b>	<b>0.62M</b>	<b>1.53M</b>	<b>1.60M</b>

**Gympie Regional Council**  
**2023-2024 Budget and Long Term Financial Forecast 2024 to 2033**  
**Statement of Income and Expenditure**

**Attachment 1**

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
<b>Revenue</b>										
<b>Recurrent revenue:</b>										
Rates & Utility Charges	91.61M	96.13M	100.42M	104.81M	108.88M	113.10M	117.48M	122.04M	126.77M	131.69M
Less Remissions	(0.86M)	(0.89M)	(0.93M)	(0.96M)	(0.99M)	(1.02M)	(1.05M)	(1.08M)	(1.11M)	(1.14M)
Net rates and utility charges	<b>90.75M</b>	<b>95.24M</b>	<b>99.49M</b>	<b>103.86M</b>	<b>107.89M</b>	<b>112.08M</b>	<b>116.43M</b>	<b>120.96M</b>	<b>125.66M</b>	<b>130.55M</b>
Fees and charges	8.71M	9.05M	9.37M	9.65M	9.94M	10.24M	10.55M	10.86M	11.19M	11.52M
Sales, contract and recoverable works	5.49M	7.90M	8.18M	8.43M	8.68M	8.94M	9.21M	9.48M	9.77M	10.06M
Operational Grants & subsidies	9.29M	9.53M	9.48M	8.07M	8.23M	8.39M	8.56M	8.73M	8.91M	9.09M
Interest received	3.33M	2.30M	2.19M	2.19M	2.28M	2.32M	2.37M	2.46M	2.58M	2.23M
Other recurrent income	2.17M	2.25M	2.33M	2.40M	2.47M	2.54M	2.62M	2.70M	2.78M	2.86M
<b>Total recurrent revenue</b>	<b>119.74M</b>	<b>126.27M</b>	<b>131.04M</b>	<b>134.59M</b>	<b>139.49M</b>	<b>144.51M</b>	<b>149.74M</b>	<b>155.20M</b>	<b>160.89M</b>	<b>166.31M</b>
<b>Capital revenue:</b>										
Capital Grants	101.93M	43.30M	5.56M	4.57M	4.34M	4.34M	4.34M	4.34M	4.34M	3.04M
Developer Contributions	5.15M	4.08M	2.91M	3.53M	4.30M	4.31M	1.50M	1.81M	4.67M	0.93M
<b>Total capital revenue</b>	<b>107.08M</b>	<b>47.39M</b>	<b>8.48M</b>	<b>8.09M</b>	<b>8.63M</b>	<b>8.65M</b>	<b>5.84M</b>	<b>6.15M</b>	<b>9.01M</b>	<b>3.97M</b>
<b>Total income</b>	<b>226.82M</b>	<b>173.66M</b>	<b>139.52M</b>	<b>142.68M</b>	<b>148.12M</b>	<b>153.16M</b>	<b>155.58M</b>	<b>161.34M</b>	<b>169.90M</b>	<b>170.28M</b>
<b>Expenses</b>										
<b>Recurrent expenses:</b>										
Employee costs	46.79M	48.20M	47.05M	46.75M	48.15M	51.95M	53.31M	56.01M	58.65M	61.00M
Materials and services	53.12M	54.71M	53.96M	55.57M	57.24M	59.24M	61.32M	63.46M	65.69M	67.98M
Depreciation and amortisation	26.26M	26.63M	30.27M	32.11M	33.71M	31.96M	33.62M	34.09M	34.00M	34.69M
Finance costs	1.60M	1.60M	1.52M	1.49M	1.35M	1.20M	1.07M	1.01M	1.02M	1.04M
<b>Total recurrent expenses</b>	<b>127.77M</b>	<b>131.14M</b>	<b>132.79M</b>	<b>135.93M</b>	<b>140.45M</b>	<b>144.35M</b>	<b>149.33M</b>	<b>154.58M</b>	<b>159.36M</b>	<b>164.71M</b>
<b>Total Expenses</b>	<b>127.77M</b>	<b>131.14M</b>	<b>132.79M</b>	<b>135.93M</b>	<b>140.45M</b>	<b>144.35M</b>	<b>149.33M</b>	<b>154.58M</b>	<b>159.36M</b>	<b>164.71M</b>
<b>Result from ordinary activities including Extraordinary Items</b>	<b>99.05M</b>	<b>42.52M</b>	<b>6.73M</b>	<b>6.75M</b>	<b>7.67M</b>	<b>8.80M</b>	<b>6.26M</b>	<b>6.76M</b>	<b>10.54M</b>	<b>5.57M</b>
<b>Operating Result</b>										
<b>Adj for Capital Income</b>	<b>(8.03M)</b>	<b>(4.87M)</b>	<b>(1.75M)</b>	<b>(1.34M)</b>	<b>(0.96M)</b>	<b>0.16M</b>	<b>0.42M</b>	<b>0.62M</b>	<b>1.53M</b>	<b>1.60M</b>
<b>Extraordinary Items</b>										
GRIT Project	4.71M	3.20M	-	-	-	-	-	-	-	-
Planning Scheme	1.00M	-	-	-	-	-	-	-	-	-
Southside Sewerage Operational costs	0.66M	1.26M	-	-	-	-	-	-	-	-
<b>Net Operational Result excluding Extraordinary Items</b>	<b>(1.66M)</b>	<b>(0.41M)</b>	<b>(1.75M)</b>	<b>(1.34M)</b>	<b>(0.96M)</b>	<b>0.16M</b>	<b>0.42M</b>	<b>0.62M</b>	<b>1.53M</b>	<b>1.60M</b>

**Gympie Regional Council**  
**2023-2024 Budget and Long Term Financial Forecast 2024 to 2033**  
**Statement of Financial Position**

**Attachment 1**

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	Budget	Actuals	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
<b>Current assets</b>										
Cash assets & cash equivalents	48.97M	59.40M	56.01M	58.23M	59.24M	61.29M	63.23M	66.33M	67.45M	70.88M
Other inventory	1.76M	1.76M	1.76M	1.76M	1.76M	1.76M	1.76M	1.76M	1.76M	1.76M
Receivables	9.40M	10.04M	10.46M	10.88M	11.25M	11.69M	12.11M	12.55M	12.98M	13.49M
Other Current Assets	0.57M	0.57M	0.57M	0.57M	0.57M	0.57M	0.57M	0.57M	0.57M	0.57M
<b>Total current assets</b>	<b>60.71M</b>	<b>71.78M</b>	<b>68.80M</b>	<b>71.44M</b>	<b>72.82M</b>	<b>75.31M</b>	<b>77.68M</b>	<b>81.21M</b>	<b>82.75M</b>	<b>86.69M</b>
<b>Non-current assets</b>										
Receivables	-	-	-	-	-	-	-	-	-	-
Property, plant and equipment	1600.92M	1755.50M	1781.40M	1798.69M	1801.32M	1831.22M	1833.02M	1834.22M	1846.99M	1846.55M
Capital works in progress	160.27M	56.44M	40.85M	33.52M	37.30M	35.69M	35.56M	37.36M	43.06M	48.41M
Other non-current assets	0.93M	1.49M	1.26M	1.03M	0.80M	0.56M	0.33M	0.10M	-	-
<b>Total non-current assets</b>	<b>1762.11M</b>	<b>1813.43M</b>	<b>1823.51M</b>	<b>1833.24M</b>	<b>1839.42M</b>	<b>1867.47M</b>	<b>1868.91M</b>	<b>1871.68M</b>	<b>1890.05M</b>	<b>1894.96M</b>
<b>Total assets</b>	<b>1822.81M</b>	<b>1885.21M</b>	<b>1892.32M</b>	<b>1904.69M</b>	<b>1912.24M</b>	<b>1942.79M</b>	<b>1946.58M</b>	<b>1952.89M</b>	<b>1972.81M</b>	<b>1981.65M</b>
<b>Current liabilities</b>										
Trade and other payables	8.24M	8.51M	8.36M	8.47M	8.70M	9.20M	9.49M	9.89M	10.26M	0.01M
Borrowings	2.64M	2.89M	3.31M	3.43M	3.58M	2.75M	0.85M	0.81M	0.82M	0.00M
Employee payables/provisions	8.81M	8.81M	8.81M	8.81M	8.81M	8.81M	8.81M	8.81M	8.81M	0.04M
Other provisions	0.15M	0.15M	0.15M	0.15M	0.15M	0.15M	0.15M	0.15M	0.15M	0.15M
Other	1.77M	1.52M	-	-	-	-	-	-	-	-
<b>Total current liabilities</b>	<b>21.61M</b>	<b>21.88M</b>	<b>20.63M</b>	<b>20.85M</b>	<b>21.23M</b>	<b>20.91M</b>	<b>19.30M</b>	<b>19.65M</b>	<b>20.04M</b>	<b>0.23M</b>
<b>Non-current liabilities</b>										
Borrowings	17.67M	16.77M	18.46M	15.03M	11.45M	8.71M	7.85M	7.05M	6.22M	5.38M
Other liabilities	1.57M	0.05M	-	-	-	-	-	-	-	-
Employee payables/provisions	1.57M	1.57M	1.57M	1.57M	1.57M	1.57M	1.57M	1.57M	1.57M	1.57M
Other provisions	13.81M	13.81M	13.81M	13.81M	13.81M	13.81M	13.81M	13.81M	13.81M	13.81M
<b>Total non-current liabilities</b>	<b>34.61M</b>	<b>32.19M</b>	<b>33.83M</b>	<b>30.40M</b>	<b>26.83M</b>	<b>24.08M</b>	<b>23.23M</b>	<b>22.42M</b>	<b>21.60M</b>	<b>20.76M</b>
<b>Total liabilities</b>	<b>56.22M</b>	<b>54.08M</b>	<b>54.46M</b>	<b>51.26M</b>	<b>48.06M</b>	<b>44.99M</b>	<b>42.52M</b>	<b>42.07M</b>	<b>41.64M</b>	<b>20.99M</b>
<b>Net community assets</b>	<b>1766.59M</b>	<b>1831.13M</b>	<b>1837.86M</b>	<b>1853.43M</b>	<b>1864.18M</b>	<b>1897.80M</b>	<b>1904.06M</b>	<b>1910.82M</b>	<b>1931.17M</b>	<b>1960.66M</b>
<b>Community equity</b>										
Asset revaluation reserve	826.21M	848.22M	848.22M	857.04M	860.12M	884.94M	884.94M	884.94M	894.75M	898.43M
Retained surplus (deficiency)	940.39M	982.91M	989.64M	996.39M	1004.06M	1012.86M	1019.12M	1025.88M	1036.42M	1042.00M
<b>Total community equity</b>	<b>1766.59M</b>	<b>1831.13M</b>	<b>1837.86M</b>	<b>1853.43M</b>	<b>1864.18M</b>	<b>1897.80M</b>	<b>1904.06M</b>	<b>1910.82M</b>	<b>1931.17M</b>	<b>1940.42M</b>

**Gympie Regional Council**  
**2023-2024 Budget and Long Term Financial Forecast 2024 to 2033**  
**Statement of Cash Flows**

**Attachment 1**

	2024 \$ Actuals	2025 \$ Forecast	2026 \$ Forecast	2027 \$ Forecast	2028 \$ Forecast	2029 \$ Forecast	2030 \$ Forecast	2031 \$ Forecast	2032 \$ Forecast	2033 \$ Forecast
<b>Cash flows from operating activities:</b>										
Receipts from customers	106.60M	113.34M	118.47M	123.41M	128.10M	132.83M	137.84M	143.00M	148.40M	153.89M
Payment to suppliers and employees	(99.51M)	(103.33M)	(101.87M)	(102.94M)	(105.91M)	(111.47M)	(115.15M)	(119.91M)	(124.83M)	(129.46M)
Interest received	3.33M	2.30M	2.19M	2.19M	2.28M	2.32M	2.37M	2.46M	2.58M	2.23M
Finance costs	(0.93M)	(0.91M)	(0.81M)	(0.76M)	(0.60M)	(0.42M)	(0.26M)	(0.18M)	(0.16M)	(0.14M)
Other	8.04M	8.22M	8.39M	8.56M	8.74M	8.92M	9.10M	9.29M	9.49M	9.68M
<b>Net cash inflow (outflow) from operating activities</b>	<b>17.52M</b>	<b>19.62M</b>	<b>26.38M</b>	<b>30.46M</b>	<b>32.61M</b>	<b>32.17M</b>	<b>33.90M</b>	<b>34.66M</b>	<b>35.48M</b>	<b>36.19M</b>
<b>Cash flows from investing activities:</b>										
Payments for property, plant and equipment	(159.57M)	(56.44M)	(40.85M)	(33.52M)	(37.30M)	(35.69M)	(35.56M)	(37.36M)	(43.06M)	(36.41M)
Subsidies, donations and contributions for new capital expenditure	107.92M	47.39M	8.48M	8.09M	8.63M	8.65M	5.84M	6.15M	9.01M	3.97M
Proceeds from sale of property, plant and equipment	0.50M	0.50M	0.50M	0.50M	0.50M	0.50M	0.50M	0.50M	0.50M	0.50M
Net Movement in Loans and advances	-	-	-	-	-	-	-	-	-	-
Net transfer (to) from cash investments	-	-	-	-	-	-	-	-	-	-
<b>Net cash inflow (outflow) from investing activities</b>	<b>(51.15M)</b>	<b>(8.55M)</b>	<b>(31.88M)</b>	<b>(24.93M)</b>	<b>(28.17M)</b>	<b>(26.55M)</b>	<b>(29.22M)</b>	<b>(30.71M)</b>	<b>(33.55M)</b>	<b>(31.94M)</b>
<b>Cash flows from financing activities:</b>										
Proceeds from borrowings	5.38M	2.00M	5.00M	-	-	-	-	-	-	-
Repayment of borrowings	(2.20M)	(2.64M)	(2.89M)	(3.31M)	(3.43M)	(3.58M)	(2.75M)	(0.85M)	(0.81M)	(0.82M)
<b>Net cash inflow (outflow) from financing activities</b>	<b>3.18M</b>	<b>(0.64M)</b>	<b>2.11M</b>	<b>(3.31M)</b>	<b>(3.43M)</b>	<b>(3.58M)</b>	<b>(2.75M)</b>	<b>(0.85M)</b>	<b>(0.81M)</b>	<b>(0.82M)</b>
<b>Net increase (decrease) in cash held</b>	<b>(30.45M)</b>	<b>10.43M</b>	<b>(3.39M)</b>	<b>2.22M</b>	<b>1.01M</b>	<b>2.05M</b>	<b>1.94M</b>	<b>3.10M</b>	<b>1.12M</b>	<b>3.43M</b>
Cash at beginning of reporting period	80.12M	48.97M	59.40M	56.01M	58.23M	59.24M	61.29M	63.23M	66.33M	67.45M
<b>Cash Balance</b>	<b>49.67M</b>	<b>59.40M</b>	<b>56.01M</b>	<b>58.23M</b>	<b>59.24M</b>	<b>61.29M</b>	<b>63.23M</b>	<b>66.33M</b>	<b>67.45M</b>	<b>70.88M</b>

**Gympie Regional Council**  
**2023-2024 Budget and Long Term Financial Forecast 2024 to 2033**  
**Statement of Changes in Equity**

**Attachment 1**

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	Budget	Forecast	Actuals	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
<b>Asset revaluation surplus</b>										
Opening balance	826.21M	848.22M	848.22M	857.04M	860.12M	884.94M	884.94M	884.94M	894.75M	898.43M
Increase in asset revaluation surplus	-	22.02M	-	8.82M	3.08M	24.82M	-	-	9.81M	3.68M
<b>Closing balance</b>	<b>826.21M</b>	<b>870.24M</b>	<b>848.22M</b>	<b>865.86M</b>	<b>863.20M</b>	<b>909.76M</b>	<b>884.94M</b>	<b>884.94M</b>	<b>904.55M</b>	<b>902.11M</b>
<b>Retained surplus</b>										
Opening balance	840.50M	940.39M	982.91M	989.64M	996.39M	1004.06M	1012.86M	1019.12M	1025.88M	1036.42M
Net result	99.89M	42.52M	6.73M	6.75M	7.67M	8.80M	6.26M	6.76M	10.54M	5.57M
<b>Closing balance</b>	<b>940.39M</b>	<b>982.91M</b>	<b>989.64M</b>	<b>996.39M</b>	<b>1004.06M</b>	<b>1012.86M</b>	<b>1019.12M</b>	<b>1025.88M</b>	<b>1036.42M</b>	<b>1042.00M</b>
<b>Total</b>										
Opening balance	1666.71M	1766.59M	1831.13M	1837.86M	1853.43M	1864.18M	1897.80M	1904.06M	1910.82M	1931.17M
Net result	99.89M	42.52M	6.73M	6.75M	7.67M	8.80M	6.26M	6.76M	10.54M	5.57M
Increase in asset revaluation surplus	-	22.02M	-	8.82M	3.08M	24.82M	-	-	9.81M	3.68M
<b>Closing balance</b>	<b>1766.59M</b>	<b>1831.13M</b>	<b>1837.86M</b>	<b>1853.43M</b>	<b>1864.18M</b>	<b>1897.80M</b>	<b>1904.06M</b>	<b>1910.82M</b>	<b>1931.17M</b>	<b>1940.42M</b>

**Gympie Regional Council**  
**2023-2024 Budget and Long Term Financial Forecast 2024 to 2033**  
**Relevant Measures of Financial Sustainability**

**Attachment 1**

	Target	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Average
Operating Surplus Ratio	Between 0% and 10%	(6.7)%	(3.9)%	(1.3)%	(1.0)%	(0.7)%	0.1%	0.3%	0.4%	1.0%	1.0%	(1.1)%
(Net Operating Surplus / Total Operating Revenue) (%)												
Net Financial Asset / Liability Ratio	<= 60%	(3.7)%	(14.0)%	(10.9)%	(15.0)%	(17.8)%	(21.0)%	(23.5)%	(25.2)%	(25.6)%	(27.3)%	(18.4)%
((Total Liabilities - Current Assets) / Total Operating Revenue)												
Asset Sustainability Ratio	>90%	378.4%	155.2%	96.9%	67.5%	89.6%	93.1%	98.1%	91.7%	96.9%	83.2%	125.1%
(Capital Expenditure on the Replacement of Assets (renewals) / Depreciation Expense)												
	Target	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Average
Cash Expense Cover Ratio	>3	2.9	4.0	3.7	3.9	4.4	4.3	4.8	5.0	5.3	5.4	4.4
Number of months of operations supported by cash balance												

Revised 2023-24 Capital Program	Council Funding for Proposed Q2 23/24 Budget	Grant Funding for Proposed Q2 23/24 Budget	LGP Funding for Proposed Q2 23/24 Budget	Adopted Q1 Budget	Revised Budget Q2 Review for 2023/24	Attachment 2 Adjustment for Q2 Review
<b>23/24 Budget</b>	<b>\$28,708,817</b>	<b>\$128,344,725</b>	<b>\$1,895,244</b>	<b>\$111,959,603</b>	<b>\$146,098,758</b>	<b>\$48,139,155</b>
<b>Buildings</b>	<b>\$1,151,089</b>	<b>\$25,218,734</b>	<b>\$0</b>	<b>\$7,150,764</b>	<b>\$26,369,823</b>	<b>\$19,219,059</b>
00003569 - Traveston Visitor Information Centre Fit Out	\$78,876	\$0	\$0	\$78876	\$78876	\$0
00004479 - Gympie Disaster Coordination Centre (DBB) - RFI	\$0	\$457,250	\$0	\$457250	\$457250	\$0
00004933 - Gympie Disaster Support Centre (24 Mellor Street) - BSR	\$0	\$0	\$0	\$607961	\$0	-\$607,961
00005348 - Flood affected buildings insurance payout	\$0	\$1,250,000	\$0	\$1250000	\$1250000	\$0
00007939 - John Street Depot Upgrade	\$329,282	\$611,524	\$0	\$382845	\$940896	\$557,961
00007948 - QRA Voluntary Home Buy Back grant	\$0	\$22,219,059	\$0	\$3000000	\$22219059	\$19,219,059
00008639 - Cedar Pocket Hall - Equitable Access ramp	\$80,000	\$0	\$0	\$30000	\$80000	\$50,000
00008644 - Manumbar Hall PWD	\$100,000	\$0	\$0	\$100000	\$100000	\$0
00008673 - LRC Phase 4 - Part A	\$0	\$680,901	\$0	\$680901	\$680901	\$0
0008654 - Building Asset Condition Assessment	\$400,000	\$0	\$0	\$400000	\$400000	\$0
4324 - Office Accommodation Strategy/Standard	\$28,605	\$0	\$0	\$28605	\$28605	\$0
8201 - Town Hall MSB Renewal	\$39,326	\$0	\$0	\$39326	\$39326	\$0
Cedar Pocket Hall Roof Replacement	\$95,000	\$0	\$0	\$95000	\$95000	\$0
<b>Community Facilities</b>	<b>\$1,414,266</b>	<b>\$4,985,251</b>	<b>\$0</b>	<b>\$8,833,717</b>	<b>\$6,349,517</b>	<b>-\$2,484,200</b>
00002788 - Gympie Civic Centre Upgrade (Electrical and Technical facilities)	\$800,000	\$800,000	\$0	\$4000000	\$1600000	-\$2,400,000
00004331 - Showgrounds Main Grandstand Structural Repairs - W4Q	\$0	\$442,579	\$0	\$442579	\$442579	\$0
00004345 - Saleyards Facilities and Safety Upgrades - W4Q	\$153,358	\$51,119	\$0	\$53977	\$204477	\$150,500
00004352 - Gympie ARC Chlorine Dosing System Replacement - W4Q	\$270,000	\$330,000	\$0	\$260000	\$600000	\$340,000
00005427 - B36Kandanga Swimming Pool - Leak Repairs	\$1,442	\$0	\$0	\$1442	\$1442	\$0
00008634 - Regionwide Swimming Pool Upgrades / Renewal - W4Q	\$0	\$350,000	\$0	\$350000	\$350000	\$0
00008635 - Gympie Hydrotherapy Pool Feasibility Study	\$50,000	\$0	\$0	\$50000	\$50000	\$0
00008638 - Airfield Marker Upgrades at Gympie Aerodrome - RAP	\$30,000	\$20,000	\$0	\$40000	\$50000	\$10,000
00008642 - Kilkivan equestrian centre - Install Cattle yards Adjacent to the arena	\$25,000	\$0	\$0	\$25000	\$25000	\$0
00008643 - Kilkivan equestrian centre - Install onsite arena watering system	\$40,000	\$0	\$0	\$40000	\$40000	\$0
00008664 - QRA Community and Recreational Assets Recovery and Resilience Program (DTIS)	\$0	\$935,892	\$0	\$1070719	\$935892	-\$134,827
00008669 - QRA Recreation and Community Assets	\$0	\$1,825,661	\$0	\$2500000	\$1825661	-\$674,339
Gympie Aerodrome - Fire Fighting Water Tanks	\$0	\$180,000	\$0	\$0	\$180000	\$180,000
Gympie Aquatic Recreational Centre Asset Purchases	\$24,043	\$0	\$0	\$0	\$24043	\$24,043
Pavilion Asset Purchases	\$20,423	\$0	\$0	\$0	\$20423	\$20,423
<b>Land &amp; Improvements</b>	<b>\$485,346</b>	<b>\$723,925</b>	<b>\$120,000</b>	<b>\$1,130,960</b>	<b>\$1,329,271</b>	<b>\$198,311</b>
00003260 - Future Sporting Fields	\$69,310	\$0	\$0	\$69310	\$69310	\$0
00003465 - Nelson Reserve Electrical Rectifications	\$9,719	\$0	\$0	\$9719	\$9719	\$0
00004410 - Pie Creek Hall - Provision of Toddler play area with shade over whole of playground	\$3,070	\$0	\$0	\$3070	\$3070	\$0
00004412 - Lake Alford Water Quality - W4Q	\$0	\$116,108	\$0	\$111863	\$116108	\$4,245
00005388 - Bert Smith Park - Provision of drinking fountain	\$4,115	\$0	\$0	\$4115	\$4115	\$0
00007877 - Lake Alford park post-flood restoration - LRCI	\$0	\$336,347	\$0	\$336347	\$336347	\$0
00007878 - Dickabram Park post-flood restoration	\$0	\$105,950	\$0	\$102834	\$105950	\$3,116
00007880 - Woolooga playground restoration	\$3,102	\$0	\$0	\$3102	\$3102	\$0
00008631 - Crab Creek Erosion Remediation - QCoast	\$7,280	\$65,520	\$0	\$72800	\$72800	\$0
00008633 - Tin Can Bay Off-leash Dog Park	\$0	\$0	\$120,000	\$120,000	\$120,000	\$0
4215 - Lake Alford Electrical & Lighting	\$47,800	\$0	\$0	\$47800	\$47800	\$0
8200 - Laurie Hanson rubber softfall	\$40,950	\$0	\$0	\$40000	\$40950	\$950
Bushfire Mitigation Related Assets (Trail Construction, culverts, gates and signage)	\$15,000	\$0	\$0	\$15000	\$15000	\$0
Coooloola Coast Cemetery Memorial Garden	\$15,000	\$0	\$0	\$0	\$15000	\$15,000

Revised 2023-24 Capital Program	Council Funding for Proposed Q2 23/24 Budget	Grant Funding for Proposed Q2 23/24 Budget	LGIP Funding for Proposed Q2 23/24 Budget	Adopted Q1 Budget	Revised Budget Q2 Review for 2023/24	Adjustment for Q2 Review
Jack Stoke Oval Mini-Mod Field Upgrade	\$25,000	\$100,000	\$0	\$0	\$125,000	\$125,000
Purchase of Lot 2 on RP56378	\$245,000	\$0	\$0	\$195,000	\$245,000	\$50,000
<b>Plant &amp; Equipment</b>	<b>\$5,434,866</b>	<b>\$14,700</b>	<b>\$0</b>	<b>\$6,553,918</b>	<b>\$6,599,539</b>	<b>\$45,621</b>
00003571 - Light Truck - GVM < 4500kg Fleet Replacement (replaces Fleet 132)	\$0	\$0	\$0	\$0	\$0	\$0
00003578 - Fleet 173 - Waste Management Truck (Front Loader)	\$430,661	\$0	\$0	\$425,509	\$430,661	\$5,152
00004221 - Closed-circuit television - Upgrade/Replacement	\$65,510	\$0	\$0	\$195,510	\$65,510	-\$130,000
00004237 - Global Positioning System Installation in Council's Fleet	\$100,000	\$0	\$0	\$100,000	\$100,000	\$0
00004710 - Mower - Ride on Fleet Replacement (replaces Fleet 463)	\$99,000	\$0	\$0	\$99,000	\$99,000	\$0
00004714 - Heavy Truck - GVM > 16,000kg Fleet Replacement (replaces Fleet 192)	\$0	\$0	\$0	\$0	\$0	\$0
00004715 - Heavy Truck - GVM > 16,000kg Fleet Replacement (replaces Fleet 193)	\$242,957	\$0	\$0	\$242,957	\$242,957	\$0
00004720 - Track Loader Fleet Replacement (replaces Fleet 237)	\$490,253	\$0	\$0	\$489,562	\$490,253	\$691
00004724 - Tractor Fleet Replacement (replaces Fleet 321)	\$167,818	\$0	\$0	\$167,818	\$167,818	\$0
00005303 - Monitoring Equipment	\$14,602	\$0	\$0	\$14,602	\$14,602	\$0
00005375 - DATA Centre Refres - IaaS	\$0	\$0	\$0	\$6,000	\$0	-\$6,000
00005382 - Digital Radio for the Regions - business case, analysis and design	\$133,745	\$0	\$0	\$133,745	\$133,745	\$0
00008055 - Fleet 227 - Front End Loader	\$382,715	\$0	\$0	\$382,715	\$382,715	\$0
00008056 - Fleet 2201 - Road Maintenance Truck	\$420,239	\$0	\$0	\$420,239	\$420,239	\$0
00008649 - Gympie Library RFID Renewal and Digital Services Upgrade	\$55,000	\$0	\$0	\$55,000	\$55,000	\$0
00008650 - Front Deck Mowers (Plant 332 and Plant 343)	\$90,000	\$0	\$0	\$90,000	\$90,000	\$0
00008651 - Chipper (Replaces fleet 548)	\$0	\$0	\$0	\$0	\$0	\$0
00008652 - On-Premise Server Renewal	\$301,000	\$0	\$0	\$295,000	\$301,000	\$6,000
00008653 - Enterprise Access Control Renewal	\$0	\$0	\$0	\$350,000	\$0	-\$350,000
00008655 - Front End Loader Plant 219	\$480,000	\$0	\$0	\$480,000	\$480,000	\$0
00008656 - Fleet 204 - Grader	\$450,000	\$0	\$0	\$450,000	\$450,000	\$0
00008656 - Fleet 235 - Excavator	\$65,000	\$0	\$0	\$65,000	\$65,000	\$0
00008656 - Fleet 241 - Loader	\$140,000	\$0	\$0	\$140,000	\$140,000	\$0
00008656 - Fleet 362 - Slasher	\$15,000	\$0	\$0	\$15,000	\$15,000	\$0
00008656 - Fleet 855 - Trailer	\$40,000	\$0	\$0	\$40,000	\$40,000	\$0
00008656 - Fleet 901 - Quick Spray Unit	\$35,000	\$0	\$0	\$35,000	\$35,000	\$0
00008662 - 23/24 Fleet Renewals	\$66,779	\$0	\$0	\$121,675	\$121,675	\$0
8346 - Flood sign storage	\$0	\$14,700	\$0	\$0	\$14,700	\$14,700
Enterprise Access Control System	\$700,000	\$0	\$0	\$300,000	\$700,000	\$400,000
Fleet 240 - Loader bucket	\$11,107	\$0	\$0	\$10,509	\$11,107	\$598
Monkland Depot - Ice Machine	\$7,804	\$0	\$0	\$0	\$7,804	\$7,804
M5 Teams Meeting Rooms	\$80,000	\$0	\$0	\$0	\$80,000	\$80,000
Replacement Sewer Jet Trailer 748	\$104,000	\$0	\$0	\$104,000	\$104,000	\$0
Towbar Fleet 134	\$10,000	\$0	\$0	\$10,000	\$10,000	\$0
Trailer replacement unit 751	\$30,000	\$0	\$0	\$30,000	\$30,000	\$0
Trimble Survey Equipment	\$71,676	\$0	\$0	\$70,000	\$71,676	\$1,676
Trimble Tablet	\$15,000	\$0	\$0	\$0	\$15,000	\$15,000
Truck Cranes (Need to be added to Fleet unit when advised)	\$120,000	\$0	\$0	\$120,000	\$120,000	\$0
<b>Sewer</b>	<b>\$4,711,700</b>	<b>\$4,775,302</b>	<b>\$0</b>	<b>\$8,708,054</b>	<b>\$9,487,002</b>	<b>\$778,948</b>
00003344 - Priority instrumentation supply, installation and integration Coastal STP's & 6 RES.	\$603,166	\$0	\$0	\$603,166	\$603,166	\$0
00003357 - Sewerage Treatment Plant Renewal & Upgrade	\$0	\$0	\$0	\$0	\$0	\$0
00003369 - SPS C1 Renewal - Refurb	\$240,000	\$0	\$0	\$240,000	\$240,000	\$0
00003952 - Gympie 1 Sewer Pump Station replacement - W4Q	\$50,000	\$200,000	\$0	\$250,000	\$250,000	\$0
00003953 - Gympie 3 Sewer Pump Station replacement - W4Q	\$660,000	\$1,540,000	\$0	\$1,760,000	\$2,200,000	\$440,000
00005338 - Gympie Southside Sewer Network Expansion Project Stage 8, 9 and 10 - LGGSP	\$2,023,534	\$3,035,302	\$0	\$5,088,36	\$5,088,36	\$0



Revised 2023-24 Capital Program	Council Funding for Proposed Q2 23/24 Budget	Grant Funding for Proposed Q2 23/24 Budget	LGIP Funding for Proposed Q2 23/24 Budget	Adopted Q1 Budget	Revised Budget Q2 Review for 2023/24	Adjustment for Q2 Review
00005410 - Gympie C5 VFD & Motor replacement	\$95,000	\$0	\$0	\$41052	\$95000	\$53,948
00007865 - Gympie STP Belt Press Rehab	\$180,000	\$0	\$0	\$255000	\$180000	-\$75,000
00009040 - Bonnick Road Trunk Sewer Extension	\$120,000	\$0	\$0	\$120000	\$120000	\$0
Gympie STP - SPS R2 Renewal	\$100,000	\$0	\$0	\$0	\$100000	\$100,000
Mulcahy Tce Sewer Renewal	\$40,000	\$0	\$0	\$0	\$40000	\$40,000
Sorensen Road Sewer Extension	\$100,000	\$0	\$0	\$0	\$100000	\$100,000
00008663 - 23/24 Sewer Main Renewals	\$500,000	\$0	\$0	\$380000	\$500000	\$120,000
<b>Transport</b>	<b>\$4,631,856</b>	<b>\$90,879,613</b>	<b>\$1,040,205</b>	<b>\$48,641,310</b>	<b>\$98,551,674</b>	<b>\$29,910,364</b>
00003398 - McIntosh Creek Road, Jones Hill (Number 60 to 141) road widening of existing narrow lane sealed road - W4Q	\$0	\$1,000,000	\$0	\$1000000	\$1000000	\$0
00003400 - Sandy Creek Road (Chainage 16.5-17.5 kilometre) road widening of existing narrow lane sealed road.	\$0	\$600,000	\$0	\$600000	\$600000	\$0
00003600 - Intersection Upgrades - Station Road / Tozer Street / Chapple Street / Lady Mary Terrace - TIDS	\$0	\$222,412	\$333,619	\$2,206,031	\$556,031	-\$1,650,000
00004170 - Bitumen seal gravel section of Tandur road (refer to WO 2418 for budget)	\$73,350	\$0	\$0	\$73350	\$73350	\$0
00004256 - Excelsior Road Road Rehabilitation - LRCI	\$0	\$590,455	\$0	\$590455	\$590455	\$0
00004483 - Sandy Creek Road, Veteran (Road Widening)	\$22,584	\$429,100	\$0	\$331684	\$451684	\$120,000
00004779 - Rail Trail Feasibility Study - Imbil to Amamoor	\$0	\$230,509	\$0	\$230509	\$230509	\$0
00004931 - Smith's Bridge Replacement on Smith Road (Woolooga) - B5BR	\$108,791	\$979,122	\$0	\$1587913	\$1087913	-\$500,000
00004932 -Kandanga Hall and Rural Fire Service - carpark & emergency access - B5BR	\$14,147	\$127,321	\$0	\$141468	\$141468	\$0
00005322 - East Deep Creek Road Widening - TIDS	\$577,907	\$385,271	\$0	\$963178	\$963178	\$0
00005324 - Ashford Road Pathway - TIDS	\$105,000	\$70,000	\$0	\$95000	\$175000	\$80,000
00005356 - North Deep Creek Road Widening - Black Spot	\$0	\$200,000	\$0	\$800000	\$200000	-\$600,000
00007863 - Gympie Town Hall car park retaining wall renewal - LRCI	\$0	\$406,468	\$0	\$406468	\$406468	\$0
00007953 - Rainbow Beach Road Centre Block SWD Renewal	\$4,403	\$0	\$0	\$4403	\$4403	\$0
00008637 - Station Road Widening and Resurfacing - TIDS	\$0	\$411,858	\$617,786	\$700,000	\$1,029,644	\$329,644
00008640 - Wises Road Pathway (Crescent Rd to Rifle Range Rd) - TIDS	\$0	\$35,200	\$52,800	\$168,000	\$88,000	-\$80,000
00008641 - Bridge No. 112 Replacement on Inglewood Road (Monkland) - BRP	\$34,000	\$136,000	\$0	\$370000	\$170000	-\$200,000
00008646 - Imbil Township Upgrade	\$50,000	\$0	\$0	\$50000	\$50000	\$0
00008648 - Bridge No. 78 Replacement on Howe Road (Traveston) - BRP	\$40,000	\$160,000	\$0	\$200000	\$200000	\$0
00008667 - 23/24 Roads to Recovery Program	\$0	\$691,800	\$0	\$691800	\$691800	\$0
00008668 - Road Resurfacing Program - TIDS	\$1,082,500	\$1,082,500	\$0	\$2350000	\$2165000	-\$83,000
00008670 - QRA REPA Complimentary works	\$0	\$0	\$0	\$2500000	\$0	-\$3,500,000
00008671 - QRA REPA Sites	\$4,025,087	\$76,476,649	\$0	\$48490080	\$80501736	\$32,011,656
00008672 - LRCI Phase 4 - Part B	\$0	\$0	\$0	\$392759	\$0	-\$392,759
00008674 - LRCI Phase 3	\$0	\$0	\$0	\$1038604	\$0	-\$1,038,604
00009262 - Copp Road, Pritchard Road, Smerdon Road, widen roads	\$0	\$144,000	\$36,000	\$0	\$180,000	\$180,000
14 Rainbow Beach Rd Streetscape Improvement - Completion of	\$4,460	\$0	\$0	\$0	\$4460	\$4,460
Bella Creek Road Widening	\$0	\$5,000,000	\$0	\$0	\$5000000	\$5,000,000
Bus Stop Shelter Program 7 21 Various Locations	\$44,610	\$0	\$0	\$0	\$44610	\$44,610
Cartwright Road, James Nash State High School, upgrade passe	\$9,043	\$0	\$0	\$0	\$9043	\$9,043
Hamilton Road, Corella Court to Old Maryborough Road - design shared path	\$3,419	\$0	\$0	\$0	\$3419	\$3,419
Misc. Minor Upgrades - Safety and Signage upgrades	\$12,798	\$0	\$0	\$0	\$12798	\$12,798
Moreland Road bitumen sealing (50% with resident)	\$7,698	\$0	\$0	\$0	\$7698	\$7,698
QRA Betterment Sites	\$166,772	\$1,500,948	\$0	\$1759608	\$1667720	-\$91,888
Quany Pits Rehabilitation	\$5,819	\$0	\$0	\$0	\$5819	\$5,819
Road Widening-Tamaree Rd, Tamaree(Chainage 0 - 2.1 Km)	\$44,468	\$0	\$0	\$0	\$44468	\$44,468
Smithfield Street Lighting Renewal	\$15,000	\$0	\$0	\$0	\$15000	\$15,000

Revised 2023-24 Capital Program	Council Funding for Proposed Q2 23/24 Budget	Grant Funding for Proposed Q2 23/24 Budget	LGIP Funding for Proposed Q2 23/24 Budget	Adopted Q1 Budget	Revised Budget Q2 Review for 2023/24	Adjustment for Q2 Review
Woolgar Bridge - Mooloo Road (Timber Bridge Rehab)	\$180,000	\$0	\$0	\$0	\$180,000	\$180,000
<b>Waste Management</b>	<b>\$5,591,912</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,341,912</b>	<b>\$5,591,912</b>	<b>\$1,250,000</b>
00003341 - Tin Can Bay Landfill Rehabilitation Design	\$0	\$0	\$0	\$250,000	\$0	-\$250,000
00004787 - Goomeri Waste Facility - Land Purchase (Lot 108 on plan FY772)	\$91,912	\$0	\$0	\$91,912	\$91,912	\$0
00007973 - Bonnick Rd WMF Eastern Cell Expansion	\$5,500,000	\$0	\$0	\$3,500,000	\$5,500,000	\$2,000,000
00008636 - Gympie Waste Management Facility Concept Design / Planning / Construction	\$0	\$0	\$0	\$500,000	\$0	-\$500,000
<b>Water</b>	<b>\$3,287,782</b>	<b>\$1,797,200</b>	<b>\$735,039</b>	<b>\$6,598,968</b>	<b>\$5,820,020</b>	<b>-\$778,948</b>
00003349 - Water Meters Replacement Program	\$275,127	\$0	\$0	\$160,000	\$275,127	\$115,127
00003594 - Replacement of water main along Pengelly's Bridge.	\$0	\$0	\$0	\$0	\$0	\$0
00003746 - Gympie WTP Belt Press Refurbishment	\$75,000	\$0	\$0	\$50,000	\$75,000	\$25,000
00004838 - Gympie WTP Reservoir Renewal (Jones Hill) - BoR	\$0	\$735,039	\$735,039	\$2,685,000	\$1,470,078	-\$1,214,922
00005144 - Rainbow Beach Tourism Water Fill Point - QFIG	\$100,543	\$100,543	\$0	\$171,238	\$201,085	\$29,847
00005201 - QRA funding generators - Pavilion, Civic Centre, Water Treatment Plant	\$240,404	\$961,618	\$0	\$1,202,022	\$1,202,022	\$0
00005397 - Amamoor & Kandanga WTP Instrument Upgrade	\$67,000	\$0	\$0	\$67,000	\$67,000	\$0
00005403 - Goomeri WTP Upgrade - Package 1	\$606,000	\$0	\$0	\$515,000	\$606,000	\$91,000
00005411 - Gympie WTP Turbidity Meter Replacement	\$18,277	\$0	\$0	\$18,277	\$18,277	\$0
00005412 - Colloola Cove WTP #1 Filter Replacement	\$250,000	\$0	\$0	\$250,000	\$250,000	\$0
00005413 - Cooloola Cove WTP Chlorine Dosing	\$74,000	\$0	\$0	\$74,000	\$74,000	\$0
00008647 - Mary Valley upgrade for THM reduction	\$60,000	\$0	\$0	\$60,000	\$60,000	\$0
00008665 - 23/24 Water Network Mains Renewal	\$1,048,961	\$0	\$0	\$1,048,961	\$1,048,961	\$0
00009488 - Rainbow Beach Clearwater Pump Renewal	\$25,000	\$0	\$0	\$0	\$25,000	\$25,000
3750 - Kandanga Water Treatment Plant - Building Upgrade	\$22,470	\$0	\$0	\$22,470	\$22,470	\$0
5389 - Rainbow Shores Pressure control and contingency	\$225,000	\$0	\$0	\$225,000	\$225,000	\$0
Lindsay Street High Zone Pressure Rectification	\$150,000	\$0	\$0	\$0	\$150,000	\$150,000
Water Main at Pengelly's Bridge (FY 23-24)	\$50,000	\$0	\$0	\$50,000	\$50,000	\$0
<b>Grand Total</b>	<b>\$28,708,817</b>	<b>\$128,524,725</b>	<b>\$1,895,244</b>	<b>\$111,959,603</b>	<b>\$160,098,758</b>	<b>\$48,139,155</b>

	YTD Actuals \$,000	YTD Budget \$,000	YTD Variance \$,000	Annual Current Budget \$,000	Forecast to 30 June 2024
<b>Gympie Regional Council - Operating Statement</b>					
<b>As at 31 December 2023</b>					
<b>(This report refers to the budget adopted by Council on 25 October 2023)</b>					
<b>Recurrent</b>					
<b>Revenue</b>					
Rates Levies & Charges	46,497	45,859	638	91,613	91,613
Discounts and Remissions	- 402	- 430	28	860	860
	46,095	45,429	666	90,753	90,753
Fees & Charges	5,195	4,464	731	8,615	8,706
Rental Income	248	208	40	417	467
Interest & Investment Revenue	2,586	1,664	922	3,328	3,328
Sales Revenue	3,070	2,481	589	5,963	5,493
Other Income	3,677	5,023	- 1,346	10,047	8,551
Grants, Subs, Contributions & Donations	7,031	6,845	186	10,231	9,291
Cap Grants, Subs, Contributions & Donat	-	-	-	-	-
<b>Total Recurrent Revenue</b>	<b>67,902</b>	<b>66,114</b>	<b>1,788</b>	<b>129,353</b>	<b>126,588</b>
<b>Expenditure</b>					
Employee Costs	21,980	20,675	- 1,305	44,225	44,346
Materials & Services	23,354	24,809	1,455	49,662	49,198
Finance Costs	3,934	4,217	283	8,447	8,447
Depreciation Amortisation & Impairment	13,107	13,130	23	26,260	26,260
<b>Total Recurrent Expenditure</b>	<b>62,375</b>	<b>62,831</b>	<b>456</b>	<b>128,594</b>	<b>128,251</b>
<b>OPERATING RESULT - EXCLUDING EXTRAORDINARY ITEMS</b>	<b>5,527</b>	<b>3,283</b>	<b>2,244</b>	<b>759</b>	<b>- 1,663</b>
<b>Extraordinary Items</b>					
GRiT Project	1,718	2,474	756	4,706	4,706
Planning Scheme	273	500	227	1,000	1,000
Southside Sewerage Operational Costs	-	-	-	660	660
<b>Total Extraordinary Expenditure</b>	<b>1,991</b>	<b>2,974</b>	<b>983</b>	<b>6,366</b>	<b>6,366</b>
<b>NET OPERATING RESULT - INCLUDING EXTRAORDINARY ITEMS</b>	<b>3,537</b>	<b>309</b>	<b>3,228</b>	<b>- 5,607</b>	<b>- 8,029</b>
<b>Capital Revenue</b>					
Cap Grants, Subs, Contributions & Donat	30,685	15,485	15,200	83,075	107,082
Grants, Subs, Contributions & Donations	-	-	-	-	-
Profit/Loss on Disposal of PPE & Intangibles	206	-	206	-	-
Sales Revenue	-	-	-	-	-
<b>Total Capital Revenue</b>	<b>30,891</b>	<b>15,485</b>	<b>15,406</b>	<b>83,075</b>	<b>107,082</b>
<b>NET RESULT</b>	<b>34,428</b>	<b>15,794</b>	<b>18,634</b>	<b>77,468</b>	<b>99,053</b>

Resource Group	Council				General				Water and Waste Water				Revenue Recovery				RMC				Disaster - Emergency Costs				
	Annual		Current		Annual		Current		Annual		Current		Annual		Current		Annual		Current		Annual		Current		
	YTD Actuals	YTD Budget	Budget	% of Full Year Budget	YTD Actuals	YTD Budget	Budget	% of Full Year Budget	YTD Actuals	YTD Budget	Budget	% of Full Year Budget	YTD Actuals	YTD Budget	Budget	% of Full Year Budget	YTD Actuals	YTD Budget	Budget	% of Full Year Budget	YTD Actuals	YTD Budget	Budget	% of Full Year Budget	
<b>As at 31 December 2023</b>																									
<b>(This report refers to the budget adopted by Council on 25 October 2023)</b>																									
<b>Recurrent</b>																									
<b>Revenue</b>																									
Rates Levies & Charges	46,497	45,879	\$1,613	50.73%	28,638	28,177	56,753	50.46%	13,402	13,054	26,002	51.54%	4,440	4,429	8,818	50.33%	-	-	-	0.00%	-	-	-	0.00%	
Discounts and Revisions	-	402	439	680	46.74%	263	298	325	44.23%	91	88	175	32.00%	48	45	90	53.33%	-	-	-	0.00%	-	-	-	0.00%
Fees & Charges	46,995	45,439	90,753	50.73%	28,372	28,079	56,158	50.52%	13,311	12,966	25,827	51.54%	4,412	4,384	8,768	50.32%	-	-	-	0.00%	-	-	-	0.00%	
Rental Income	5,195	4,664	8,615	60.30%	3,123	2,756	5,199	60.22%	511	378	755	67.69%	1,558	1,330	2,661	58.36%	-	-	-	0.00%	-	-	-	0.00%	
Interest & Investment Revenue	248	258	457	59.47%	248	259	457	59.47%	-	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	
Sales Revenue	2,565	1,654	3,328	77.70%	2,530	1,631	3,262	77.30%	56	33	66	84.37%	-	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	
Other Income	3,070	2,481	5,963	51.48%	9	6	13	48.22%	1,158	575	1,158	100.00%	-	-	-	0.00%	1,503	1,800	4,800	39.45%	-	-	-	0.00%	
Grants, Subs, Contributions & Donations	3,677	5,823	10,047	36.60%	3,667	5,023	10,047	36.50%	8	-	-	100.00%	2	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	
Cap Grants, Subs, Contributions & Donat	7,051	6,845	10,232	68.72%	678	562	2,990	22.62%	-	-	-	0.00%	644	775	1,725	48.95%	-	-	-	0.00%	3,500	5,500	5,500	100.00%	
<b>Total Recurrent Revenue</b>	<b>67,902</b>	<b>66,714</b>	<b>129,354</b>	<b>52.49%</b>	<b>38,638</b>	<b>38,266</b>	<b>78,094</b>	<b>49.47%</b>	<b>15,044</b>	<b>14,952</b>	<b>27,798</b>	<b>54.32%</b>	<b>6,813</b>	<b>6,489</b>	<b>13,054</b>	<b>51.79%</b>	<b>1,503</b>	<b>1,900</b>	<b>4,800</b>	<b>39.45%</b>	<b>3,500</b>	<b>5,500</b>	<b>5,500</b>	<b>100.00%</b>	
<b>Expenditure</b>																									
Employee Costs	23,303	21,189	43,338	51.40%	19,868	17,518	37,459	53.07%	2,323	2,232	4,879	45.54%	556	596	1,266	48.68%	638	773	1,676	38.07%	48	119	258	18.95%	
Materials & Services	24,321	27,289	54,076	45.74%	15,759	18,177	36,297	45.07%	3,007	3,245	7,159	42.04%	3,872	4,555	8,955	42.34%	1,228	1,892	2,180	56.23%	55	-	-	0.00%	
Finance Costs	1,934	4,217	8,447	46.57%	98	98	209	46.89%	2,707	3,994	7,989	46.40%	129	125	250	51.60%	-	-	-	0.00%	-	-	-	0.00%	
Depreciation Amortisation & Impairment	15,107	13,130	26,260	49.91%	9,341	9,347	18,695	49.07%	3,652	3,668	7,337	49.78%	114	154	308	50.00%	-	-	-	0.00%	-	-	-	0.00%	
<b>Total Recurrent Expenditure</b>	<b>64,365</b>	<b>65,805</b>	<b>134,901</b>	<b>47.89%</b>	<b>45,066</b>	<b>45,340</b>	<b>92,740</b>	<b>48.59%</b>	<b>12,589</b>	<b>13,179</b>	<b>27,319</b>	<b>46.62%</b>	<b>4,741</b>	<b>5,300</b>	<b>10,749</b>	<b>44.17%</b>	<b>1,866</b>	<b>1,893</b>	<b>3,859</b>	<b>48.23%</b>	<b>103</b>	<b>119</b>	<b>258</b>	<b>39.52%</b>	
<b>OPERATING RESULT</b>	<b>3,537</b>	<b>909</b>	<b>1,687</b>	<b>43.06%</b>	<b>4,438</b>	<b>7,004</b>	<b>14,644</b>	<b>41.89%</b>	<b>2,455</b>	<b>773</b>	<b>443</b>	<b>35.43%</b>	<b>2,072</b>	<b>1,189</b>	<b>2,405</b>	<b>68.13%</b>	<b>37</b>	<b>15</b>	<b>341</b>	<b>8.00%</b>	<b>5,400</b>	<b>1,889</b>	<b>5,242</b>	<b>80.00%</b>	
<b>OPERATING RESULT - EXCLUDING EXTRAORDINARY ITEMS</b>																									
<b>Capital Revenue</b>																									
Cap Grants, Subs, Contributions & Donat	30,665	15,485	83,075	36.04%	17,788	4,127	68,802	23.85%	3,530	1,989	4,905	71.97%	-	-	-	0.00%	-	-	-	0.00%	9,368	9,368	9,368	100.00%	
Grants, Subs, Contributions & Donations	-	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	
Profs/Loss on Disposal of PPE & Intangib	206	-	-	0.00%	206	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	
Sales Revenue	-	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	-	-	-	0.00%	
<b>Total Capital Revenue</b>	<b>30,871</b>	<b>15,485</b>	<b>83,075</b>	<b>32.38%</b>	<b>17,994</b>	<b>4,127</b>	<b>68,802</b>	<b>26.15%</b>	<b>3,530</b>	<b>1,989</b>	<b>4,905</b>	<b>71.97%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.00%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.00%</b>	<b>9,368</b>	<b>9,368</b>	<b>9,368</b>	<b>100.00%</b>	
<b>NET RESULT</b>	<b>34,418</b>	<b>15,794</b>	<b>71,468</b>	<b>46.41%</b>	<b>35,289</b>	<b>2,947</b>	<b>14,794</b>	<b>19.49%</b>	<b>5,985</b>	<b>2,762</b>	<b>3,348</b>	<b>19.91%</b>	<b>2,072</b>	<b>1,189</b>	<b>2,405</b>	<b>68.13%</b>	<b>37</b>	<b>15</b>	<b>341</b>	<b>8.91%</b>	<b>14,773</b>	<b>14,737</b>	<b>14,498</b>	<b>81.06%</b>	

	YTD Actuals \$,000	YTD Budget \$,000	YTD Variance \$,000	Annual Current Budget \$,000
<b>Operating Statement - Office of the CEO (Direct Reports)</b>				
<b>As at 31 December 2023</b>				
<b>(This report refers to the budget adopted by Council on 25 October 2023)</b>				
<b>Recurrent</b>				
<b>Revenue</b>				
Rates Levies & Charges	-	-	74,430	-
Discounts and Remissions	-	-	9,816	-
			1,694	
Fees & Charges	-	-	1,146	-
Rental Income	-	-	87,086	-
Interest & Investment Revenue	-	-	-	-
Sales Revenue	-	-	-	-
Grants, Subs, Contributions & Donations	-	-	-	-
Other Income	-	-	1,636,162	-
<b>Total Recurrent Revenue</b>	-	-	<b>263</b>	-
			<b>1,636,425</b>	
<b>Expenditure</b>				
Employee Costs	838	842	4	1,739
Materials & Services	234	469	235	1,172
Finance Costs	-	-	-	-
Depreciation Amortisation & Impairment	-	-	8,527	1
<b>Total Recurrent Expenditure</b>	<b>1,072</b>	<b>1,311</b>	<b>8,766</b>	<b>2,912</b>
<b>OPERATING RESULT</b>	-	1,072	-	1,311
			<b>9,628</b>	<b>-</b>
			<b>26,921</b>	
<b>OPERATING RESULT - EXCLUDING EXTRAORDINARY ITEMS</b>				
Cap Grants, Subs, Contributions & Donat	-	-	-	-
Profit/Loss on Disposal of PPE & Intangibles	-	-	-	-
<b>Total Capital Revenue</b>	-	-	-	-
<b>Capital Expenditure</b>				
Employee Costs	-	-	-	-
Materials & Services	-	-	-	-
<b>NET OPERATING RESULT - INCLUDING EXTRAORDINARY ITEMS</b>	-	-	-	-
<b>NET RESULT</b>	-	1,072	-	1,311
			<b>4</b>	<b>-</b>
			<b>2,912</b>	

	YTD Actuals \$,'000	YTD Budget \$,'000	YTD Variance \$,'000	Annual Current Budget \$,'000
<b>Operating Statement - Community Sustainability</b>				
<b>As at 31 December 2023</b>				
<b>(This report refers to the budget adopted by Council on 25 October 2023)</b>				
<b>Recurrent</b>				
<b>Revenue</b>				
Rates Levies & Charges	4,460	4,429	31	8,858
Discounts and Remissions	- 48 -	45 -	3 -	90
	4,412	4,384	28	8,768
Fees & Charges	4,188	3,802	386	7,308
Rental Income	149	110	39	219
Interest & Investment Revenue	-	-	-	-
Sales Revenue	4	4	-	8
Other Income	86	48	38	97
Grants, Subs, Contributions & Donations	1,117	985	132	2,563
<b>Total Recurrent Revenue</b>	<b>9,956</b>	<b>9,333</b>	<b>263</b>	<b>18,963</b>
			433	
<b>Expenditure</b>				
Employee Costs	7,063	7,054 -	9	15,263
Finance Costs	129	125 -	4	250
Materials & Services	6,723	7,656	933	15,775
Depreciation Amortisation & Impairment	130	130	-	259
<b>Total Recurrent Expenditure</b>	<b>14,045</b>	<b>14,965</b>	<b>920</b>	<b>31,547</b>
<b>OPERATING RESULT</b>	<b>- 4,089 -</b>	<b>5,632</b>	<b>9,628 -</b>	<b>12,584</b>
<b>OPERATING RESULT - EXCLUDING EXTRAORDINARY ITEMS</b>				
Cap Grants, Subs, Contributions & Donat	60	60	-	75
Other Income	-	-	-	-
<b>Total Capital Revenue</b>	<b>60</b>	<b>60</b>		<b>75</b>
<b>NET RESULT</b>	<b>- 4,029 -</b>	<b>5,572 -</b>	<b>9 -</b>	<b>12,509</b>

	YTD Actuals \$,000	YTD Budget \$,000	YTD Variance \$,000	Annual Current Budget \$,000
<b>Operating Statement - Corporate Services</b>				
<b>As at 31 December 2023</b>				
<b>(This report refers to the budget adopted by Council on 25 October 2023)</b>				
<b>Recurrent</b>				
<b>Revenue</b>				
Rates Levies & Charges	28,636	28,377	259	56,753
Discounts and Remissions	- 263	- 298	35 -	595
	<b>28,373</b>	<b>28,079</b>	<b>294</b>	<b>56,158</b>
Fees & Charges	335	267	68	533
Rental Income	-	-	-	-
Interest & Investment Revenue	2,530	1,631	899	3,262
Sales Revenue	-	-	-	-
Other Income	3,529	3,471	58	6,942
Grants, Subs, Contributions & Donations	5,840	5,786	55	7,521
<b>Total Recurrent Revenue</b>	<b>40,607</b>	<b>39,234</b>	<b>263</b>	<b>74,416</b>
			<b>376</b>	
<b>Expenditure</b>				
Employee Costs	6,618	3,386 -	3,231	7,209
Materials & Services	5,142	8,349	3,207	15,392
Finance Costs	71	73	2	158
Depreciation Amortisation & Impairment	1,323	1,342	19	2,684
<b>Total Recurrent Expenditure</b>	<b>13,154</b>	<b>13,150 -</b>	<b>3</b>	<b>25,443</b>
<b>OPERATING RESULT</b>	<b>27,453</b>	<b>26,084</b>	<b>9,628</b>	<b>48,973</b>
<b>OPERATING RESULT - EXCLUDING EXTRAORDINARY ITEMS</b>				
Cap Grants, Subs, Contributions & Donat	10,208	9,368	840	9,768
Profit/Loss on Disposal of PPE & Intangibles	206	-	206	-
<b>Total Capital Revenue</b>	<b>10,414</b>	<b>9,368</b>	<b>1,046</b>	<b>9,768</b>
<b>Capital Expenditure</b>				
Profit/Loss on Disposal of PPE & Intangibles	11	-	11	-
<b>Total Capital Expenditure</b>	<b>11</b>	<b>-</b>	<b>11</b>	<b>-</b>
<b>NET OPERATING RESULT - INCLUDING EXTRAORDINARY ITEMS</b>				
<b>NET RESULT</b>	<b>37,856</b>	<b>35,452</b>	<b>10,663</b>	<b>58,741</b>

	YTD Actuals \$,000	YTD Budget \$,000	YTD Variance \$,000	Annual Current Budget \$,000
<b>Operating Statement - Infrastructure Services</b>				
<b>As at 31 December 2023</b>				
<b>(This report refers to the budget adopted by Council on 25 October 2023)</b>				
<b>Recurrent</b>				
<b>Revenue</b>				
Rates Levies & Charges	13,402	13,054	349	26,002
Discounts and Remissions	- 91 -	88 -	3 -	175
	<b>13,311</b>	<b>12,966</b>	<b>346</b>	<b>25,827</b>
Fees & Charges	672	396	276	773
Rental Income	99	99	-	198
Interest & Investment Revenue	56	33	23	66
Sales Revenue	3,066	2,477	589	5,955
Other Income	62	1,504 -	1,442	3,008
Grants, Subs, Contributions & Donations	74	74	-	148
<b>Total Recurrent Revenue</b>	<b>17,340</b>	<b>17,549</b>	<b>263</b>	<b>35,975</b>
			- 1,179	
<b>Expenditure</b>				
Employee Costs	8,784	9,905	1,121	21,126
Materials & Services	11,967	10,895 -	1,073	22,977
Finance Costs	3,734	4,020	286	8,040
Depreciation Amortisation & Impairment	11,654	11,658	4	23,317
<b>Total Recurrent Expenditure</b>	<b>36,139</b>	<b>36,478</b>	<b>338</b>	<b>75,460</b>
<b>OPERATING RESULT</b>	<b>- 18,799 -</b>	<b>18,929</b>	<b>9,628 -</b>	<b>39,485</b>
<b>OPERATING RESULT - EXCLUDING EXTRAORDINARY ITEMS</b>				
Cap Grants, Subs, Contributions & Donat	20,417	6,057	14,360	73,232
Grants, Subs, Contributions & Donations	-	-	-	-
Profit/Loss on Disposal of PPE & Intangibles	-	-	-	-
Grants, Subs, Contributions & Donations	-	-	-	-
<b>Total Capital Revenue</b>	<b>20,417</b>	<b>6,057</b>	<b>14,359</b>	<b>73,232</b>
<b>Capital Expenditure</b>				
NET OPERATING RESULT - INCLUDING EXTRAORDINARY ITEM	-	-	-	-
Profit/Loss on Disposal of PPE & Intangibles	-	-	-	-
Materials & Services	-	-	1,121	-
<b>Total Capital Expenditure</b>	<b>-</b>	<b>-</b>	<b>1,121</b>	<b>-</b>
<b>NET RESULT</b>	<b>1,618 -</b>	<b>12,872</b>	<b>22,866</b>	<b>33,747</b>



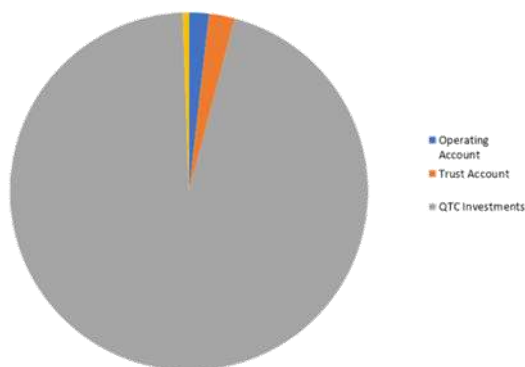


**Draft Statement of Financial Position  
As at 31 December 2023**

	2023/2024 \$000	2022/2023 \$000
<b>Current Assets</b>		
Cash And Cash Equivalents	85,084	74,430
Receivables	8,728	9,816
Inventories	1,690	1,694
Other Assets	16,045	1,146
<b>Total Current Assets</b>	<b>111,547</b>	<b>87,086</b>
<b>Non Current Assets</b>		
Trade and Other Receivables	-	900
Infrastructure Property Plant Equipment	1,800,932	1,636,162
Intangible Assets	450	263
<b>Total Non Current Assets</b>	<b>1,801,382</b>	<b>1,637,325</b>
<b>Total Assets</b>	<b>1,912,929</b>	<b>1,724,411</b>
<b>Current Liabilities</b>		
Payables	5,896	8,527
Borrowings	1,650	1,548
Provisions	11,643	8,924
Other Liabilities	17,662	9,628
<b>Total current liabilities</b>	<b>36,851</b>	<b>28,627</b>
OPERATING RESULT - EXCLUDING EXTRAORDINARY ITEMS		
<b>Non Current Liabilities</b>		
Payables	-	-
Borrowings	10,377	12,045
Provisions	15,465	15,377
Other Liabilities	5,206	
<b>Total non current liabilities</b>	<b>31,048</b>	<b>27,422</b>
<b>NET OPERATING RESULT - INCLUDING EXTRAORDINARY ITE</b>	<b>67,899</b>	<b>56,049</b>
<b>Net community assets</b>	<b>1,845,030</b>	<b>1,668,362</b>
<b>Community Equity</b>		
Asset Revaluation Reserve	927,763	890,286
Retained surplus/(deficiency)	805,942	766,997
Net Result	111,325	11,079
<b>Total Community Equity</b>	<b>1,845,030</b>	<b>1,668,362</b>



Cash & Cash Equivalents as at 31 December 2023 (In accordance with Council's Investment Policy)		
Cash and Cash Equivalents	Invested Balance 2023/24	Invested Balance 2022/23
Operating Account	\$1,555,020	\$43,045
QTC Investments	\$83,028,936	\$74,428,936
Term Deposits	\$500,000	\$0
<b>Total Cash and Cash Equivalents</b>	<b>\$85,083,956</b>	<b>\$74,471,981</b>
<i>NET OPERATING RESULT - INCLUDING EXTRAORDINARY ITEMS</i>	5.04%	3.31%
<b>Comment:</b> Investments placed in accordance with Council's Investment Policy Doc ID 2304478. Council's Investment Policy is reviewed annually.		



Trust Register as at 31 December 2023	
Trust Account	\$870,614
Investment (Trust Portion) - QTC	\$1,161,634
	<u>\$2,032,248</u>

Constrained/Unconstrained Cash as at 31 December 2023						
Unspent Contributions \$	Unspent Waste Levy \$	Unspent Govt Grants \$	Net Future Capital Works (Internal Restrictions) \$	Total Restricted \$	Unrestricted \$	Total \$
19,470,907	6,050,039	31,242,405	14,567,000	71,330,352	13,753,604	85,083,956

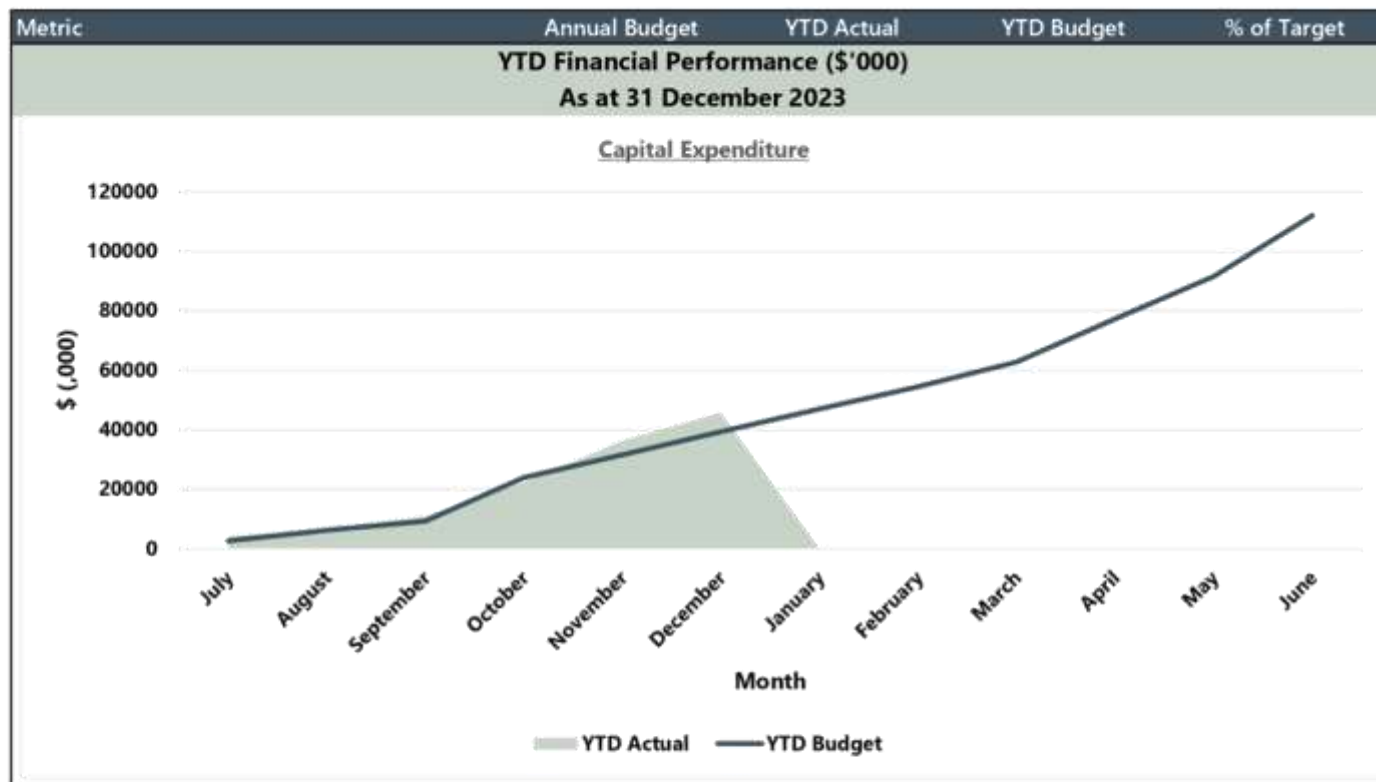


### Rates Collection as at 31 December 2023

% Year Completed 50%

Rate Collection	31/12/2023	Rate Collection	31/12/2022
Arrears as at 1 July 2022	-\$634,873	Arrears as at 1 July 2022	-\$134,360
Levy Raised to date 22/23	\$46,573,034	Levy Raised to date 22/23	\$42,633,701
State EML Raised to date 22/23	\$2,605,449	State EML Raised to date 22/23	\$2,474,963
Legal Fees Charged	\$85,387	Legal Fees Charged	\$110,989
Interest Raised	\$225,506	Interest Raised	\$146,276
Receipts	\$47,764,038	Receipts	\$44,375,853
Discount Applied	-\$16	Discount Applied	\$4,341
Pensioner Rebate (Govt)	\$745,693	Pensioner Rebate (Govt)	\$730,217
Pensioner Rebate (Council)	\$402,443	Pensioner Rebate (Council)	\$392,072
Balance Outstanding on 22/23 Half Yearly Levy	-\$57,655	Balance Outstanding on 22/23 Half Yearly Levy	-\$270,913
Credit Balance	\$4,460,403	Credit Balance	\$4,157,394
Balance Outstanding	\$4,402,748	Balance Outstanding	\$3,886,481
% of 22/23 levy Outstanding	9.01%	% of 22/23 levy Outstanding	8.59%

**Comment:** Overdue balances were sent for debt recovery action late October 2023.



NET OPERATING RESULT - INCLUDING EXTRAORDINARY ITEMS

21,673

Capital Summary 31 December 2023 (This report refers to the budget adopted by Council on 25 October 2023)								
Asset Type	Revenue (External Grant Funding only)				Expenditure			
	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget
Land and Site Improvement	\$ 731,125	\$ 647,125	-\$ 84,000	\$ 673,625	\$ 4,527,451	\$ 4,205,940	-\$ 321,511	\$ 7,118,848
Buildings	\$ 10,153,241	\$ 489,500	-\$ 9,663,741	\$ 596,600	\$ 12,572,767	\$ 5,749,126	-\$ 6,823,641	\$ 11,593,343
Plant and Equipment	\$ 118,000	\$ 118,000	\$ -	\$ 148,000	\$ 530,240	\$ 331,090	-\$ 199,149	\$ 2,449,609
Heavy Plant	\$ -	\$ -	\$ -	\$ -	\$ 1,242,682	\$ 1,554,728	\$ 312,046	\$ 3,419,309
Road, Bridge and Drainage	\$ 12,772,982	\$ 12,100,697	-\$ 672,285	\$ 75,657,026	\$ 23,270,026	\$ 21,799,431	-\$ 1,527,666	\$ 69,083,593
Water	\$ 427,843	\$ -	-\$ 427,843	\$ 926,095	\$ 848,546	\$ 1,993,937	\$ 1,145,391	\$ 6,598,968
Waste Water	\$ 1,680,786	\$ 1,989,324	\$ 308,538	\$ 3,978,654	\$ 2,270,278	\$ 2,818,002	\$ 547,725	\$ 8,708,054
Community Sustainability	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Infrastructure	\$ 980,305	\$ 140,000	-\$ 840,305	\$ 575,000	\$ 216,091	\$ 616,716	\$ 400,625	\$ 2,077,161
Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Intangible Assets	\$ -	\$ -	\$ -	\$ -	\$ 251,977	\$ 193,500	-\$ 58,477	\$ 945,000
<b>Total</b>	<b>\$ 26,864,282</b>	<b>\$ 15,484,646</b>	<b>-\$ 11,379,636</b>	<b>\$ 82,555,000</b>	<b>\$ 45,730,058</b>	<b>\$ 39,262,470</b>	<b>-\$ 6,524,657</b>	<b>\$ 111,993,885</b>

Capital Detail 31 December 2023					
(This report refers to the budget adopted by Council on 25 October 2023)					
Expenditure					
Work Order	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget	2nd Qtr Budget Review Forecast 2023-24
<b>Land and Site Improvements</b>					
00003260 - Future Sporting Fields	\$10,681	\$3,600	(\$7,081)	\$69,310	\$69,310
00003341 - Tin Can Bay Landfill Rehabilitation	\$0	\$45,000	\$45,000	\$250,000	\$0
00003465 - Nelson Reserve Electrical Rectifications	\$0	\$0	\$0	\$9,719	\$7,919
00004214 - Bushfire Mitigation Related Assets (Trail Construction, culverts, gates anc	\$0	\$0	\$0	\$15,000	\$15,000
00004215 - Lake Alford lighting and Electrical Replacement/Upgrade	\$4,853	\$47,800	\$42,947	\$47,800	\$47,800
00004217 - Albert Park Replacement of Small Grandstands	(\$315)	\$0	\$315	\$0	\$0
00004345 - Saleyards Facilities and Safety Upgrades	\$2,974	\$15,000	\$12,026	\$53,977	\$204,477
00004410 - Pie Creek Hall - Provision of Toddler play area with shade over whole of	\$0	\$0	\$0	\$3,070	\$3,070
00004412 - Lake Alford Water Quality	\$116,908	\$44,788	(\$72,120)	\$111,863	\$116,108
00004787 - Goomeri Waste Facility - Land Purchase (Lot 108 on plan FY772)	\$81,332	\$6,912	(\$74,420)	\$91,912	\$91,912
00005388 - Bert Smith Park - Provision of drinking fountain	\$5,451	\$0	(\$5,451)	\$4,115	\$4,115
00007973 - Bonnick Rd WMF Eastern Cell Expansion	\$3,582,584	\$3,195,000	(\$387,584)	\$3,500,000	\$5,500,000
00008184 - Coolooloa BMX - Playing Surface Restoration	\$1,578	\$0	(\$1,578)	\$0	\$0
00008186 - Gympie Rugby League (Jack Stokes) - Playing Surface Restoration	\$1,270	\$0	(\$1,270)	\$0	\$0
00008187 - Kandanga Swimming Pool/Jack Spicer Oval - Playing Surface and Equipr	\$28,783	\$0	(\$28,783)	\$0	\$0
00008188 - Kilkivan Showgrounds - Playing Surface Restoration	\$95	\$0	(\$95)	\$0	\$0
00008189 - One Mile Sports Complex - Playing Surface Restoration (DTIS)	\$244,494	\$0	(\$244,494)	\$0	\$0
00008200 - Lawrie Hanson Park Rubber Softfall Renewal	\$40,950	\$40,000	(\$950)	\$40,000	\$40,950
00008211 - Albert Park Complex / Gympie Regional Council & Gympie Recreation A	\$1,840	\$0	(\$1,840)	\$0	\$0
00008212 - One Mile Sports Complex / Gympie Regional Council & One Junior Spor	\$22,060	\$0	(\$22,060)	\$0	\$0
00008213 - Lake Alford Park - QRA Community & Recreational Assets Recovery	\$3,010	\$0	(\$3,010)	\$0	\$0
00008214 - Six Mile AFL Oval & Facility / Gympie Regional Council & Gympie CATS /	\$760	\$0	(\$760)	\$0	\$0
00008215 - River to Rail Trail - Mary River and Deep Creek Sections - QRA Communi	\$7,170	\$0	(\$7,170)	\$0	\$0
00008216 - Imbil to Brooloo Rail Trail - QRA Community & Recreational Assets Reco	\$8,450	\$0	(\$8,450)	\$0	\$0
00008217 - Coolooloa BMX - QRA Community & Recreational Assets Recovery	\$2,560	\$0	(\$2,560)	\$0	\$0
00008219 - Kandanga Swimming Pool & Jack Spicer Oval / Gympie Regional Counci	\$2,310	\$0	(\$2,310)	\$0	\$0
00008220 - Nelson Reserve - QRA Community & Recreational Assets Recovery	\$48,392	\$0	(\$48,392)	\$0	\$0
00008221 - Memorial Park - QRA Community & Recreational Assets Recovery	\$2,050	\$0	(\$2,050)	\$0	\$0

Capital Detail 31 December 2023					
(This report refers to the budget adopted by Council on 25 October 2023)					
Expenditure					
Work Order	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget	2nd Qtr Budget Review Forecast 2023-24
00008222 - Archery Park - QRA Community & Recreational Assets Recovery	\$45,340	\$0	(\$45,340)	\$0	\$0
00008223 - Youth Precinct Amenities - QRA Community & Recreational Assets Recc	\$1,060	\$0	(\$1,060)	\$0	\$0
00008631 - Crab Creek Erosion Remediation - QCoast	\$0	\$21,840	\$21,840	\$107,082	\$72,800
00008633 - Tin Can Bay Off-leash Dog Park	\$6,167	\$36,000	\$29,833	\$120,000	\$120,000
00008669 - QRA Recreation and Community Assets	\$0	\$750,000	\$750,000	\$2,500,000	\$1,825,661
00009235 - Purchase of Lot 2 on RP56378, Lot 2 RP56716 & Lot 1 RP56378	\$248,163	\$0	(\$248,163)	\$195,000	\$245,000
Cooloola Coast Cemetery Memorial Garden	\$0	\$0	\$0	\$0	\$15,000
Jack Stock Oval Mini-Mod Field Upgrade	\$0	\$0	\$0	\$0	\$125,000
00009250 - Quarry Pits Rehabilitation	\$6,481	\$0	(\$6,481)	\$0	\$5,819
<b>Land and Site Improvements Total</b>	<b>\$4,527,451</b>	<b>\$4,205,940</b>	<b>(\$321,511)</b>	<b>\$7,118,848</b>	<b>\$8,509,941</b>
<b>Buildings</b>					
00002788 - Gympie Civic Centre Upgrade (Electrical and Technical facilities)	\$881,443	\$1,200,000	\$318,557	\$4,000,000	\$1,600,000
00003242 - Future Project Definition/Design to Support Capital Requirements	(\$315)	\$0	\$315	\$0	\$0
00003429 - Public Amenities Septic System Upgrade to Wastewater Treatment Syste	\$1,513	\$0	(\$1,513)	\$0	\$0
00003569 - Traveston Visitor Information Centre Fit Out	\$2,838	\$24,153	\$21,315	\$78,876	\$78,876
00004290 - Facilities project management labour (distribution required to individual	(\$1,561)	\$0	\$1,561	\$0	\$0
00004324 - Mary Street Office Modifications	\$21,247	\$10,313	(\$10,934)	\$28,605	\$28,605
00004331 - Showgrounds Grandstand - Structural Repairs and Insurance Roof Repla	\$402,746	\$108,899	(\$293,847)	\$442,579	\$442,579
00004479 - Gympie Disaster Coordination Centre - OBB (24 Mellor Street will suppo	\$81,821	\$136,032	\$54,211	\$457,250	\$457,250
00004933 - BSBR - Disaster Coordination Centre - 24 Mellor Street	\$910	\$161,425	\$160,515	\$607,961	\$0
00005348 - Flood affected buildings payout	\$79,905	\$531,096	\$451,191	\$1,250,000	\$1,250,000
00007939 - John Street Depot Accommodation Upgrade (Stage 1)	\$153,684	\$118,628	(\$35,056)	\$382,845	\$940,806
00007948 - Voluntary Home Buy Back grant	\$10,785,093	\$3,000,000	(\$7,785,093)	\$3,000,000	\$22,219,059
00008201 - Gympie Town Hall MSG Upgrade	\$1,648	\$307	(\$1,341)	\$39,326	\$39,326
00008366 - Memorial Park Bandstand (aka Rotunda) LGM Assets - Facilities (Februar	\$32,862	\$0	(\$32,862)	\$0	\$0
00008639 - Cedar Pocket Hall - Equitable Access ramp	\$5,804	\$9,000	\$3,196	\$30,000	\$80,000
00008644 - Manumbar Hall PWD	\$9,291	\$30,000	\$20,709	\$100,000	\$100,000
00008654 - Building Asset Condition Assessment	\$0	\$120,000	\$120,000	\$400,000	\$400,000

Capital Detail 31 December 2023					
(This report refers to the budget adopted by Council on 25 October 2023)					
Expenditure					
Work Order	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget	2nd Qtr Budget Review Forecast 2023-24
00008673 - LRCI Phase 4 - Part A	\$18,840	\$204,273	\$185,433	\$680,901	\$680,901
00009242 - Cedar Pocket Hall Roof Replacement	\$94,998	\$95,000	\$2	\$95,000	\$95,000
<b>Buildings Total</b>	<b>\$12,572,767</b>	<b>\$5,749,126</b>	<b>(\$6,823,641)</b>	<b>\$11,593,343</b>	<b>\$28,412,402</b>
Plant and Equipment					
00004221 - Closed-circuit television - Upgrade/Replacement	\$63,204	\$32,590	(\$30,614)	\$195,510	\$65,510
00004237 - Global Positioning System Installation in Council's Fleet	\$0	\$0	\$0	\$100,000	\$100,000
00004347 - Aquatic Centres Upgrades and Equipment Replacement	\$80,648	\$0	(\$80,648)	\$0	\$0
00004352 - Gympie ARC Chlorine Dosing System Replacement	\$1,868	\$78,000	\$76,133	\$260,000	\$600,000
00004710 - Mower - Ride on Fleet Replacement (replaces Fleet 463)	\$99,000	\$99,000	\$0	\$99,000	\$99,000
00005303 - Monitoring Equipment	(\$64)	\$0	\$64	\$14,602	\$14,602
00005375 - DATA Centre Refres - IaaS	\$0	\$0	\$0	\$6,000	\$0
00005382 - Digital Radio for the Regions - business case, analysis and design	\$14,706	\$0	(\$14,706)	\$133,745	\$133,745
00008146 - Flood sign storage	\$10,593	\$0	(\$10,593)	\$0	\$14,700
00008367 - Monkland Depot - Ice machine	\$7,804	\$0	(\$7,804)	\$0	\$7,804
MS Teams Meeting Rooms	\$0	\$0	\$0	\$0	\$80,000
00008649 - Gympie Library RFID Renewal and Digital Services Upgrade	\$22,481	\$16,500	(\$5,981)	\$55,000	\$55,000
00008650 - Front Deck Mowers (Plant 332 and Plant 343)	\$0	\$0	\$0	\$90,000	\$90,000
00008660 - Fleet 855 - Trailer	\$0	\$0	\$0	\$40,000	\$40,000
00008661 - Fleet 901 - Quick Spray Unit	\$0	\$35,000	\$35,000	\$35,000	\$35,000
00008662 - Fleet Renewals 2023-2024	\$0	\$0	\$0	\$1,216,752	\$1,216,752
00009218 - Trimble Survey Equipment	\$71,676	\$70,000	(\$1,676)	\$70,000	\$71,676
00009228 - Trailer replacement unit 751	\$0	\$0	\$0	\$30,000	\$30,000
00009229 - Replacement Sewer Jet Trailer 748	\$100,700	\$0	(\$100,700)	\$104,000	\$104,000
00009435 - Trimble Tablet	\$13,158	\$0	(\$13,158)	\$0	\$15,000
00009436 - Pavilion Asset purchases	\$20,423	\$0	(\$20,423)	\$0	\$20,423
00009437 - Gympie Aquatic Recreational Centre Asset Purchases	\$24,043	\$0	(\$24,043)	\$0	\$24,043
<b>Plant and Equipment Total</b>	<b>\$530,240</b>	<b>\$331,090</b>	<b>(\$199,149)</b>	<b>\$2,449,609</b>	<b>\$2,817,255</b>



Capital Detail 31 December 2023					
(This report refers to the budget adopted by Council on 25 October 2023)					
Expenditure					
Work Order	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget	2nd Qtr Budget Review Forecast 2023-24
<b>Heavy Plant</b>					
00003578 - Fleet 173 - Waste Management Truck (Front Loader)	\$432,178	\$425,509	(\$6,669)	\$425,509	\$430,661
00004715 - Heavy Truck - GVM >16,000kg Fleet Replacement (replaces Fleet 193)	\$0	\$242,957	\$242,957	\$242,957	\$242,957
00004720 - Track Loader Fleet Replacement (replaces Fleet 237)	\$488,887	\$489,562	\$675	\$489,562	\$490,253
00004724 - Tractor Fleet Replacement (replaces Fleet 321)	\$3,476	\$3,476	\$0	\$167,818	\$167,818
00008055 - Fleet 227 - Front End Loader	\$382,715	\$382,715	\$0	\$382,715	\$382,715
00008056 - Fleet 2201 - Road Maintenance Truck	\$0	\$0	\$0	\$420,239	\$420,239
00008333 - Equipment Load Scales and Calibrations	(\$94,756)	\$0	\$94,756	\$0	\$0
00008655 - Front End Loader Plant 219	\$0	\$0	\$0	\$480,000	\$480,000
00008656 - Fleet 204 - Grader	\$0	\$0	\$0	\$450,000	\$450,000
00008657 - Fleet 235 - Excavator	\$0	\$0	\$0	\$65,000	\$65,000
00008658 - Fleet 241 - Loader	\$0	\$0	\$0	\$140,000	\$140,000
00008659 - Fleet 362 - Slasher	\$19,075	\$0	(\$19,075)	\$15,000	\$15,000
00008725 - Fleet 240 - Loader bucket	\$11,107	\$10,509	(\$598)	\$10,509	\$11,107
00009226 - Truck Cranes (Need to be added to Fleet unit when advised)	\$0	\$0	\$0	\$120,000	\$120,000
00009227 - Towbar Fleet 134	\$0	\$0	\$0	\$10,000	\$10,000
<b>Heavy Plant Total</b>	<b>\$1,242,682</b>	<b>\$1,554,728</b>	<b>\$312,046</b>	<b>\$3,419,309</b>	<b>\$3,425,750</b>
<b>Road, Bridge and Drainage</b>					
00003334 - Construction Staff Project Management (distribution required to individ.	\$11,756	\$0	(\$11,756)	\$0	\$0
00003398 - McIntosh Creek Road, Jones Hill (Number 60 to 141) road widening of e:	\$185,255	\$300,000	\$114,745	\$1,000,000	\$1,000,000
00003400 - Sandy Creek Road (Chainage 16.5-17.5 kilometre) road widening of exist	\$730,117	\$315,645	(\$414,472)	\$600,000	\$600,000
00003501 - Design Services - Future Capital Project Design	\$55,906	\$0	(\$55,906)	\$0	\$0
00003600 - Intersection Upgrades - Station Road / Tozer Street / Chapple Street / La	\$42,991	\$638,289	\$595,298	\$2,206,031	\$556,031
00004170 - Bitumen seal gravel section of Tandur road (refer to WO 2418 for budge	\$43,786	\$19,480	(\$24,306)	\$73,350	\$73,350
00004256 - Excelsior Road - Road Rehabilitation	\$373,461	\$297,508	(\$75,953)	\$590,455	\$590,455
00004384 - Oakfield Road Bridge Number 140	\$351	\$0	(\$351)	\$0	\$0
00004469 - Timber Bridge Rehabilitation - (21/22)	\$2,430	\$0	(\$2,430)	\$0	\$0

Capital Detail 31 December 2023					
(This report refers to the budget adopted by Council on 25 October 2023)					
Expenditure					
Work Order	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget	2nd Qtr Budget Review Forecast 2023-24
00004483 - Sandy Creek Road, Veteran (Road Widening)	\$503,917	\$331,684	(\$172,233)	\$331,684	\$451,684
00004489 - Road Widening - Tamaree Road, Tamaree (Chainage 0 - 2.1 Kilometres)	\$45,000	\$0	(\$45,000)	\$0	\$0
00004701 - Bridge Number 78 (Howe Road) - Timber Bridge Rehabilitation (21/22)	(\$64)	\$0	\$64	\$0	\$0
00004757 - Bus Stop Shelter Program - 21 Various Locations	\$44,610	\$0	(\$44,610)	\$0	\$0
00004779 - Rail Trail Feasibility Study - Imbil to Amamoor	\$222,307	\$4,020	(\$218,287)	\$230,509	\$230,509
00004931 - BSBR - Smith's Bridge Replacement Woolooga	\$105,064	\$512,326	\$407,262	\$1,587,913	\$1,087,913
00004932 - BSBR - Kandanga Hall and Rural Fire Service - carpark & emergency accr	\$18,183	\$44,521	\$26,338	\$141,468	\$141,468
00005186 - Noosa Road_QRA4115_IRW_Ch 14.29-14.42km - IRW Instruction	\$172	\$0	(\$172)	\$0	\$0
00005322 - East Deep Creek Road widen road and upgrade intersections	\$922,857	\$288,951	(\$633,906)	\$963,178	\$963,178
00005323 - Cartwright Road, James Nash State High School, upgrade passenger set	\$9,400	\$0	(\$9,400)	\$0	\$0
00005324 - Ashford Road, Gympie construct footpath and kerb ramps	\$178,270	\$28,500	(\$149,770)	\$95,000	\$175,000
00005328 - Hamilton Road, Corella Court to Old Maryborough Road - design sharec	\$4,806	\$0	(\$4,806)	\$0	\$0
00005329 - Hughes Terrace and Power Road - design shared path	\$2,750	\$0	(\$2,750)	\$0	\$0
00005356 - North Deep Creek Road - Undertake Safety Improvements	\$26,152	\$186,591	\$160,439	\$800,000	\$200,000
00005358 - Gympie netball courts surface restoration and facility renewals	(\$64)	\$0	\$64	\$0	\$0
00005383 - SWD Renewals - Network pipe replacements/rehab/relinings	(\$64)	\$0	\$64	\$0	\$0
00005385 - Timber Bridge Rehabilitations - Region wide allocation	\$1,317	\$0	(\$1,317)	\$0	\$0
00005387 - Misc. Minor Upgrades - Safety and Signage upgrades	\$16,830	\$0	(\$16,830)	\$0	\$0
00005390 - 2022/23 Complimentary works	(\$64)	\$0	\$64	\$0	\$0
00005431 - Moreland Road bitumen sealing (50% with resident)	\$7,698	\$0	(\$7,698)	\$0	\$0
00007829 - REPA Package 01 - Crownthorpe Road	(\$90)	\$0	\$90	\$0	\$0
00007830 - REPA Package 01 - Anderleigh Road	\$272,949	\$0	(\$272,949)	\$0	\$0
00007831 - REPA Package 01 - Fishermans Pocket Road	\$1,388	\$0	(\$1,388)	\$0	\$0
00007832 - REPA Package 01 - Glastonbury Creek Road	(\$2,700)	\$0	\$2,700	\$0	\$0
00007834 - REPA Package 01 - Hart Road	\$641	\$0	(\$641)	\$0	\$0
00007836 - REPA Package 01 - Howe Road	\$50,600	\$0	(\$50,600)	\$0	\$0
00007837 - REPA Package 01 - Kandanga Creek Road	(\$64)	\$0	\$64	\$0	\$0
00007839 - REPA Package 01 - Little Bella Creek Road	\$101,625	\$0	(\$101,625)	\$0	\$0
00007840 - REPA Package 01 - Ormes Road	\$97,278	\$0	(\$97,278)	\$0	\$0
00007842 - REPA Package 01 - Rossmore Road	\$200,008	\$0	(\$200,008)	\$0	\$0

Capital Detail 31 December 2023					
(This report refers to the budget adopted by Council on 25 October 2023)					
Expenditure					
Work Order	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget	2nd Qtr Budget Review Forecast 2023-24
00007843 - REPA Package 01 - Running Creek Road	\$4,608	\$0	(\$4,608)	\$0	\$0
00007844 - REPA Package 01 - Scotchy Pocket Road	\$63,343	\$0	(\$63,343)	\$0	\$0
00007845 - REPA Package 01 - Sexton Road	\$58,433	\$0	(\$58,433)	\$0	\$0
00007846 - REPA Package 01 - Upper Thornside Road	\$138,847	\$0	(\$138,847)	\$0	\$0
00007847 - REPA Package 01 - Upper Widgee Road	\$248,363	\$0	(\$248,363)	\$0	\$0
00007848 - REPA Package 01 - Wilsons Pocket Road	\$145,906	\$0	(\$145,906)	\$0	\$0
00007849 - REPA Package 01 - Bella Creek Road	\$917,163	\$0	(\$917,163)	\$0	\$0
00007850 - REPA Package 01 - Curra Estate Road	(\$982,401)	\$0	\$982,401	\$0	\$0
00007851 - REPA Package 01 - Daddamarine Road	\$16,396	\$0	(\$16,396)	\$0	\$0
00007863 - Gympie Town Hall car park retaining wall renewal	\$3,954	\$122,188	\$118,234	\$406,468	\$406,468
00007875 - Imbil to Brooloo rail trail and canoe launch point post-flood restoration	\$1,522	\$0	(\$1,522)	\$0	\$0
00007877 - Lake Alford park post-flood restoration	(\$64)	\$108,000	\$108,064	\$336,347	\$336,347
00007878 - Dickabram Park post-flood restoration	\$105,950	\$102,834	(\$3,116)	\$102,834	\$105,950
00007879 - Nelson Reserve and Gympie CBD garden bed post-flood restoration	\$236	\$0	(\$236)	\$0	\$0
00007880 - Woolooga playground restoration	(\$64)	\$0	\$64	\$3,102	\$3,102
00007881 - Clive Colburn playground	(\$64)	\$0	\$64	\$0	\$0
00007953 - Rainbow Beach Road Centre Block SWD Renewal	\$2,097	\$1,203	(\$894)	\$4,403	\$4,403
00008002 - Flood Recovery Cormac Road (see additional costs for 2021/22 against v	\$1,286,966	\$0	(\$1,286,966)	\$0	\$0
00008010 - REPA Blunder Road Landslip - Blunder Road	(\$16,263)	\$0	\$16,263	\$0	\$0
00008011 - OLD REPA 1 - Investigations & Design and Project Management	(\$726)	\$0	\$726	\$0	\$0
00008021 - OLD REPA 2 - Investigations & Design and Project Management	(\$57,716)	\$0	\$57,716	\$0	\$0
00008023 - REPA Maudsley Street Flood Betterment	(\$23,167)	\$0	\$23,167	\$0	\$0
00008064 - Design Staff Capital Labour (distribution required to individual projects.)	\$27,159	\$0	(\$27,159)	\$0	\$0
00008067 - Region wide reseal / renewal of bitumen roads 22/23	\$4,543	\$0	(\$4,543)	\$0	\$0
00008164 - REPA Western Roads Package 01 - Abel Road	\$76,829	\$0	(\$76,829)	\$0	\$0
00008174 - REPA Western Roads Package 01 - Boobyjan Road	\$165,148	\$0	(\$165,148)	\$0	\$0
00008175 - REPA Western Roads Package 01 - Cinnabar Road	\$233,944	\$0	(\$233,944)	\$0	\$0
00008176 - REPA Western Roads Package 01 - Glen Echo Road	\$569,519	\$0	(\$569,519)	\$0	\$0
00008177 - REPA Western Roads Package 01 - Goomeri West Road	\$111,323	\$0	(\$111,323)	\$0	\$0
00008178 - REPA Western Roads Package 01 - Harvey Road	\$100,752	\$0	(\$100,752)	\$0	\$0

Capital Detail 31 December 2023					
(This report refers to the budget adopted by Council on 25 October 2023)					
Expenditure					
Work Order	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget	2nd Qtr Budget Review Forecast 2023-24
00008179 - REPA Western Roads Package 01 - Kinbombi Road	\$1,015,241	\$0	(\$1,072,313)	\$0	\$0
00008180 - REPA Western Roads Package 01 - Manumbar Road	\$44,497	\$0	(\$44,497)	\$0	\$0
00008181 - REPA Western Roads Package 01 - Manyung Road	\$55,471	\$0	(\$55,471)	\$0	\$0
00008182 - REPA Western Roads Package 01 - Mudlo Road	\$939,633	\$0	(\$939,633)	\$0	\$0
00008183 - REPA Western Roads Package 01 - Power Road	\$68,127	\$0	(\$68,127)	\$0	\$0
00008202 - REPA Harrys Creek Road (Bridge No. 70)	(\$2,700)	\$0	\$2,700	\$0	\$0
00008203 - REPA Western Roads Package 01 (Part 2) - Glen Echo Road	\$1	\$0	(\$1)	\$0	\$0
00008204 - REPA Western Roads Package 01 (Part 2) - Kinbombi Road	\$104	\$0	(\$104)	\$0	\$0
00008205 - REPA Western Roads Package 01 (Part 2) - Mudlo Road	\$110	\$0	(\$110)	\$0	\$0
00008229 - REPA Eastern Roads Package 07 - Coral Trout Drive	\$2,299	\$0	(\$2,299)	\$0	\$0
00008267 - REPA Eastern Roads Package 11 - Exhibition Road	\$9,633	\$0	(\$9,633)	\$0	\$0
00008299 - REPA Bella Creek Road Landslip - Bella Creek Road	\$20,037	\$0	(\$20,037)	\$0	\$0
00008301 - REPA Package 02 - Cedar Pocket Road	\$586,631	\$0	(\$586,631)	\$0	\$0
00008302 - REPA Package 02 - Delray Road	\$55	\$0	(\$55)	\$0	\$0
00008303 - REPA Package 02 - East Deep Creek Road	\$259,853	\$0	(\$259,853)	\$0	\$0
00008304 - REPA Package 02 - Eel Creek Road	\$221,822	\$0	(\$221,822)	\$0	\$0
00008305 - REPA Package 02 - Gap Road	\$152,550	\$0	(\$152,550)	\$0	\$0
00008306 - REPA Package 02 - Lawson Road	\$433,838	\$0	(\$433,838)	\$0	\$0
00008307 - REPA Package 02 - McIntosh Creek Road	\$55,945	\$0	(\$55,945)	\$0	\$0
00008308 - REPA Package 02 - Moy Pocket Road	\$2,391	\$0	(\$2,391)	\$0	\$0
00008309 - REPA Package 02 - Noosa Road	\$11,020	\$0	(\$11,020)	\$0	\$0
00008310 - REPA Package 02 - North Deep Creek Road	\$95,865	\$0	(\$95,865)	\$0	\$0
00008311 - REPA Package 02 - O'Rourke's Road	\$6	\$0	(\$6)	\$0	\$0
00008312 - REPA Package 02 - Rocks Road	\$316,637	\$0	(\$316,637)	\$0	\$0
00008313 - REPA Package 02 - Sandy Creek Road	\$593,315	\$0	(\$593,315)	\$0	\$0
00008314 - REPA Package 02 - Traveston Road	\$3,469	\$0	(\$3,469)	\$0	\$0
00008343 - REPA Eastern Roads Package 05 - Exhibition Road Service Road	\$1,785	\$0	(\$1,785)	\$0	\$0
00008346 - REPA Cedar Pocket Road Bridge Betterment - Cedar Pocket Road (Ch 1.)	\$297,573	\$0	(\$297,573)	\$0	\$0
00008349 - REPA Eastern Roads Package 05 - Leeann Road	\$1,322	\$0	(\$1,322)	\$0	\$0
00008356 - REPA Moy Pocket Road Floodway Betterment - Moy Pocket Road (Ch 4.)	\$813	\$0	(\$813)	\$0	\$0

Capital Detail 31 December 2023						
(This report refers to the budget adopted by Council on 25 October 2023)						
Expenditure						
Work Order	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget	2nd Qtr Budget Review Forecast 2023-24	
00008386 - 14 Rainbow Beach Rd Streetscape Improvement - Completion of DA Co	\$4,460	\$0	(\$4,460)	\$0	\$0	\$0
00008397 - REPA Cedar Pocket Road Bridge Betterment - Cedar Pocket Road (Ch 9.5	\$79,949	\$0	(\$79,949)	\$0	\$0	\$0
00008437 - REPA Eastern Roads Package 10 - Bacon Road	\$197,772	\$0	(\$197,772)	\$0	\$0	\$0
00008439 - REPA Eastern Roads Package 10 - Buchanan Road	\$55,419	\$0	(\$55,419)	\$0	\$0	\$0
00008440 - REPA Eastern Roads Package 10 - Burns Road	\$302,320	\$0	(\$302,320)	\$0	\$0	\$0
00008442 - REPA Eastern Roads Package 10 - Calumet Road	\$24,797	\$0	(\$24,797)	\$0	\$0	\$0
00008447 - REPA Eastern Roads Package 10 - Drescher Road	\$74,793	\$0	(\$74,793)	\$0	\$0	\$0
00008450 - REPA Eastern Roads Package 10 - Finch Road	\$3,119	\$0	(\$3,119)	\$0	\$0	\$0
00008456 - REPA Eastern Roads Package 10 - Gillies Road	\$48,402	\$0	(\$48,402)	\$0	\$0	\$0
00008458 - REPA Eastern Roads Package 10 - Hartwig Road	\$34,344	\$0	(\$34,344)	\$0	\$0	\$0
00008460 - REPA Eastern Roads Package 10 - Hill Road	\$160,734	\$0	(\$160,734)	\$0	\$0	\$0
00008465 - REPA Eastern Roads Package 10 - Kinen Lane	\$64,073	\$0	(\$64,073)	\$0	\$0	\$0
00008468 - REPA Eastern Roads Package 10 - Masterson Road	\$1,438	\$0	(\$1,438)	\$0	\$0	\$0
00008473 - REPA Eastern Roads Package 10 - Morley Road	\$9,095	\$0	(\$9,095)	\$0	\$0	\$0
00008474 - REPA Eastern Roads Package 10 - Offer Road	\$35,579	\$0	(\$35,579)	\$0	\$0	\$0
00008475 - REPA Eastern Roads Package 10 - Old Coach Lane	\$32,729	\$0	(\$32,729)	\$0	\$0	\$0
00008478 - REPA Eastern Roads Package 10 - ORourkes Road	\$42,464	\$0	(\$42,464)	\$0	\$0	\$0
00008479 - REPA Eastern Roads Package 10 - Outlook Road	\$16,209	\$0	(\$16,209)	\$0	\$0	\$0
00008480 - REPA Eastern Roads Package 10 - Parkyn Road	\$22,239	\$0	(\$22,239)	\$0	\$0	\$0
00008481 - REPA Eastern Roads Package 10 - Pokela Road	\$17,377	\$0	(\$17,377)	\$0	\$0	\$0
00008485 - REPA Eastern Roads Package 10 - Richardson Road	\$39,458	\$0	(\$39,458)	\$0	\$0	\$0
00008494 - REPA Eastern Roads Package 10 - Thompson Road	\$8,985	\$0	(\$8,985)	\$0	\$0	\$0
00008497 - REPA Eastern Roads Package 10 - Tristram Bath Road	\$22,102	\$0	(\$22,102)	\$0	\$0	\$0
00008502 - REPA Eastern Roads Package 01 - Amamoor Creek Road	\$182,293	\$0	(\$182,293)	\$0	\$0	\$0
00008510 - REPA Eastern Roads Package 01 - Bolcaro Road	\$82,620	\$0	(\$82,620)	\$0	\$0	\$0
00008513 - REPA Eastern Roads Package 01 - Calico Creek Road	\$1,380	\$0	(\$1,380)	\$0	\$0	\$0
00008526 - REPA Eastern Roads Package 01 - Dawn Road	\$22,204	\$0	(\$22,204)	\$0	\$0	\$0
00008540 - REPA Eastern Roads Package 01 - Groundwater Road	\$21,704	\$0	(\$21,704)	\$0	\$0	\$0
00008547 - REPA Eastern Roads Package 01 - Imbil Brooloo Road	\$103,006	\$0	(\$103,006)	\$0	\$0	\$0
00008552 - REPA Eastern Roads Package 01 - Jimbour Road	\$98,451	\$0	(\$98,451)	\$0	\$0	\$0

Capital Detail 31 December 2023					
(This report refers to the budget adopted by Council on 25 October 2023)					
Expenditure					
Work Order	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget	2nd Qtr Budget Review Forecast 2023-24
00008554 - REPA Eastern Roads Package 01 - Kandanga Amamoor Road	\$298	\$0	(\$298)	\$0	\$0
00008556 - REPA Eastern Roads Package 01 - Kandanga Imbil Road	\$45,018	\$0	(\$45,018)	\$0	\$0
00008566 - REPA Eastern Roads Package 01 - Melawondi Road	\$183,137	\$0	(\$183,137)	\$0	\$0
00008568 - REPA Eastern Roads Package 01 - Mooloo Road	\$23,220	\$0	(\$23,220)	\$0	\$0
00008575 - REPA Eastern Roads Package 01 - Noosa Road	\$225,293	\$0	(\$225,293)	\$0	\$0
00008576 - REPA Eastern Roads Package 01 - North Deep Creek Road	\$13,067	\$0	(\$13,067)	\$0	\$0
00008579 - REPA Eastern Roads Package 01 - Old Goomboorian Road	\$322,912	\$0	(\$322,912)	\$0	\$0
00008586 - REPA Eastern Roads Package 01 - Power Road	\$28,718	\$0	(\$28,718)	\$0	\$0
00008587 - REPA Eastern Roads Package 01 - Pritchard Road	\$38,095	\$0	(\$38,095)	\$0	\$0
00008594 - REPA Eastern Roads Package 01 - Ramsey Road	\$277,760	\$0	(\$277,760)	\$0	\$0
00008595 - REPA Eastern Roads Package 01 - Randwick Road	\$1,068,227	\$0	(\$1,068,227)	\$0	\$0
00008598 - REPA Eastern Roads Package 01 - Regan Road	\$7,781	\$0	(\$7,781)	\$0	\$0
00008605 - REPA Eastern Roads Package 01 - Shadbolt Road	\$407,102	\$0	(\$407,102)	\$0	\$0
00008607 - REPA Eastern Roads Package 01 - Smerdon Road	\$176,268	\$0	(\$176,268)	\$0	\$0
00008608 - REPA Eastern Roads Package 01 - Sorensen Road	\$2,380	\$0	(\$2,380)	\$0	\$0
00008609 - REPA Eastern Roads Package 01 - Tagigan Road	\$463,640	\$0	(\$463,640)	\$0	\$0
00008611 - REPA Eastern Roads Package 01 - Tandur Road	\$135,305	\$0	(\$135,305)	\$0	\$0
00008612 - REPA Eastern Roads Package 01 - Tandur Traveston Road	\$828	\$0	(\$828)	\$0	\$0
00008613 - REPA Eastern Roads Package 01 - Theebine Road	\$298	\$0	(\$298)	\$0	\$0
00008619 - REPA Eastern Roads Package 01 - Watson Road	\$55,607	\$0	(\$55,607)	\$0	\$0
00008637 - Station Road Widening and Resurfacing - TIDS	\$4,758	\$210,000	\$205,243	\$700,000	\$1,029,644
00008640 - Wises Road Pathway (Crescent Rd to Rifle Range Rd) - TIDS	\$48,425	\$50,400	\$1,975	\$168,000	\$88,000
00008641 - Bridge No. 112 Replacement on Inglewood Road (Monkland) - BRP	\$68,266	\$0	(\$68,266)	\$370,000	\$170,000
00008646 - Imbil Township Upgrade	\$371	\$15,000	\$14,629	\$50,000	\$50,000
00008648 - Bridge No. 78 Replacement on Howe Road (Traveston) - BRP	\$71,989	\$0	(\$71,989)	\$200,000	\$200,000
00008666 - QRA Betterment Sites	\$0	\$527,883	\$527,883	\$1,759,608	\$1,669,520
00008667 - 23/24 Roads to Recovery Program	\$13,671	\$540,000	\$526,329	\$691,800	\$691,800
00008668 - Road Resurfacing Program - TIDS	\$147,578	\$675,000	\$527,422	\$2,250,000	\$2,165,000
00008670 - QRA REPA Complimentary works	\$0	\$1,050,000	\$1,050,000	\$3,500,000	\$0
00008671 - QRA REPA Sites	\$0	\$15,000,000	\$15,000,000	\$48,490,080	\$80,501,736

<b>Capital Detail</b>					
<b>31 December 2023</b>					
<b>(This report refers to the budget adopted by Council on 25 October 2023)</b>					
<b>Expenditure</b>					
Work Order	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget	2nd Qtr Budget Review Forecast 2023-24
00008672 - LRCI Phase 4 - Part B	\$0	\$117,828	\$117,828	\$392,759	\$0
00008674 - LRCI Phase 3	\$0	\$311,580	\$311,580	\$1,038,604	\$0
00008724 - REPA Moy Pocket Road Floodway Betterment - Moy Pocket Road (Ch 9.)	\$269	\$0	(\$269)	\$0	\$0
00008730 - REPA Eastern Roads Package 01 (Jan-22 Event) - Investigations & Design	\$17,796	\$0	(\$17,796)	\$0	\$0
00008731 - REPA Package 01 - Investigations & Design and Project Management	\$224,370	\$0	(\$224,370)	\$0	\$0
00008732 - REPA Package 02 - Investigations & Design and Project Management	\$512,830	\$0	(\$512,830)	\$0	\$0
00008733 - REPA Blunder Road Landslip - Investigations & Design and Project Mana	\$139,753	\$0	(\$139,753)	\$0	\$0
00008734 - REPA Western Roads 01 - Investigations & Design and Project Managemen	\$570,804	\$0	(\$570,804)	\$0	\$0
00008735 - REPA Maudsley Street Goomeri - Investigations & Design and Project M.	\$32,227	\$0	(\$32,227)	\$0	\$0
00008736 - REPA Harrys Creek Road (Bridge No.70) - Investigations & Design and Pi	\$82,991	\$0	(\$82,991)	\$0	\$0
00008737 - REPA Western Roads Package 01 (Part 2) - Investigations & Design and I	\$3,880	\$0	(\$3,880)	\$0	\$0
00008738 - REPA Eastern Roads Package 07 - Investigations & Design and Project M	\$45,210	\$0	(\$45,210)	\$0	\$0
00008739 - REPA Eastern Roads Package 11 - Investigations & Design and Project M	\$37,115	\$0	(\$37,115)	\$0	\$0
00008740 - REPA Bella Creek Road Landslip - Investigations & Design and Project M	\$131,237	\$0	(\$131,237)	\$0	\$0
00008741 - REPA Eastern Roads Package 05 - Investigations & Design and Project M	\$15,815	\$0	(\$15,815)	\$0	\$0
00008742 - REPA Moy Pocket Road Floodway Betterment Sites - Investigations & De	\$25,400	\$0	(\$25,400)	\$0	\$0
00008743 - REPA Cedar Pocket Road Bridge Betterment Sites - Investigations & Des	\$33,269	\$0	(\$33,269)	\$0	\$0
00008744 - REPA Eastern Roads Package 06 - Investigations & Design and Project M	\$8,764	\$0	(\$8,764)	\$0	\$0
00008745 - REPA Eastern Roads Package 10 - Investigations & Design and Project M	\$159,150	\$0	(\$159,150)	\$0	\$0
00008746 - REPA Eastern Roads Package 01 - Investigations & Design and Project M	\$1,093,897	\$0	(\$1,093,897)	\$0	\$0
00008747 - REPA Western Roads Package 02 - Investigations & Design and Project M	\$314,807	\$0	(\$314,807)	\$0	\$0
00008748 - REPA Eastern Roads Package 02 - Investigations & Design and Project M	\$250,648	\$0	(\$250,648)	\$0	\$0
00008749 - REPA Eastern Roads Package 03 - Investigations & Design and Project M	\$246,090	\$0	(\$246,090)	\$0	\$0
00008773 - REPA Eastern Roads Package 02 - Inglewood Road	\$3,851	\$0	(\$3,851)	\$0	\$0
00008901 - REPA North Deep Creek Road Floodway Betterment - North Deep Creek	\$188	\$0	(\$188)	\$0	\$0
00008902 - REPA North Deep Creek Road Floodway Betterment - Investigations & C	\$10,071	\$0	(\$10,071)	\$0	\$0
00008903 - REPA Boobyjan Road Landslip - Investigations & Design and Project M.	\$24,918	\$0	(\$24,918)	\$0	\$0
00008904 - REPA Eastern Roads Package 04 - Investigations & Design and Project M	\$317,919	\$0	(\$317,919)	\$0	\$0
00008908 - REPA Eastern Roads Package 08 - Investigations & Design and Project M	\$60,555	\$0	(\$60,555)	\$0	\$0
00008909 - REPA Eastern Roads Package 09 - Investigations & Design and Project M	\$44,104	\$0	(\$44,104)	\$0	\$0

Capital Detail 31 December 2023					
(This report refers to the budget adopted by Council on 25 October 2023)					
Expenditure					
Work Order	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget	2nd Qtr Budget Review Forecast 2023-24
00008948 - REPA Noosa Road Floodway Betterment - Investigations & Design and F	\$8,895	\$0	(\$8,895)	\$0	\$0
00008949 - REPA Rossmore Road Floodway Betterment - Investigations & Design ar	\$18,670	\$0	(\$18,670)	\$0	\$0
00008950 - REPA Wilsons Pocket Road Bridge Betterment - Investigations & Design	\$8,102	\$0	(\$8,102)	\$0	\$0
00008951 - REPA Amamoor Creek Road Floodway Betterment - Investigations & De	\$6,838	\$0	(\$6,838)	\$0	\$0
00008952 - REPA Kew Road Floodway Betterment - Investigations & Design and Pro	\$19,891	\$0	(\$19,891)	\$0	\$0
00008953 - REPA Roebuck Street Stormwater Betterment - Investigations & Design :	\$2,175	\$0	(\$2,175)	\$0	\$0
00008954 - REPA Western Roads Package 03 - Investigations & Design and Project f	\$295,364	\$0	(\$295,364)	\$0	\$0
00009262 - Southside Transport Flood Detour - Smerdon/Pritchard/Copp Roads	\$5,305	\$0	(\$5,305)	\$0	\$180,000
00009410 - Woolgar Bridge - Mooloo Road (Timber Bridge Rehab)	\$133,615	\$0	(\$133,615)	\$0	\$180,000
14 Rainbow Beach Rd Streetscape Improvement - Completion of	\$0	\$0	\$0	\$0	\$4,460
Bella Creek Road Widening	\$0	\$0	\$0	\$0	\$5,000,000
Bus Stop Shelter Program ? 21 Various Locations	\$44,610	\$0	(\$44,610)	\$0	\$44,610
Cartwright Road, James Nash State High School, upgrade passe	\$9,043	\$0	(\$9,043)	\$0	\$9,043
Hamilton Road, Corella Court to Old Maryborough Road - design shared path	\$3,419	\$0	(\$3,419)	\$0	\$3,419
Misc. Minor Upgrades - Safety and Signage upgrades	\$0	\$0	\$0	\$0	\$12,798
Moreland Road bitumen sealing (50% with resident)	\$0	\$0	\$0	\$0	\$7,698
Smithfield Street Lighting Renewal	\$0	\$0	\$0	\$0	\$15,000
Road Widening - Tamaree Road Tamaree (Chainage 0 - 2.1km)	\$0	\$0	\$0	\$0	\$44,468
<b>Road, Bridge and Drainage Total</b>	<b>\$23,270,026</b>	<b>\$21,799,431</b>	<b>(\$1,527,666)</b>	<b>\$69,083,593</b>	<b>\$98,993,054</b>
<b>Water</b>					
00003349 - Water Meters Replacement Program	\$6,365	\$48,000	\$41,635	\$160,000	\$275,127
00003746 - Gympie WTP Belt Press Refurbishment	(\$64)	\$15,000	\$15,064	\$50,000	\$75,000
00003750 - Kandanga Water Treatment Plant - Building Upgrade	(\$315)	\$0	\$315	\$22,470	\$22,470
00004028 - Gympie and Mary Valley Water Treatment Plants - Full Assessments	(\$64)	\$0	\$64	\$0	\$0
00004291 - Water/Waste Water Project Management capital labour (distribution req	\$23,558	\$0	(\$23,558)	\$0	\$0
00004838 - Gympie WTP Reservoir Renewal (Jones Hill) - BoR	\$32,342	\$805,500	\$773,158	\$2,685,000	\$1,470,078
00005144 - Rainbow Beach Tourism Water Fill Point	\$201,085	\$24,000	(\$177,085)	\$171,238	\$201,085
00005201 - QRA funding generators - Pavilion, Civic Centre, Water Treatment Plant	\$33,213	\$367,561	\$334,348	\$1,202,022	\$1,202,022



<b>Capital Detail</b>					
<b>31 December 2023</b>					
<b>(This report refers to the budget adopted by Council on 25 October 2023)</b>					
<b>Expenditure</b>					
Work Order	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget	2nd Qtr Budget Review Forecast 2023-24
00005389 - Rainbow Shores Pressure control and contingency	\$14,219	\$1,359	(\$12,860)	\$225,000	\$225,000
00005397 - Amamoor & Kandanga WTP Instrument Upgrade	\$49,132	\$13,500	(\$35,632)	\$67,000	\$67,000
00005403 - Goomeri WTP Upgrade - Package 1	\$338,759	\$149,017	(\$189,742)	\$515,000	\$606,000
00005408 - Fox St - 120m AC	(\$64)	\$0	\$64	\$0	\$0
00005411 - Gympie WTP Turbidity Meter Replacement - Replace/ Upgrade existing 1	\$18,213	\$9,000	(\$9,213)	\$18,277	\$18,277
00005412 - Colooloa Cove WTP #1 Filter Replacement	\$7,665	\$75,000	\$67,335	\$250,000	\$250,000
00005413 - Colooloa Cove WTP Chlorine Dosing	\$16,295	\$18,000	\$1,705	\$74,000	\$74,000
00008647 - Mary Valley upgrade for THM reduction	\$0	\$18,000	\$18,000	\$60,000	\$60,000
00008665 - 23/24 Water Network Mains Renewal	\$97,348	\$450,000	\$352,652	\$1,048,961	\$1,048,961
00009222 - Water Main at Pengelly's Bridge (FY 23-24)	\$0	\$0	\$0	\$50,000	\$50,000
00009411 - Lindsay Street High Zone Pressure Rectification	\$10,859	\$0	-\$10,859	\$0	\$150,000
00009488 - Rainbow Beach Clearwater Pump Renewal	\$0	\$0	\$0	\$0	\$25,000
<b>Water Total</b>	<b>\$848,546</b>	<b>\$1,993,937</b>	<b>\$1,145,391</b>	<b>\$6,598,968</b>	<b>\$5,820,020</b>
<b>Waste Water</b>					
00003344 - Priority instrumentation supply, installation and integration Coastal STP's	\$345,035	\$293,166	(\$51,869)	\$603,166	\$603,166
00003358 - Sewer Renewal (Relining) & Upgrade	(\$1,546)	\$0	\$1,546	\$0	\$0
00003369 - SPS C1 Renewal - Refurb	\$986	\$72,000	\$71,014	\$240,000	\$240,000
00003952 - Gympie 1 Sewer Pump Station replacement	\$247,460	\$219,000	(\$28,460)	\$250,000	\$250,000
00003953 - Gympie 3 Sewer Pump Station replacement	\$87,929	\$528,000	\$440,071	\$1,760,000	\$2,200,000
00005338 - Gympie Southside Sewer Network Expansion Project Stage 8, 9 and 10.	\$1,460,388	\$1,468,836	\$8,449	\$5,058,836	\$5,058,836
00005406 - Site Safety Improvements	\$27	\$0	(\$27)	\$0	\$0
00005410 - Gympie C5 VFD & Motor replacement	\$11,450	\$10,500	(\$950)	\$41,052	\$95,000
00005414 - Hot Standby server update for GSTP	\$1,936	\$0	(\$1,936)	\$0	\$0
00005416 - SPS Hard Stand Installation	\$696	\$0	(\$696)	\$0	\$0
00007865 - Gympie STP Belt Press Rehab	(\$64)	\$76,500	\$76,564	\$255,000	\$180,000
00009040 - Bonnick Road Trunk Sewer Extension	\$107,782	\$0	-\$107,782	\$120,000	\$120,000
Gympie STP - SPS R2 Renewal	\$0	\$0	\$0	\$0	\$100,000
Mulcahy Tce Sewer Renewal	\$0	\$0	\$0	\$0	\$40,000

<b>Capital Detail</b>					
<b>31 December 2023</b>					
(This report refers to the budget adopted by Council on 25 October 2023)					
<b>Expenditure</b>					
Work Order	YTD Actuals	YTD Current Budget	YTD Variance	Annual Current Budget	2nd Qtr Budget Review Forecast 2023-24
Sorensen Road Sewer Extension	\$0	\$0	\$0	\$0	\$100,000
00008663 - 23/24 Sewer Main Renewals	\$8,199	\$150,000	\$141,801	\$380,000	\$500,000
<b>Waste Water Total</b>	<b>\$2,270,278</b>	<b>\$2,818,002</b>	<b>\$547,725</b>	<b>\$8,708,054</b>	<b>\$9,487,002</b>
<b>Other Infrastructure</b>					
00005427 - 836Kandanga Swimming Pool - Leak Repairs	\$0	\$0	\$0	\$1,442	\$1,442
00008155 - Gympie Aerodrome – Fire fighting water tanks	\$206,260	\$0	(\$206,260)	\$0	\$180,000
00008634 - Region Wide Swimming Pool Upgrades / Renewal - W4Q	\$0	\$105,000	\$105,000	\$350,000	\$350,000
00008635 - Gympie Hydrotherapy Pool Feasibility Study	\$0	\$15,000	\$15,000	\$50,000	\$50,000
00008636 - Gympie Waste Management Facility Concept Design / Planning / Constr	\$2,018	\$150,000	\$147,982	\$500,000	\$0
00008638 - Airfield Marker Upgrades at Gympie Aerodrome - RAP	\$7,813	\$6,000	(\$1,813)	\$40,000	\$50,000
00008642 - Kilkivan equestrian centre - Install Cattle yards Adjacent to the arena	\$0	\$7,500	\$7,500	\$25,000	\$25,000
00008643 - Kilkivan equestrian centre - Install onsite arena watering system	\$0	\$12,000	\$12,000	\$40,000	\$40,000
00008664 - QRA Community and Recreational Assets Recovery and Resilience Progr.	\$0	\$321,216	\$321,216	\$1,070,719	\$935,892
<b>Other Infrastructure Total</b>	<b>\$216,091</b>	<b>\$616,716</b>	<b>\$400,625</b>	<b>\$2,077,161</b>	<b>\$1,632,334</b>
<b>Intangible Assets</b>					
00003423 - Enterprise Access Control System	\$0	\$0	\$0	\$300,000	\$700,000
00008652 - On-Premise Server Renewal	\$251,977	\$88,500	(\$163,477)	\$295,000	\$301,000
00008653 - Enterprise Access Control Renewal	\$0	\$105,000	\$105,000	\$350,000	\$0
<b>Intangible Assets Total</b>	<b>\$251,977</b>	<b>\$193,500</b>	<b>(\$58,477)</b>	<b>\$945,000</b>	<b>\$1,001,000</b>
<b>Total</b>	<b>\$45,730,058</b>	<b>\$39,262,470</b>	<b>(\$6,524,657)</b>	<b>\$111,993,885</b>	<b>\$160,098,758</b>

Submitter Issue	Council Comments
<p>Existing vegetation on the site has been removed. At the time of purchase (2017) the existing shipping containers could not be seen from adjoining property and as a result of the clearing visual impacts have occurred. Submitter notes that clearing was undertaken in April 2021.</p>	<p>There is no record of approval being granted for clearing although if undertaken in April 2021 would not have required approval as the TLPI was repealed December 2020 and current TLPI commenced 23 February 2022.</p>
<p>The property should be revegetated to provide a buffer for privacy, air pollution and noise pollution.</p>	<p>Should any approval be granted suitable buffers should be conditioned to screen the use from adjoining properties. Buffers for air quality and noise impacts would need to be assessed and designed by suitably qualified professionals, which hasn't been submitted with the application.</p>
<p>Truck noise is heard from our property</p>	<p>The primary noise emissions from the development, would be from truck movements and associated emissions i.e. reversing beepers, door slams and the loading/unloading of shipping containers. The applicant has indicated that traffic movements will be limited to Monday to Friday: 8am to 5 pm and Saturday and Sunday: 8am to 2 pm. Should the operation and traffic movements be limited to the daytime period it is anticipated that the relevant noise levels should not be exceeded.</p>
<p>The clearing was to provide a second driveway to loop around from the existing driveway around the existing dwelling. Concerns that the second driveway was not installed to council specifications in terms of required distance from our property.</p>	<p>The access locations will need to be assessed to ensure that adequate sight visibility is achieved (165m in each direction). The crossovers may require upgrading to the relevant standards outlined in council's drawing R-15.</p>
<p>Request that any water runoff or chemical run off is not directed to our property.</p>	<p>If approved, any stormwater from the site would need to be directed to a lawful point of discharge and not create a nuisance to other properties.</p>
<p>Issue with security/guard dogs not being contained to the property and chasing people walking on Carlson Road.</p>	<p>This issue is not a planning matter, however has been referred to council's Regulatory Services section for investigation.</p>

**Gympie Regional Council**  
**New Planning Scheme Project**

**Coastal Hazards**  
**Policy Position Paper**

December 2023

## Introduction

The Cooloola coastline of the Gympie Local Government Area (LGA) extends over 50 km from Cooloola Beach, around Double Island Point, along Rainbow beach, around Inskip Point then across Tin Can Bay (Figure 1).

The coastal zone has significant ecological value and includes parts of the UNESCO Great Sandy Biosphere Reserve, the Great Sandy National Park and the Ramsar listed Great Sandy Strait.

The coastline is characterised by a unique combination of coastal landforms and ecosystems, including some of the highest parabolic dune systems in the world, a dynamic sandy barrier spit, extensive coastal plains and wetlands.

The diversity of the landscape features supports a range of land uses with social, cultural, environmental and economic values. The landscape has been shaped by coastal processes over many thousands of years. Erosion and accretion of the shoreline, and inundation of coastal areas are part of these natural processes. However, these processes can become coastal hazards when they have the potential to impact on infrastructure, access, services, our lifestyle and the economy.



Gympie Regional Council adopted a Coastal Hazard Management Strategy (CHAS) in February 2023. The purpose of the CHAS is to:

- inform future decisions regarding the protection and management of our coast and foreshore,
- inform future land use planning,
- guide the management of public utilities and facilities,
- guide the management of areas of environmental and cultural significance, and,
- foster collaboration and the shared care of our coastline.

This policy position paper will focus on the elements of the CHAS that are to be implemented via the planning scheme, noting that much of the CHAS program implementation will occur via Council's environmental management and capital works/infrastructure activities.

This position paper is one of 11 position papers addressing key aspects of the future land use and development policy for GRC. This paper has been prepared as part of Stage 2 of the Gympie Regional Council Planning Scheme project and is intended to inform the planning scheme drafting process to occur in Stage 3.

Other position papers to be prepared as Stage 2 are as follows:

- Housing
- Retail and Commercial Development
- Rural Land
- Industrial Land
- Heritage
- Bruce Highway Upgrade Response Strategy
- Biodiversity Conservation
- Flooding
- Bushfire
- Open Space and Recreation.

## Issue 1 – Coastal Values

### Discussion:

The coastal landscape holds significant environmental values:

- Coastal landforms – including extensive dune systems, tidal inlets, coastal plains and sandy beaches.
- Vegetation communities and ecosystems – including the wetlands, mangroves and native dune vegetation.
- Significant and endangered species – including both land and marine environments (e.g turtles, birds and fish).

Well known features of the Cooloola coastline include:

- the Ramsar listed Great Sand Straight (including Tin Can Bay and inlet)
- UNESCO Great Sandy Biosphere Reserve
- Great Sandy National Park
- Rainbow Beach and Double Island Point.

From an economic perspective the unique and beautiful coastal landscape of the Cooloola coast drives a strong tourism sector that is a significant contributor to the Gympie economy. The region attracts over 500,000 tourists that stay a total of over 1 million guest nights per annum. The region also attracts significant levels of day visitors, particularly out of the Sunshine Coast (both tourists and regional residents).

The beach road along Rainbow Beach and Cooloola Beach is a significant asset, providing recreational values to locals and tourists alike. The importance of the accessibility to the beach for vehicular travel is highlighted by the estimated 300,000 vehicle trips per annum, or around 820 trips per day.

Community engagement undertaken as part of the preparation of the CHAS identified the values of importance to residents as being:

- tourism potential,
- the quality of the environment,
- cultural values,
- recreation,
- the character of coastal communities,
- the provision and maintenance of infrastructure, and,
- public safety.

The coastline is a dynamic and picturesque part of the landscape, where the land meets the sea. One of the more challenging aspects of the coastal landscape is that it experiences constant, and often rapid change. Wind and waves continually work to move sediment and shape the shoreline, and extreme weather events can periodically result in substantial erosion and inundation of coastal land.

A resilient coast has social, economic and environmental systems in place to avoid, manage and mitigate the impact of hazardous events or disturbances so that the environmental, economic and community values identified above are not compromised. Resilience means the ability to respond in ways that maintain the essential functions, identity and values of a region, while also being able to proactively adapt to change.

**Desired Outcome**

- The values of the coastal landscape are protected for future generations.

**Policy Position**

- The strategic objective of land use planning for coastal areas is that resilience to coastal hazards is enhanced.

**Action**

- The new planning scheme is drafted to require that new development in coastal areas results in improved resilience to coastal hazards.



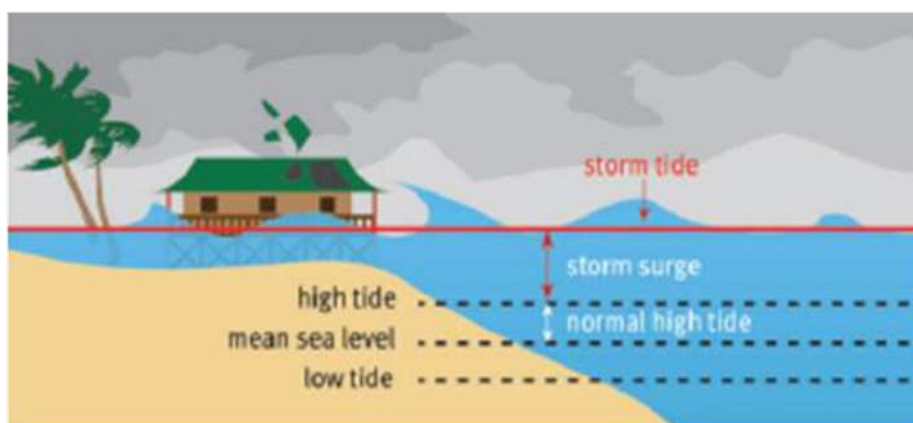
## Issue 2 – The Nature of Coastal Hazards

### Discussion:

Coastal hazards include inundation of low-lying coastal land, the erosion of the shoreline and tidal inundation. Periodic inundation and erosion are natural processes and contribute to shaping the unique landforms of our coastal zone. However, when these processes have an adverse impact on communities, infrastructure and some natural assets, they are considered coastal hazards. In south-east Queensland, major coastal hazard impacts are typically associated with east coast lows (low pressure weather systems) and occasional tropical cyclones.

### Storm Tide Inundation

Storm tide inundation is the flooding of low-lying coastal land from a locally elevated sea level (the 'storm tide'). The storm tide is a combination of the predicted tide, storm surge, and wave action (Figure 3). Storm surge is driven by the combined influence of low atmospheric pressure and high winds associated with events such as tropical cyclones.



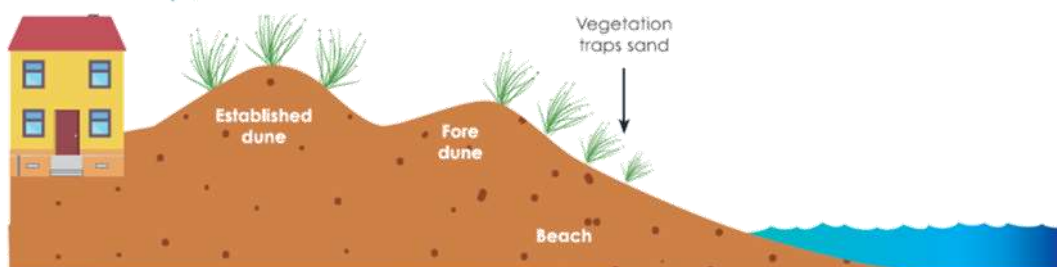
### Coastal Erosion

Coastal erosion occurs when winds, waves and coastal currents act to shift sediment away from the shoreline. This can be a short-term shift, often associated with storm activity (termed storm bite), and the beach will then gradually rebuild. When a beach is stable, all of the sand moved offshore during a storm eventually moves back onto the beach (over timeframes of months to years). In this case periodic beach erosion does not result in a long term landward movement of the shoreline.

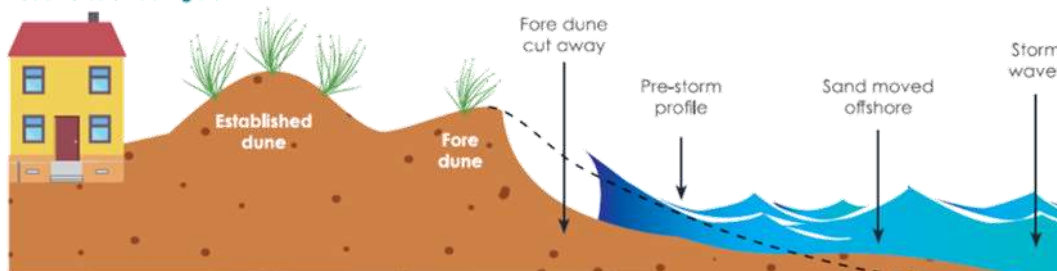
In other cases, due to changing sediment supply or climate conditions, the beach may not have sufficient capacity to rebuild between storm events. In the absence of intervention, long-term erosion (termed recession) may occur, which is the landward movement of the shoreline over a longer timeframe.

Both short term and long-term erosion processes may impact on coastal assets, depending on how close to the fore-dune assets are located.

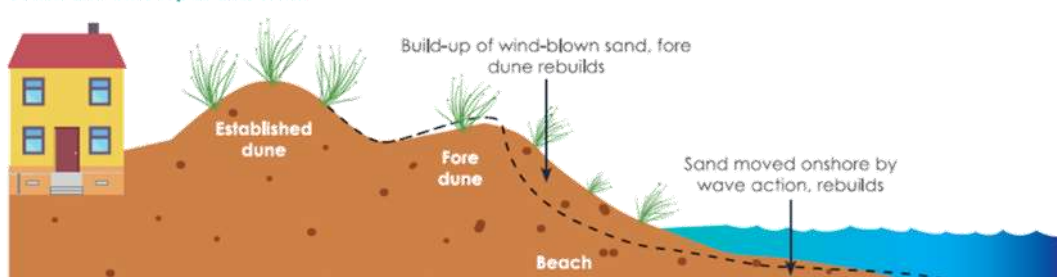
Normal beach shape, calm conditions



Beach erosion during storm



Beach and dune repair after storm



### Tidal Inundation

Tidal inundation is regular inundation from the tidal cycle, including up to the Highest Astronomical Tide. Areas of low-lying coastal land will be prone to an increased extent of tidal inundation with sea level rise. A 0.8 m sea level rise by 2100 is currently planned for by the State Government.

As part of the CHAS preparation updated coastal hazard mapping has been produced. The updated maps are based upon new modelling of open coast erosion, a predicted sea level rise of 0.8m by 2100 and the application of the State Government approach to defining erosion prone areas, tailored to the Gympie region in consultation with State and the Local Government Association of Queensland (LGAQ). The mapping demonstrates modelling outputs for 2040, 2070 and 2100.

The updated mapping suggests that the area of urban land currently impacted by coastal hazards will increase by 100% by 2100, largely as a product of sea level rise. It should be noted however that erosion prone areas and storm tide inundation zones do not represent a predicted loss of coastal land. The maps provide an indication of areas that may be exposed to erosion or inundation processes (now or in the future), it is expected that in many cases the impacts can be avoided, mitigated or managed through adaptation planning.

The mapping will inform the land use planning response to the issue of coastal hazards within the new planning scheme.

Desired Outcome:

- Coastal hazards are recognised, managed by mitigation and adaption so that the level of exposure is reduced.

Policy position:

- The year 2100 is the planning horizon adopted to guide Council's land use planning response to coastal hazards.

Action:

- The new planning scheme is drafted to reflect the desired outcome and policy position set out above.

## Issue 3 - Assets at Risk

### Discussion:

An asset is deemed to be at risk where it is identified to be at a medium to a very high risk of adverse impacts from coastal hazards. Risk is calculated via the risk matrix below, i.e. the risk level (low, medium, high or very high) is a product of the consequence of the hazard and the likely frequency of the hazard.

		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood	Likely 10% AEP	Low	Medium	High	Very high	Very high
	Possible 1% AEP	Low	Medium	Medium	High	Very high
	Rare 0.2% AEP	Low	Medium	Medium	Medium	High

For infrastructure in the Cooloola coastal area, up to 10% of roads are currently at risk from coastal hazards, increasing to 12% by 2100. Sewerage, drainage and water reticulation assets currently have a relatively low risk, with less than 2% of assets at risk, increasing to 4% of assets at risk by 2100.

With respect to land use planning the CHAS modelling concludes that by 2100 37% of the open space (parks and the like) in the coastal area will be at a medium or higher risk from coastal erosion and about 25% of residential land will be at medium to high risk of storm tide inundation at 1% AEP storm events.

Coastal hazard risk for residential dwellings at the present day is in the order of 20 dwellings across the whole region. By 2100, this may increase to over 100 dwellings in the at-risk zone for coastal hazards.

In the absence of intervention or adaptation, there are economic costs associated with coastal hazards. Economic analysis is important for determining the best approach to coastal hazard adaptation for different localities including:

- valuation of assets and key industries,
- establishment of a base case, i.e. the cost of no action, and
- assessment of adaptation options.

For the Cooloola coast, the five key components of damages / losses have been identified for the base case:

- Damage to buildings and facilities –public and private buildings, and structures such as marinas and swimming pools, among others. This is the financial cost of repairing or replacing these assets.
- Damage to other infrastructure and facilities – such as electricity, sewerage, drainage, and water supply infrastructure.
- Damage to transport infrastructure – including roads, pathways, and bridges. This is the financial cost of repairing or replacing the assets and can also trigger other economic losses where access to key sites is lost.
- Losses of land, environmental and cultural assets – such as wetlands, national park, and habitats for threatened species. This is the lost value from a reduction of these assets.

- Damage to beach and foreshore assets – such as lifesaving towers, pontoons, jetties, playgrounds, shelters, and other beachside facilities.

For the Cooloola coast, the present day average annual damages (AAD) associated with combined coastal hazard impacts on infrastructure assets is estimated to be in excess of \$1 million dollars.

In the absence of adaption, this cost is likely to increase to \$6 million by 2040, \$9 million by 2070 and over \$11 million by 2100. The major driver of the cost increase will be damage to buildings caused by sea level rise.

The cost of damage to natural assets such as the beaches, wetlands and high ecological value waterways has been estimated to be in the order of an additional \$3.5 million annually by 2100.

Coastal hazards may also have the potential to impact upon beach access with flow on impacts for the local economy. Recent weather related beach closures have lasted several days. The potential economic impact on the local economy of a two week beach closure is estimated to be up to \$3.5 million.

From a land use planning perspective the elements of the response to coastal hazards are:

- the identification of the extent of the hazard exposure and the associated risk levels,
- the review of land use suitability and risk tolerance to be reflected in land use zoning,
- clear identification of the at risk areas within the planning scheme mapping, and,
- the drafting of the appropriate planning scheme code requirements to mitigate risk to acceptable levels.

**Desired Outcome:**

The planning scheme adaption responses reduce the impact of erosion and storm tide inundation upon future development.

**Policy Position:**

Council adaptation framework is based upon four adaption responses:

- Avoid placing new development in coastal hazard areas.
- Where development is unavoidable in a coastal hazard area the development will, by design, mitigate the risk to an acceptable level.
- Monitor areas of low risk and be prepared to adjust planning provisions should the risk profile be observed to increase.
- Where the risk of coastal hazard is high and cannot be effectively mitigated Council will consider the transition to an alternative land use.

**Action:**

- The new planning scheme be drafted to conform with the above policy setting.

## Issue 4 – Planning Scheme Adaption Response

Discussion:

The CHAS has provided the background information to inform the planning scheme of the nature and extent of the exposure to coastal hazards within the Gympie local government area.

The task for the planning scheme is to set out an adaptation response to guide future land use and development decision making. Based upon the community engagement carried out as part of the preparation of the CHAS the objectives of the planning scheme response should be to:

- retain the natural beauty of the coast,
- limit adverse impacts on scenic amenity,
- protect important ecosystems,
- protect freshwater and tidal waterways and wetland habitats,
- maintain access to the region (including 4WD beach access),
- minimise potential impacts on tourism,
- retain sandy beaches,
- maintain access to beach and assets, and,
- limit impact on assets and infrastructure (including new developments) within hazard zone.

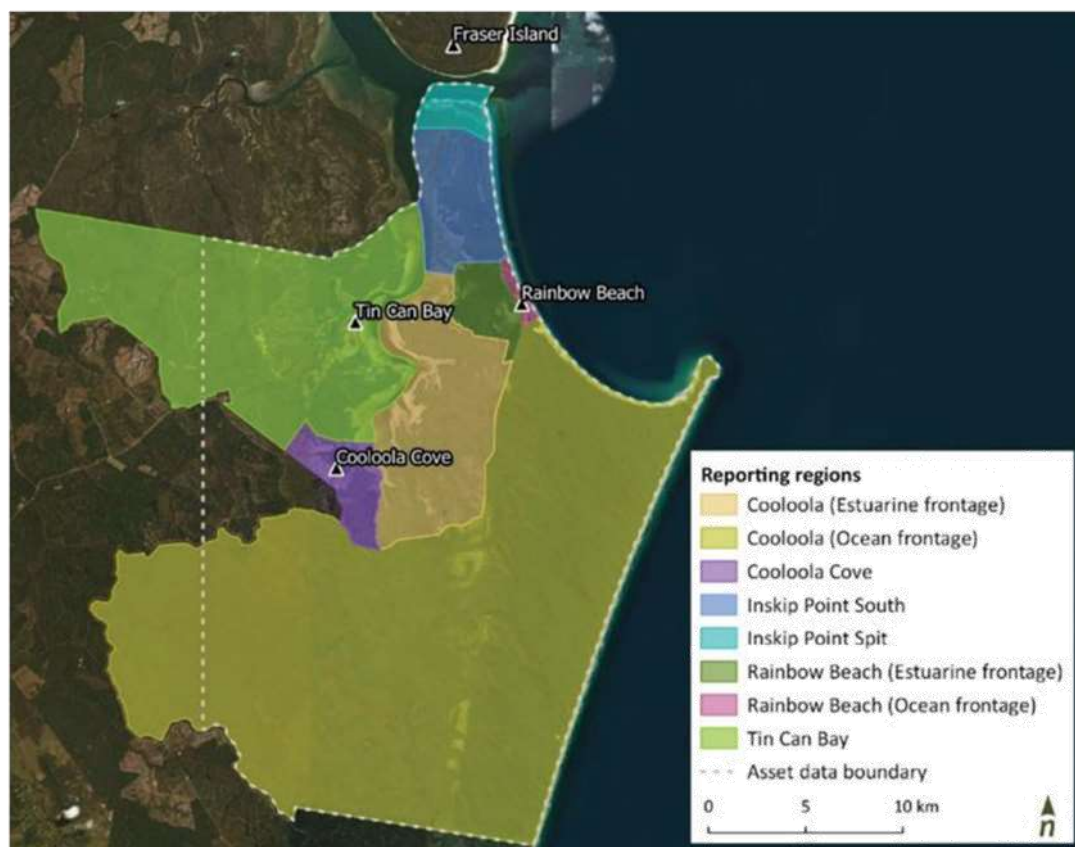
The challenge in drafting the planning scheme will be to establish a sustainable balance in achieving the sometimes competing objectives identified above.

As discussed at Issue 3, Council's response framework can be generally described as:

- avoid
- monitor
- mitigate
- transition.

With respect to the planning scheme the CHAS flags the following actions:

- Develop a transition plan for Inskip Point, including consideration of an alternate barge access point.
- All planning matters undertaken by Council to incorporate and have regard for the new coastal hazard information presented in the CHAS
- Consider implications of the CHAS for future development approvals and conditions including:
  - approval conditions for lots of un-developed land with existing approvals
  - implications for future development approvals and conditions
- For the new planning scheme update, use the updated erosion prone area mapping and outcomes of the CHAS to inform decisions on development areas and strategic land use planning.



The CHAS provides some detail on the likely exposure and nominates specific actions for each of the localities identified above. This information is summarised below.

**Coolooloo Cove:**

Given its sheltered location on the Tin Can Inlet and relatively low energy wave environment, inundation is expected to be the primary coastal hazard impacting Coolooloo Cove.

Inundation risk to built assets, residential areas and associated areas within the planning scheme is likely to remain low. However, present day tidal areas do extend to the fringes of undeveloped land parcels zoned for residential living near the outlet of Mullen Creek.

There is currently a relatively large area that is zoned as 'rural' between the built areas and Tin Can Inlet. Maintaining this as an ecological buffer will provide ecosystems with the opportunity to adapt/migrate and re-establish themselves as sea levels rise.

**Planning response** - Review zoning and development approval conditions for un-developed land with existing approvals.

### **Inskip Point South:**

Present day inundation and erosion risk is medium to high for some assets in low-lying areas, including the camp ground at Pelican Bay, access road to Inskip Point, and infrastructure (including the carpark) at Bullock Point ferry terminal.

A large portion of this locality is currently under the environmental management and conservation zone. This should be maintained to facilitate ecosystem adaptation.

A transition response for Bullock Point may be required by 2100 (subject to 10-year review). Infrastructure relocation and alternative barge landing locations may be required by 2100 due to the projected coastal hazard exposure and risk for this location. This can be considered in conjunction with transition planning for Inskip Point Spit.

### **Planning response:**

Update planning scheme overlay mapping.

### **Inskip Point Spit:**

Inundation and erosion risk is moderate to high risk for roads and campgrounds and recreational uses at Inskip Point Spit. The entire spit is vulnerable to open coast erosion and dynamic estuarine processes at the present day, and coastal hazard risk is likely to increase to 2100.

The spit is a highly dynamic coastal feature that is vulnerable to major change at any point in time. The spit is not only vulnerable to open coast erosion and storm tide inundation but also estuarine process from the Inlet side and complex hydrogeomorphic changes including groundwater destabilisation (similar to past 'sink-hole events'). It is accepted that extremely rare events could cause a permanent breakthrough at any time that would result in the isolation of the northern point.

While there are limited built assets in this locality there are other implications, such as public safety and loss of access. The adaptation response for Inskip Point Spit is to begin the transition planning process. This may include maintaining the current land use until a specific trigger (erosion rate, breakthrough event or economic trigger) for changing land use and access arrangements occurs.

Emergency protection works are likely to continue as part of the transition plan to address minor / site specific erosion events for a period of time. However, the transition plan will enable proactive consideration of alternative future arrangements (e.g. alternative barge location, relocation of campground / recreational facilities).

### **Planning Response:**

Develop a transition plan for Inskip Point Spit. Planning needs to consider physical mechanisms of erosion (e.g. open coast erosion and sinkholes) as well as site specific economic analysis on the value of maintaining barge access to Fraser Island, value to tourism, and alternate locations for barge access. A transition plan would be prepared as part of local area planning under a future planning scheme amendment.



#### **Rainbow Beach (estuarine frontage):**

This area contains a large portion of the Rainbow Beach community on the western side of Rainbow Beach Road and south of Clarkson Drive. This comprises local centres, residential and industrial areas, situated on the elevated hind-dune areas.

A significant portion of the remaining low lying land is zoned as environmental management and conservation except for an area at Carlo Point which contains the Carlo Point Marina and an area on the eastern side zoned as residential choice (currently contains Rainbow Beach Holiday Park).

For assets in the low-lying areas, tidal inundation and storm tide risk is expected to increase to 2100 with sea level rise. Existing assets in these zones can be upgraded through staged asset management to reduce the likelihood of exposure (e.g. raised lot and floor levels, or relocation of assets), or reduce the consequence of exposure (e.g. resilient building materials).

If feasible, adaptation measures should aim to integrate with existing asset management procedures to minimise any additional costs.

For new development areas, outcomes from the Strategy will be used to review zoning and development approval conditions to ensure coastal hazard risk is minimised.

Large areas of this locality are currently within the environmental management and conservation zone; this should be maintained to facilitate natural ecosystem adaptation processes.

The adaptation response for Rainbow Beach (Estuarine frontage) is to monitor coastal hazards at present and mitigate from 2040 onwards. Mitigation will include a combination of region-wide actions including planning updates and asset management upgrades.

A localised transition response may be required at the Carlo Point marina by 2100, which is likely to involve adaptation, including possible local relocation, of existing infrastructure. Planning for this would be reviewed in 2070 – not within the time horizon of this planning scheme.

#### **Planning Response:**

Review zoning and development approval conditions for undeveloped land with existing approvals, clarify implications for future development approvals and conditions.

#### **Rainbow Beach (ocean frontage):**

This area includes the Rainbow Beach community on the eastern side of Rainbow Beach Road, and south of Clarkson Drive, as well as a small section of the Great Sandy National Park within the dune system south of Ocean View Parade.

The primary hazard for this area is open coast erosion, with the shoreline and dune system exposed to periodic erosion events at the present day, and increasing exposure and risk by 2100.

Several Council assets are located within the present day hazard area including beach access points, lifesaving tower and beach and foreshore facilities. Additional assets that may be at risk under future conditions include the surf lifesaving club, roads, pedestrian access, skate park, sewer, water and stormwater infrastructure and some park assets.

The adaptation response for Rainbow Beach (ocean frontage) is to mitigate coastal hazards from present day onwards. Mitigation includes a combination of region wide actions associated with capacity building, planning and modifying infrastructure, as well as a pilot of a dune protection and maintenance program, and the geotechnical and geomorphic assessments to inform future updates to the adaptation pathway.

**Planning Response:**

No specific planning scheme response at this point other than to ensure the planning scheme overlay maps reflect the most up to date information for this area.

**Tin Can Bay:**

This area includes the community of Tin Can Bay, a popular tourist destination, with hotels, holiday units, campgrounds, and caravan parks. It has a permanent population of around 2,000. The Tin Can Inlet itself is an important marine habitat area as well as servicing a fishing and prawning industry, along with recreational fishing.

The undeveloped area north of Snapper Creek is zoned as community purpose and incorporates the Wide Bay defence training area. This area is largely inaccessible via road and includes extensive mangrove communities and estuarine wetlands.

The dominant coastal hazard exposure for Tin Can Bay is tidal and storm tide inundation, and localised areas of shoreline retreat. Inundation hazard risk is expected to increase for low-lying areas to 2100, with a notable increase in exposed assets by 2040.

The most at risk areas and assets are located between Crab Creek and Norman Point. Assets include residential dwellings, main access roads, sewer, water and stormwater infrastructure, pathways, carparking, amenities, waterfront open space, Tin Can Bay Marina, Tin Can Bay Swimming Pool, Coast guard, Barnacles Dolphin Centre and the Tin Can Bay Yacht Club.

There are areas of both developed and undeveloped land zoned as residential living and residential choice that may be increasingly exposed to inundation events by 2100. Extensive areas of high ecological significance may also be increasingly exposed to tidal and storm tide inundation events into the future. Maintaining existing ecological buffers to allow natural ecosystems the opportunity to migrate landward will be important for enabling natural adaptation.

The adaptation response for Tin Can Bay is to mitigate coastal hazards from present day through to 2040, and then plan for a land use transition at site specific localities including Norman Point by 2070.

**Planning Response:**

Review zoning and development approval conditions for undeveloped land with existing approvals, clarify implications for future development approvals and conditions.

**Desired Outcome:**

- Future exposure to coastal hazards is minimised.

Policy Positions:

- In existing developed areas – mitigate ahead of staged transitions should monitoring show increasing risk.
- In undeveloped areas avoid new development that would be vulnerable to or exacerbate the effects of coastal hazards.

Actions:

- Draft new planning scheme to reflect the locality specific actions identified above.
- Draft the new planning scheme to give effect to the policy position set out above.

## **Gympie Regional Council**

### **New Planning Scheme Project**

#### **Heritage Conservation Policy Position Paper.**

December 2023

## Introduction

Historically the Gympie community had an important role in the early European settlement of Queensland. It is not surprising therefore that the Gympie region exhibits a high concentration of places of both local and state heritage significance. These places remain today as physical evidence of this history and should be preserved for their aesthetic, cultural and interpretive values; heritage places contribute greatly to the character and identity of the Gympie region.

It is important to note that this paper does not address indigenous cultural heritage. Places of Aboriginal or Torres Strait Islander cultural heritage are administered separately under the *Aboriginal Cultural Heritage Act 2003*, and the *Torres Strait Islander Cultural Heritage Act 2003* by the Queensland Government Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships. The purpose of this document is to set out policy options available to Council to manage places of significance to the history of the European settlement of the Gympie region via Council's new planning scheme which is currently being produced.

Council has recently endorsed the Heritage Places Study (the Study) which:

- identified an assessment methodology,
- detailed the criteria for a place to be included in the 'Local Heritage Register', and
- updates to the existing register including the identification of additional sites of heritage significance.

The study has provided the information base for the Local Heritage Register. As a result, Council now has a more detailed analysis and historical information on each place identified in the Study, consistent with the requirements of the *Queensland Heritage Act 1992*. It is noted that the study is not yet a complete listing of places of heritage significance within the Gympie region. The Study does, however, provide a solid foundation upon which further work can be undertaken to describe and list the remaining places of heritage significance as resources permit.

The new planning scheme offers an opportunity to protect sites of historical importance. These 'sites of significance' hold unique local character, amenity and economic values for the community, and it is important to ensure they can continue to provide a link to our past whilst being integrated with new development going forward.

The heritage conservation provisions within planning scheme should strike a balance between the community benefit inherent in the preservation of significant sites and the reasonable expectations of property owners to benefit from the ownership of their property.

This paper discusses a range of issues relevant to heritage conservation in the Gympie region, the desired outcomes and policy settings for each issue and planning scheme related actions to progress each issue. This position paper is one of 11 position papers addressing key aspects of the future land use and development policy for Council. The paper has been prepared as part of Stage 2 of the Gympie

Regional Council Planning Scheme project and is intended to inform the planning scheme drafting process to occur in Stage 3.

Other position papers to be prepared as Stage 2 are as follows:

- Housing
- Retail and Commercial Development
- Rural Land
- Open Space and Recreation
- Industrial land
- Bruce Highway Upgrade Response Strategy
- Biodiversity Conservation
- Flooding
- Bushfire
- Coastal Hazards.

## Issue 1: Character and Amenity

### Discussion:

The Gympie region is endowed with a rich offering of sites of cultural heritage significance. These sites reinforce the connection between our present communities, their history and their identity. It is important for the region that the places that contribute to the character and identity of the region are retained for future generations.

There are numerous benefits associated with a strong sense of place, identity, and having a recognised 'brand' associated with a region or area. Tourism is an important driver of the state and national economy, with growth in visitation and expenditure in Queensland expected over coming years. The Gympie Region Tourism Strategy 2019-2024 identifies heritage and culture is one of the four pillars of tourism within the region. Gympie's authentic pioneering, mining, industrial, forestry and agricultural history allied with a wealth of heritage listed buildings present an opportunity to provide the visitor with a range of heritage related experiences in different settings around the region.

The heritage character of the established town centres further provides a sense of place and identity; a point of difference that businesses can exploit to generate interest and attract customers. Further afield, the rural landscapes interspersed with small towns, original homesteads and historic infrastructure such as the Mary Valley railway, Dickabram Bridge and the Mount Clara copper smelter at Oakview combine to tell a story of the development of the region since European settlement.

Local heritage trails have been established by Council in Gympie, Imbil, Goomeri and Kilkivan with signage and information to ensure local residents and visitors alike are able to appreciate the history of the locally significant heritage sites.

A defined character and sense of place are key elements in building a community's sense of identity and self-worth. The physical elements that characterise a place can provide a sense of permanency and of belonging for residents. In the Gympie region the places of heritage significance are the built form elements that establish the character and sense of place that local residents can identify as their own.

### Desired outcome:

- Heritage sites continue to play an important part in defining the identity the of Gympie region.

### Policy position:

- The planning scheme will be drafted to address the conservation of the Gympie region's places of heritage significance.
- The character of places established by items of local heritage significance will inform local area planning and urban design.

### Action:

- The new scheme is drafted in a manner consistent with the desired outcomes and policy settings identified above.

## Issue 2: Statutory Framework

### Discussion:

- This paper does not address indigenous cultural heritage. Places of Aboriginal or Torres Strait Islander cultural heritage are administered separately under the *Aboriginal Cultural Heritage Act 2003*, and the *Torres Strait Islander Cultural Heritage Act 2003* by the Queensland Government Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships.

Council's planning scheme addresses places that are representative of the history of the European settlement of the Gympie Region.

The legislative framework for the management of places of significance to the history of the European settlement of Queensland is set out below.

### **Queensland Heritage Act 1992**

- Sites of non-indigenous state heritage significance are governed under the provisions of this Act.
- The Act identifies these sites as having state significance as they contribute to our understanding of the wider pattern and evolution of Queensland's history and heritage.
- Sites of state heritage significance are recorded on the Queensland Heritage Register.
- The Act requires that a local government must identify locally significant places either –
  - (a) in its planning scheme; or
  - (b) in a register (a *local heritage register*) kept by the local government.

### **Planning Act 2016**

- The *Planning Act 2016* provides that a Council may either prepare a local heritage register and administer local heritage protection via the Heritage Act, or include a listing of heritage places and related planning provisions within their planning schemes.
- Gympie Council's current planning scheme adopts the later approach, i.e. the management of heritage places is addressed by the planning scheme. This approach is common practice amongst local governments in Queensland.
- Planning scheme mechanisms to identify and protect sites of heritage value can include the listing of places in a specific schedule, zoning, overlay mapping and code provisions to address particular aspects of development relevant to heritage conservation.

### **State Planning Policy (SPP) 2017**

The SPP requires that state interests of cultural heritage are conserved for the benefit of the community and future generations. The SPP states that the following state interests must be appropriately integrated in a planning scheme where relevant:

- Matters of Aboriginal cultural heritage and Torres Strait Islander cultural heritage are appropriately conserved and considered to support the requirements of the *Aboriginal Cultural Heritage Act 2003* and the *Torres Strait Islander Cultural Heritage Act 2003*. Council's approach to this issue will be determined following consultation with the local indigenous community.
- Adverse impacts on the cultural heritage significance of world heritage properties and national heritage places are avoided. There are no places in the Gympie Region listed as being of national or world heritage significance.
- Adverse impacts on the cultural heritage significance of state heritage places are avoided.
- Local heritage places and local heritage areas important to the history of the local government area are identified, including a statement of the local cultural heritage significance of the place or area.



### **Wide Bay Burnett Plan 2023**

The 2023 Regional Plan has been prepared to replace the former 2011 Regional Plan. The draft Regional Plan establishes a vision for the future of the Wide Bay Burnett and identifies a range of measures to achieve this. The draft Regional Plan states “to ensure good community design outcomes, the region should identify the local landscape, heritage and cultural assets worth protecting and integrate them sympathetically into new development”.

### **Gympie Regional Planning Scheme**

Council’s current (2013) Planning Scheme outlines a strategic vision for our local heritage assets:

*‘Well-managed and valued heritage assets – The Region’s natural and cultural heritage is assessed, conserved and protected. It is appropriately interpreted and maintained to support cultural identity and diversity, local appreciation and tourism. The celebration of the Region’s heritage focuses on, but is not limited to, respect and appreciation of Indigenous culture, the contribution of rural activities and timber-getting, the significance of gold mining and the cultural attachment to the built environment.’*

The strategic vision reinforces the importance of heritage conservation in the Gympie region from Council’s perspective. As indicated above the current planning scheme includes a schedule identifying a listing of heritage places, a zone identifying areas of heritage character and a heritage overlay map. The current scheme presents some opportunities to enhance heritage conservation by the updating of the schedule of heritage places and the inclusion of a heritage overlay code to better communicate the means by which Council’s strategic vision for heritage conservation might be achieved.

### **Non-Statutory Instruments.**

In addition to the above statutory framework the instruments described below provide a valuable insight into current best practice in heritage conservation.

### ***Guideline to identifying and assessing places of local cultural heritage significance in Queensland:***

The State Government has implemented a Guideline for the identification and assessment places of local cultural heritage significance in Queensland to support the interpretation of the *Queensland Heritage Act 1992* and the *State Planning Policy*.

### ***The Burra Charter***

The Burra Charter provides guidance on best practice for the conservation and management of cultural heritage places. The Burra Charter was adopted in 1979 and is periodically updated to reflect a developing understanding of the theory and practice of cultural heritage management. Gympie Regional Council’s Heritage Places Study was prepared utilising Burra Charter principles.

### **Desired outcomes:**

- Sites of significance to the history of the Gympie region are conserved.
- Sites of historical significance are valued by the community.
- Gympie Council’s approach to heritage conservation is consistent with current legislation and best practice.

### **Policy positions:**

- The heritage of Gympie is important to the regional and its community.
- Council’s new planning scheme will identify places of heritage significance occurring within the Gympie region.

- Council's new planning scheme will include provisions to further the conservation of heritage places in the Gympie region.

**Action:**

- The new planning scheme be drafted to achieve the desired outcomes and policy settings identified above.

## Issue 3: Threats to Heritage Conservation.

### Discussion:

A number of threats exist to the long-term conservation of heritage places. Some of these threats are discussed below.

#### Natural hazards:

- Despite often having survived several cycles of bushfire and floods the fabric of a heritage place will become more vulnerable to damage as it ages, or as the environment within the curtilage of the place changes with the regrowth of vegetation or the alteration of stormwater flows.

#### Pressure for new development/demolition:

- Gympie is growing and will require new development/services/infrastructure to accommodate the increased population. There will be pressure to redevelop existing sites to meet these needs. The removal of heritage places is a possible outcome in this situation, an alternative is to sympathetically retain heritage places within new developments.

#### Inappropriate additions/alterations:

- It is necessary to adapt a building to meet the changing needs of owner/occupiers. The manner in which such alterations are made is critical to conserving the heritage value of a place. A clear understanding of the elements that make a place significant can allow modifications to be made that do not compromise the heritage value of the place.

#### Loss of social or economic purpose leading to disuse:

- All buildings/structures are built to serve a purpose. Where the original purpose is no longer relevant due to changes in society, business or industry practice, local resource depletion or broad scale economic changes a building/structure/site will quickly become redundant unless some viable function for it is identified. Redundant, unused structures are typically not maintained and quickly fall into disrepair. As noted above, being able to repurpose a site by making appropriate modifications is vital to long term conservation.

#### Changes in user needs/expectations:

- People's needs, tastes and wants change over time. The motivation to invest, and how to invest, in the maintenance or modification of a structure can be influenced by the fashions of the day...sometimes resulting in less than ideal outcomes from a heritage conservation perspective.

#### Increasing maintenance costs

- Older buildings/structures typically require more maintenance. They can also suffer from defects arising from the building standards that applied in the period when they were built. Common issues that arise with older structures across Australia are termite damage, poor

damp proofing, outdated services installation, inadequate foundations and bespoke construction methods – all of which add greatly to the cost and complexity of maintenance. The deferral of maintenance can get to the point where the survival of the structure is compromised.

#### Encroachment by unsympathetic development

- Each heritage place has a curtilage that defines the amount of space that is intrinsic to the heritage values evident in that place. The extent of curtilages varies greatly according to the nature of the place. The curtilage of a house in an urban setting typically includes the garden and landscape elements close to the house. The curtilage of a rural homestead is likely to be far more extensive, encapsulating outbuildings, yards, machinery sheds, entry driveway and the house paddock. In both instances mature plantings such as hedges and trees would also be included. The identification of the appropriate curtilage is the key to avoiding the encroachment of unsympathetic development that would devalue the heritage place.

#### Lack of knowledge

- As in most fields of human endeavour, good decision making with respect to heritage conservation depends upon the application of well researched and accurate information. As discussed earlier in this policy position paper, the Burra Charter establishes a best practice approach to identifying and conserving places of heritage significance. Integral to any planning scheme response to heritage conservation will be the identification of heritage places and the elements of each place that contribute to the significance of the place. Too often it is the case that places of heritage significance are lost or devalued due to decisions being made in the absence of information.

#### Desired outcomes:

- The threats to the conservation of heritage places are recognised in the drafting of the new planning scheme.
- The knowledge base with respect to places of heritage significance in the Gympie region continues to grow.

#### Policy positions:

- Council shall continue to expand its knowledge base on places of heritage significance in the Gympie region.
- The demolition of places of heritage significance is seen as a last resort to occur only when all other possibilities have been explored.
- Council encourages the sympathetic reuse and, as appropriate, the incorporation of places of heritage significance into new development.

#### Action:

- Develop planning provisions and codes to manage and protect heritage and character areas within the drafting of the new planning scheme.

## Issue 4: Opportunities

### Discussion:

Council's current 2013 planning scheme identifies 105 properties as local heritage places. The places identified are generally public and commercial buildings, not dwellings. The planning scheme also includes a "character residential zone" the intent of which is to identify residential streets where the existing dwelling stock contributes to the heritage character of the older elements of the Gympie and Imbil urban areas. Approximately 500 dwellings are included within the character residential zones across both towns.

The current planning scheme strategic vision states that the "Region will have well managed and valued heritage assets". This vision is supported by the heritage places listing and zoning discussed above but is compromised by the lack of a specific heritage places code to inform the design and assessment of development proposals that might impact upon heritage places. The introduction of a specific heritage places code is seen as a key opportunity to improve the conservation of heritage places.

The completion of the Heritage Places Study in 2021 has greatly contributed to the knowledge of heritage places throughout the region. The study identified 200 heritage places and the history and/or physical elements that make them significant to the region's heritage. Some of the identified sites were already listed in the 2013 planning scheme, with the remainder being newly identified. It is proposed that the sites identified by the study would be listed as heritage places in the new planning scheme.

The Heritage Places Study represented a substantial step forward in Council's approach to heritage conservation in that it firstly identified the historical themes that were relevant to the development of the region since European settlement. This approach provides the logic behind why particular sites are significant and goes onto detail the key elements of each site in a property specific statement of heritage significance. It is suggested that Council should continue the heritage study process, as resources permit, to establish the heritage significance of properties within the character residential zone with a view to expanding the heritage places listing in the future.

Council does not support the listing of houses in a heritage schedule within the new planning scheme, but rather an expansion of the Character Residential zone and prevention of the demolition of houses of heritage value within this zone. Council is supportive of non-residential buildings being included within a schedule within the new planning scheme.

### Desired outcomes:

- Council's knowledge of places of heritage significance continues to expand.
- The new planning scheme incorporates a heritage places overlay code.

### Policy positions:

- The non-residential properties identified by the Heritage Places Study 2021 be included in the Schedule of Heritage Places within the new planning scheme.
- The current planning scheme strategic plan vision that the "Region will have well managed and valued heritage assets" is supported by a heritage overlay code in the new planning scheme.
- The Character Residential zone be expanded as required to ensure the conservation of historic houses.

#### Action

- The new planning scheme be drafted in a manner consistent with the above desired outcomes and policy positions.

## Issue 5: Adaptive Reuse

#### Discussion

As discussed at Issue 3 above it is critical that a building or structure remain useful if it is to survive. Often a building or structure will need some modification to allow it to be used in the modern age. This is true even if the nature of the use is essentially the same, for example, a 19<sup>th</sup> century house will require a range of alterations to make it liveable in the 21<sup>st</sup> century. A building or structure for which an ongoing use cannot be identified is unlikely to survive in the long-term without some form of public subsidy.

Council's Heritage Reference Group strongly advocates for the appropriate practical re-use of heritage places and would prefer to see a site actively utilised rather than fall into disrepair from a lack of use or lack of maintenance.

As is often the case, a balance needs to be struck between the financial and economic realities and the conservation of heritage values. Some flexibility in the planning scheme provisions is required to allow adaptive reuse of heritage places, without compromising the elements that make them heritage places in the first place. An important aspect of the recently endorsed Heritage Places Study is that it provides Council a detailed understanding of these values with detailed citations for each listed property.

In considering proposals for adaptive reuse Council will need to have regard not only for the potential impacts upon the heritage place such as signage, carparking, encroachments upon the curtilage and the like, but also the overarching planning scheme objectives for the locality and the amenity of adjacent properties. The inclusion of the significant elements of a heritage place within a broader redevelopment of an area is another example of adaptive reuse which can add value to the wider project by retaining the traditional identity and character of a place that is, in all other respects, completely new.

The *Queensland Heritage Act 1992* identifies the following matters to be considered when assessing the development of a heritage place:

- the development does not alter, remove or conceal significant features of the place, or is minor and is necessary to maintain a significant use for the place,
- the development is compatible with a conservation management plan prepared in accordance with the Burra Charter, and that an archival quality photographic record is made of the features of the place that are destroyed because of the development,
- the scale, location and design of the development is compatible with the character, setting and appearance of the local heritage place,
- the development is unobtrusive and cannot readily be seen from surrounding streets or public places.
- the impact of excavation is minor and limited to parts of the local heritage place that have been disturbed by previous excavation.

The potential for adaptive reuse is to be promoted as part of a range of heritage conservation incentives is discussed later in this policy position paper.

**Desired outcome:**

- That heritage places are retained and continue to be used productively.

**Policy position:**

- Council support adaptive reuse of heritage places where appropriate.

**Action:**

- The new planning scheme overlay code be drafted to facilitate the appropriate adaptive reuse of heritage places.

## Issue 6: Modern Building Standards

### Discussion:

The heritage places existing within Gympie date from the mid to late 19<sup>th</sup> century and the early 20<sup>th</sup> century. They were designed and constructed well before the current legislative framework provided by the Building Code of Australia (BCA) came into effect. Despite this, any new building work on a local heritage place must still comply with, or be deemed to comply with, the provisions of the BCA. The BCA addresses all aspects of building design and construction, including room and doorway dimensions, access, disability access, fire safety, water proofing and so on. Building work on a heritage building is subject to all of the usual approval and certification processes that a non-heritage listed building would be subject to.

The modern building standards can present challenges to the designer of alterations to a heritage place. However, the BCA is a performance-based instrument that does permit a building certifier to accept a deemed to comply solution in place of compliance with the specific standard. The limitation of this approach is that the bespoke deemed to comply solution inevitably involves added time and cost to achieve certification. Notwithstanding the need or desire to conserve a heritage place, building works to improve structural requirements may impact on the heritage values of the building. Solutions that consider appropriate construction methods that aim to retain the original building fabric for places identified as locally significant should be supported.

The need to achieve accessibility outcomes is a priority for both public and private development, and often a statutory requirement where a proposed use is commercial in nature. With an ageing community this is particularly relevant to Gympie. The need to achieve good accessibility in the public domain extends to most population cohorts where building features such as level and wide accesses, legible entries, and regular surfaces are important. The naturally undulating topography of Gympie's urban areas can make building design challenging in terms of accessibility, however, it is important to achieve the equity in access objectives of the BCA whilst not compromising the values of a heritage place.

### Desired outcome:

- Heritage places evolve to meet the requirement of the BCA without compromising heritage values.

### Policy position:

- Council, when acting in the role of building certifier will be responsive to appropriate deemed to comply design solutions with respect to heritage places where a positive heritage conservation outcome can be demonstrated.

### Action:

- The heritage places overlay code within the new planning scheme be drafted so as to reflect the above desired outcome and policy position.



## Issue 7: Incentives

### Discussion:

It is recognised that the owners of heritage listed properties are providing a public benefit in conserving their properties for the greater good, regardless of whatever personal return they might enjoy from the property. Inevitably, the listing of a property as a heritage place will come with some obligations with respect to the use of the property, the nature of works that can be carried out and the additional approval processes that are a part and parcel of heritage listing. Council can certainly streamline the regulatory processes it administers, simplifying the development assessment process as much as is possible but it is fair to say that the heritage listing will add process, cost and complexity to the development process. This is not to say the listing is unwarranted or unjustified. As discussed throughout this policy position paper the conservation of heritage places is a statutory obligation upon Council and worthy of Council's support in any event.

In light of the foregoing, it is reasonable to suggest that the owners of heritage places are worthy of community support in the conservation of these properties. Such support could be most readily achieved by the adoption of some planning scheme and non-planning scheme incentives to encourage the owners of heritage places to maintain their properties and to thank them for doing so.

Planning scheme-based incentives might include:

- support for land uses not typically supported in the zone,
- greater flexibility in code/planning scheme policy requirements in matters such as on-site car parking provision, building setbacks, lot sizes and the like.

The objective of the incentives program would be to support the owners of listed properties in their efforts to conserve our shared heritage.

### Desired outcome:

- For the owners of heritage places to be recognised for, and supported in, the preservation of the heritage of the Gympie region.

### Policy position:

- Council supports in principle an incentive scheme to recognise and support the owners of heritage places in the preservation of the heritage of the Gympie region.

### Action:

- As part of the ongoing work to draft the new planning scheme a further report on heritage incentive scheme be prepared for a Council workshop.

**Gympie Regional Council  
New Planning Scheme Project**

**Bruce Highway Upgrade Response Strategy  
Policy Position Paper**

December 2023

## INTRODUCTION

The State Government is in the final stages of completing the Bruce Highway upgrade Section D: Woondum to Curra. This part of the project will result in some significant changes to how traffic and visitors move through the region, and in particular, access the Gympie urban area. In response to the highway upgrade, an analysis has been undertaken of the proposed new routes into the town centre, and associated land use, urban design and landscape character opportunities.

The realignment will have benefits in timesaving for trips along the Bruce Highway to points north and south of the town, along with a projected reduction in peak hour traffic volumes on the existing highway through the centre of town of between 31% and 34%. Traffic seeking to access the town centre will now do so via new routes impacting upon the existing road networks and pedestrian environments.

The highway upgrade will present both challenges and opportunities for Gympie. Bruce Highway "through" traffic will no longer be required to drive through the centre of town, improving amenity and safety but at the same time, potentially reducing business and tourism opportunities.

The new routes into the Gympie urban area will change movement patterns and may require engineering responses including road and intersection upgrades, car parking changes and management of overflow traffic into local streets. Opportunities to improve transport conditions for local road users and pedestrians, including active transport opportunities, should be explored in the design of the local engineering responses to the highway upgrade.

This paper discusses:

- the issues relevant to the access routes into Gympie Town Centre and Curra,
- options to facilitate pedestrian access,
- desired outcomes in relation to landscape character, and
- potential policy positions to address the identified issues.

The position paper is one of 11 position papers addressing key aspects of the future land use and development policy for GRC. The paper has been prepared as part of Stage 2 of the Gympie Regional Council Planning Scheme project and is intended to inform the drafting process to occur in Stage 3.

Other position papers to be prepared as Stage 2 are as follows:

- Housing
- Retail and Commercial Development
- Industrial Land
- Rural Land
- Open Space and Recreation
- Heritage
- Biodiversity Conservation
- Flooding

- Bushfire
- Coastal Hazards

## BACKGROUND

### Bruce Highway Bypass – new alignment and interchanges

The highway upgrade is a joint venture between the Queensland State Government and the Australian Federal Government. The overall project involves a 62km realignment and upgrade of the Bruce Highway to four (4) lanes between Cooroy and Curra. The new design aims to meet strategic transport needs of the Sunshine Coast and Gympie regions while improving safety, flood resilience, and capacity.

For construction purposes the project was split into the four sections (A, B, C and D). Sections A to C have been completed over the past 10 years. Section D includes the area between Woondum and Curra and is currently undergoing completion. The final design will result in a new alignment that will bypass Gympie and establish three (3) new interchanges in addition to the current Woondum interchange. A summary of the new design is provided below.

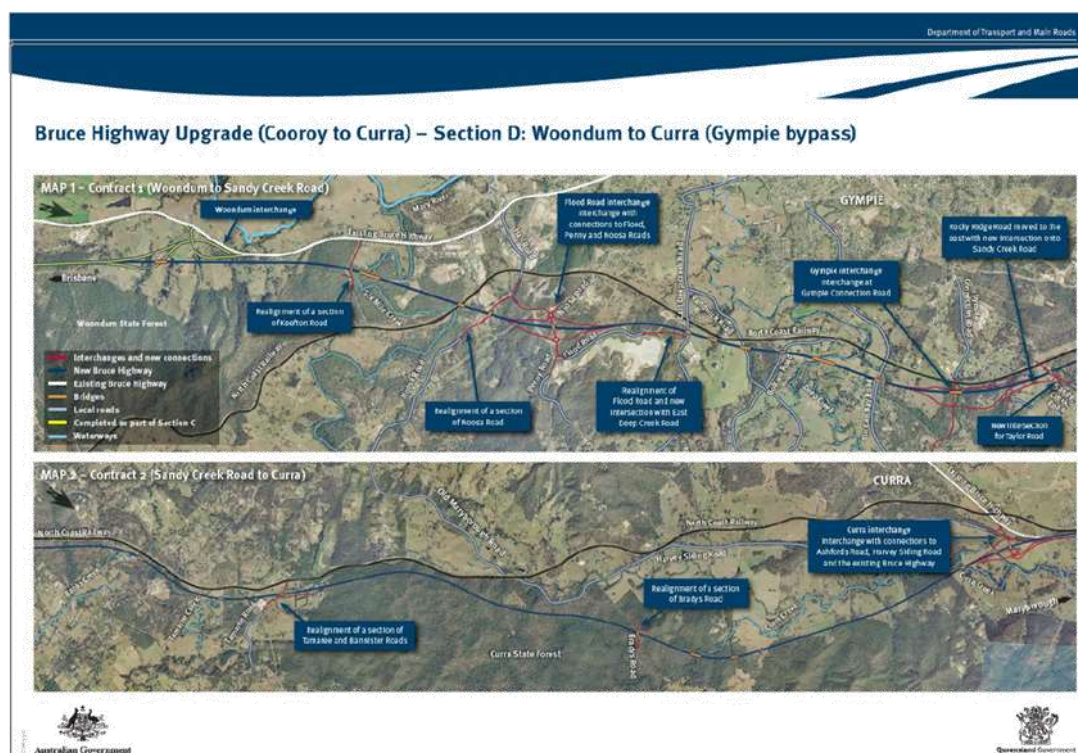


Figure 1: Section D of the new Bruce Highway Upgrade showing the new alignment to bypass Gympie

### Woondum Interchange

The first of the new interchanges is located at Woondum and is constructed at the northern end of the current extent of the upgraded highway. The Woondum Interchange will be the southern-most Bruce Highway exit to enter Gympie and is likely to retain a high volume of





Figure 3: Flood Interchange aerial view of completed work as at December 2022

### Gympie Interchange

The new Gympie interchange will be constructed at Gympie Connection Road to cater for commuters travelling to Gympie or the Cooloola Coast from the new highway. Traffic signals will be located at each exit ramp and entry ramp intersection with Gympie Connection Road to manage the flow of traffic between the new highway and the local road network. The Gympie interchange will create a new entry to the Gympie CBD to the west, and to Tin Can Bay and coastal settlements to the east, refer to Figure 4.

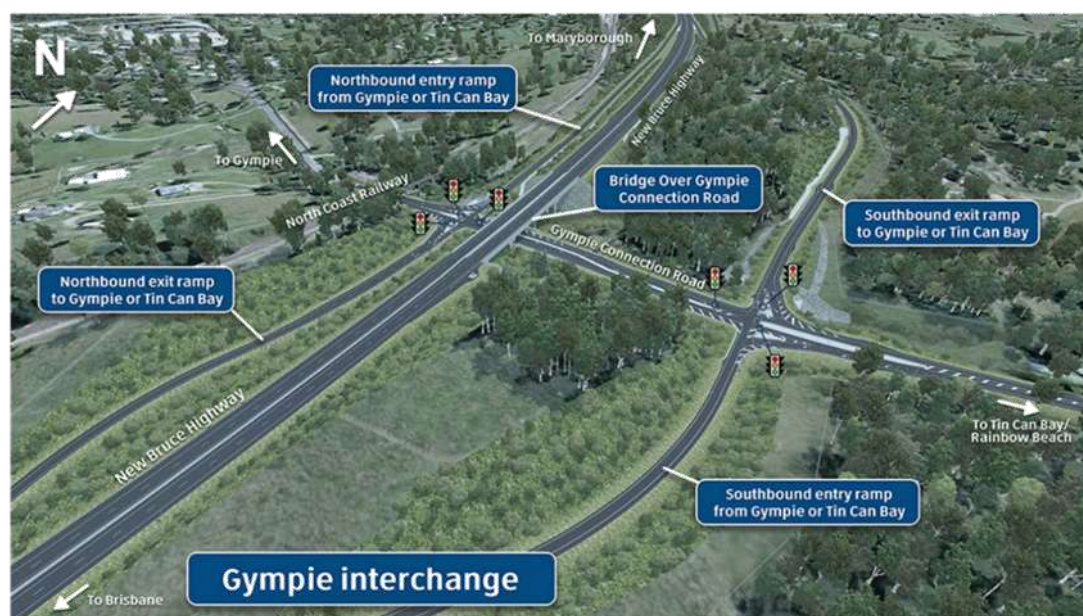


Figure 4: Gympie Interchange

### Curra Interchange

The new Curra interchange will be constructed just north of Curra to connect the new 4-lane highway with the existing 2-lane Bruce Highway, adjacent to the North Coast Railway Line. The interchange will be to the north of the existing Harvey Siding Road and Bruce Highway intersection. Connections will be made back to Harvey Siding and Ashford Roads for local traffic, refer to Figure 5.

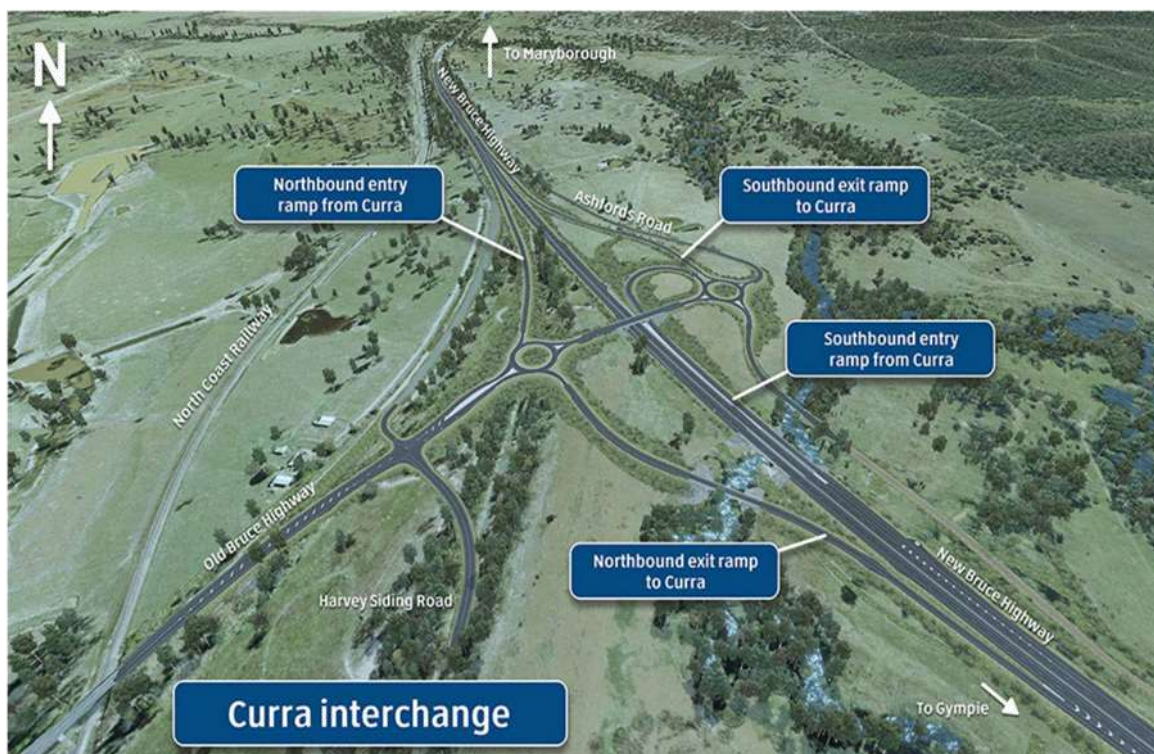


Figure 5: Curra Interchange

## ISSUE 1: The Flood Road Interchange

### Discussion

The new Flood Road Interchange will provide for access into the Gympie town centre via Noosa Road and access to the East Deep Creek and Monkland industrial areas via Flood Road and Hall Road, refer Figure 6.

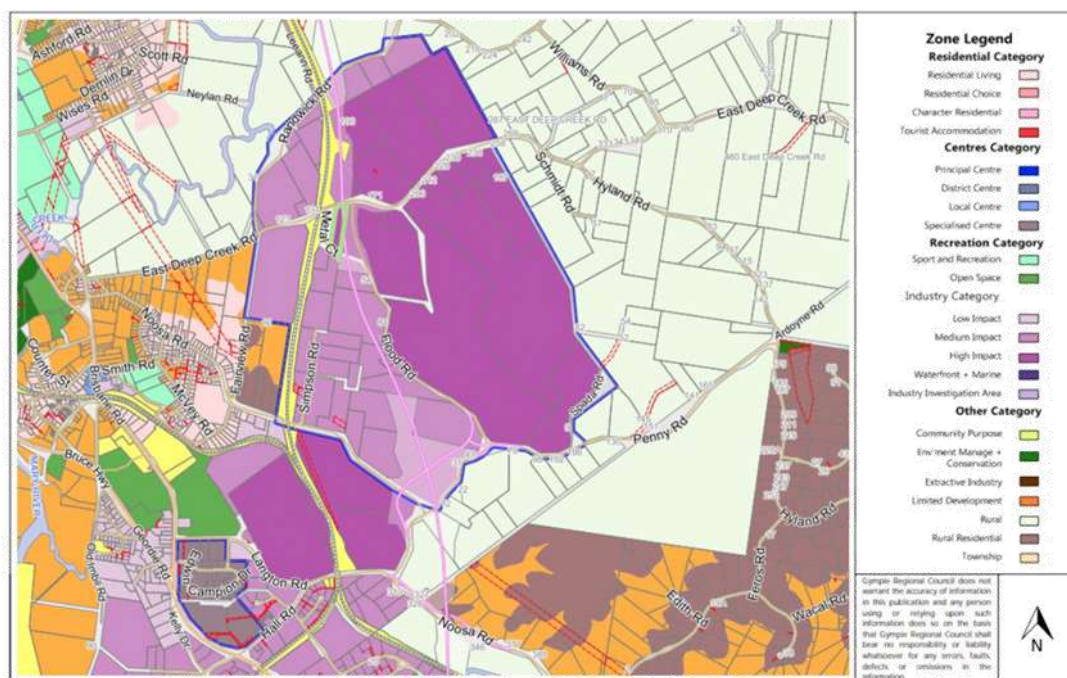


Figure 6 Zoning Around the Flood Road Interchange

The new interchange gives rise to a number of issues:

### Flood Road

Flood Road is of a lower standard construction yet forms the key connection from the new highway alignment to the East Deep Creek industrial area, including the abattoir. The current formation includes a single sealed centre lane with gravel shoulders. It is not considered suitable to accommodate frequent use by heavy vehicles for industrial or stock transport purposes. Once the interchange is in operation Flood Road will need to be upgraded to a sub-arterial road standard. At this stage there is no commitment from the State government to meet this cost.

### Hall Road Railway Overpass

There is an existing single lane railway crossing overpass located at the intersection of Hall Road and the railway line. Use of this bridge as part of a new access route to the Monkland industrial area is likely to be problematic as the bridge is already a “pinch point” and is not constructed to a standard appropriate to carry heavy vehicle industrial traffic.



Once the interchange connection to the new highway is completed Hall Road will provide flood free access to Monkland (up to the 1% AEP flood event), generating further pressure for the bridge to be upgraded.

#### **Noosa Road/Brisbane Road Intersection**

It is anticipated that the Flood Road interchange will add additional traffic volumes to Noosa Road at its intersection with Brisbane Road. Driver sight distance to the north of this intersection is compromised by both the horizontal and vertical alignment of this section of Brisbane Road. Upgrading of this intersection to address this issue is required.

#### **Desired outcomes:**

- Flood Road is upgraded to reflect its new function as a heavy vehicle route and key access to the East Deep Creek industrial area.
- The Hall Road railway overpass bridge is upgraded to accommodate two-way and heavy vehicle usage and to provide a safe alternate access to the Monkland/Glanmire area during flood events.
- Sight distances for the Noosa Road/Brisbane Road intersection are improved to ensure adequate visibility for safe turning movements.
- Safe pedestrian movement is facilitated by the provision of footpaths on Noosa Road.

#### **Policy position:**

All works identified road and traffic improvement needs arising from the operation of the Flood Road interchange are met by the State government.

#### **Action**

- Council engages with the Minister for Transport and Main Roads with a view to securing State government commitment to the delivery of the road improvements discussed above, noting that Council's order of priority is Hall Rd Bridge, Flood Rd upgrade followed by Brisbane Rd.
- The signalisation of the Graham Street/Brisbane Road is investigated with a view to improve the safety and function of the Noosa Road/Brisbane Road intersection.

## ISSUE 2: The Gympie Interchange

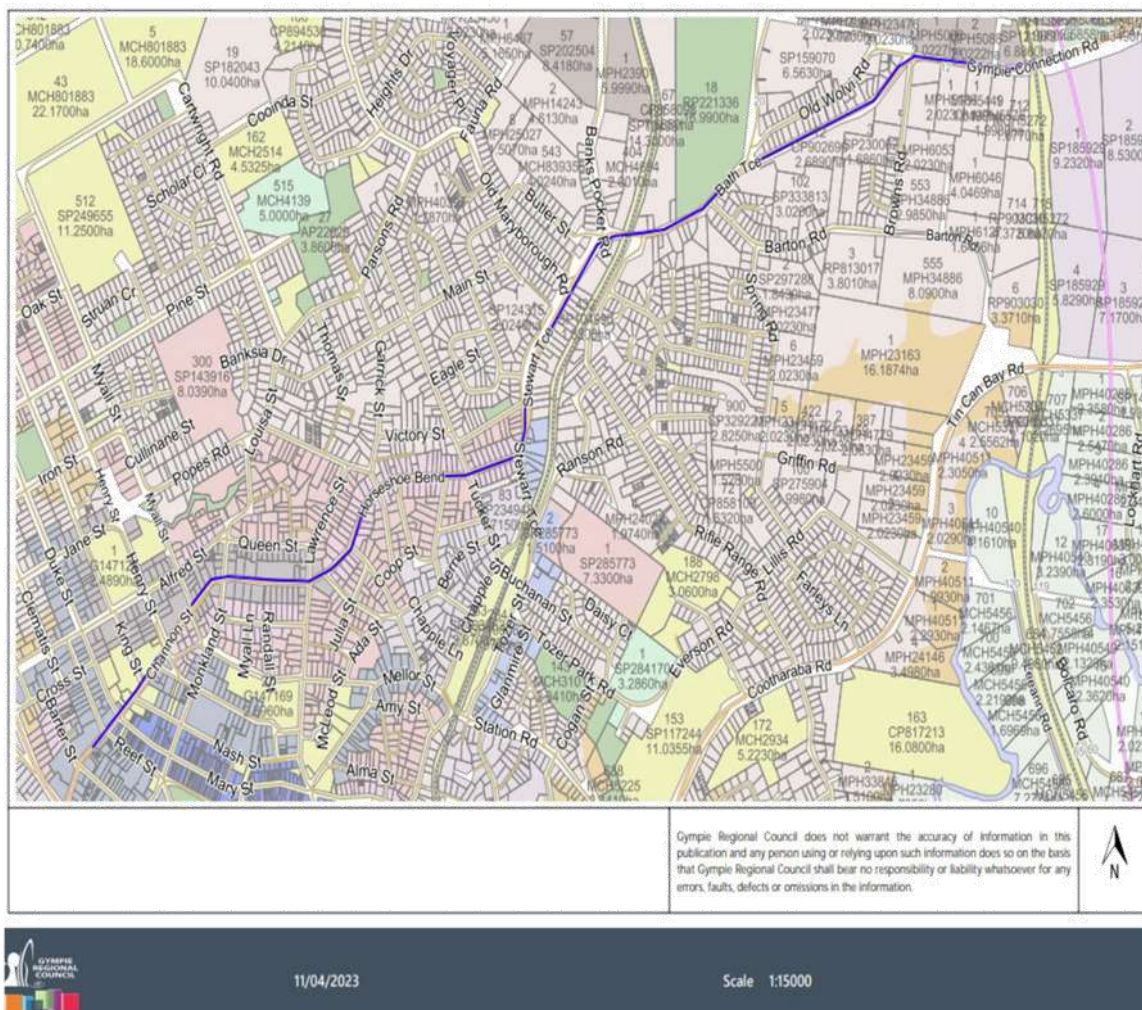


Figure 7: Entry route to Gympie CBD from Gympie Connection Road exit

### Discussion:

A new entry point is provided to Gympie at the Gympie Connection Road interchange. The route into town will take vehicles along Bath Terrace and Stewart Terrace, refer to Figure 7. The driver will then have a choice to continue to Tozer Street or turn right onto Horseshoe Bend and onto to Channon Street, Mary Street, and the former highway. This section of the route will also provide the most direct path to Southside, the Chatsworth area and out to the Wide Bay Highway.

The DTMR traffic modelling undertaken to date suggests that there are minimal changes in traffic resulting from the new interchange. However, it is highly likely that this route will become the main entrance to Gympie for highway traffic from the north. It is also possible that some drivers from the south will elect to use this interchange to access Gympie rather than

the Woondum or Flood Road interchanges as this interchange provides a simpler path of travel.

Horseshoe Bend and Channon Street will provide a higher order function with the introduction of the Gympie Interchange, similar to the current function of Tin Can Bay Road and will need to be upgraded accordingly.

As constructed, the roads that constitute this route do not meet the desired standards in terms of alignment, geometry, carriage way width, shoulder width or intersection design to reflect the demands expected to be placed upon it.

Identified issues along the route include:

- Several intersections along Gympie Connection Road through to Channon Street are insufficient for the current traffic situation, being difficult to use at times with limited visibility. The new interchange will only compound these issues.
- The shoulder width along Horseshoe Bend is tight in its existing formation and the route is meandering. The verge is limited in its ability to provide safe pedestrian pathways, property access and car parking on the road.
- Most of the residential properties that have frontage to Horseshoe Bend are included within the Character Residential zone under the Council's current planning scheme. This residential strip contains several historical dwellings that are significant to the established character of the area. Further widening of this section of road may impact upon heritage values, pedestrian pathways, landscaping, building setbacks and the alignment of overhead powerlines.
- Alternative access routes might be possible, but are not without challenges arising from topography, current road design, land tenure and the need to ensure legibility (ease of wayfinding).

**Desired outcomes:**

- The access route from the new Gympie interchange to the Town Centre and on to the current Bruce Highway is direct, safe, and fit for purpose.
- Impacts on private property and heritage values resulting from any upgrade works are minimised.
- Active transport and pedestrian movement is supported and preserved where possible.
- Landscaping and street tree opportunities are optimised.

**Policy position:**

The need to upgrade the corridor from the new Gympie interchange to the existing Bruce Highway should be recognised as a priority by the State government.

**Actions:**

- Council engage with the Minister for Transport and Main Roads with a view to reaching agreement on the design and delivery of upgrades to this corridor.
- The intersection of Old Maryborough Road and Stewart Terrace be the subject of a report to Council regarding the options for engineering solutions and a works program.

### **ISSUE 3: Curra Interchange**

#### **Discussion:**

The development of a new interchange in the Curra region in close proximity to the North Coast rail line was a factor in Council's decision to investigate the opportunity to deliver a new industrial precinct at this location. Preliminary planning investigations have confirmed that the interchange represents an opportunity to establish a consolidated industrial precinct ensuring a regionally significant and long term supply of land for business and employment generation.

The development of the industrial precinct will also facilitate the management of significant landscape areas along the highway adjacent to Curra Creek to retain scenic and ecological values.

As the interchange could develop to become the access to a transport modal change hub incorporating a range of land uses, clear directional signage will be crucial. Wayfinding to the Wide Bay Highway to connect to western townships including Kilkivan and Goomeri will also be important to users of this interchange.

#### **Desired Outcome:**

The proposed Curra industrial area is developed to take full advantage of the connectivity provided by the new highway interchange.

#### **Policy Position:**

The proposed Curra industrial precinct will constitute the long-term supply of industrial/employment land for the region.

#### **Action:**

Council continues to progress the planning investigations with respect to the Curra industrial precinct.

### **ISSUE 4: Walkability, pedestrian and active transport connections**

#### **Discussion:**

The "old highway" alignment includes the current Bruce Highway route through Gympie along the northern side of the Mary River and northwards to the Wide Bay Highway.

The current highway provides frontage or access to a number of destinations with the town:

- shopping centres
- fast food outlets
- various retail and service providers
- 'The Sands Park' trail head access to the River to Rail Trail
- netball courts in Rose Street
- Albert Park, Duck Ponds, Gympie Gold Mining and Historical Museum precinct

- large format retailers, service providers and industrial operators
- motels

The highway is currently being regularly used as a pedestrian linkage with consistent pedestrian usage observed along much of the corridor. A reduction of through-traffic, particularly heavy vehicle traffic, will present some opportunities for improved walkability and active transport outcomes. Consultation with the Department of Transport and Main Roads should be undertaken about future ownership/maintenance/improvement (eg revegetation) of their surplus but flood prone land.

Despite relatively high levels of usage the current pedestrian environment along the Bruce Highway offers little in the way of amenity, shade or pedestrian refuges. There is a piecemeal approach to pathways and no pedestrian paths from Aldi down to 'The Sands' and south to Alford Park. This section of the road is narrow and bounded on either side by steep embankments. The shoulder of the road is also tight to the guard rails. No refuge or alternative thoroughfare options are provided for pedestrians. Notwithstanding the road being a dangerous option for pedestrians, pedestrian use is regularly observed along this section. It is noted that alternative pedestrian routes are not apparent, and the current highway forms a clear desire line for access, despite the obvious safety issues.

The DTMR is currently in the design phase for a pedestrian footbridge adjacent to the Normanby Bridge, if delivered the footbridge will present an opportunity to complete a pedestrian linkage through to the Centro shopping centre via Hughes Terrace or Watts Street, noting that the gradients along parts of this route will discourage many pedestrians.

The pedestrian situation is somewhat better in the section from Excelsior Road to Monkland Street, but the footpath provision is inconsistent (as Albert Park is approached from the south the footpaths cease to exist) and little or no shade is on offer to pedestrians. A key opportunity to be capitalised on is strengthening the connection and relationship of Gympie with the Mary River.

To the north of Channon Street provision remains inconsistent and seems to alternate from one side of the road to the other in an arbitrary fashion. Again, little or no shade is available to pedestrians.

From the number of pedestrians seen to be using the current highway corridor, it is clear the corridor reflects a strong desire line. It is also clear that the current situation presents an opportunity to provide improvements with respect to:

- the continuity of pedestrian paths
- safe bicycle paths
- shade and seating
- safe crossing points at intersections

**Desired outcomes:**

- Accessible and logical pedestrian connections to points of interest and local services.
- Safe routes that prioritise and implement 'Crime Prevention Through Environmental Design' (CPTED) principles in design outcomes.

- Resilient and locationally appropriate landscaping.
- Pedestrian shelter and shade.
- Adequate lighting for evening use in key locations.

**Policy position:**

Safe walking and active transport options should be consistently available along the urban extent of the existing Bruce Highway corridor.

**Actions:**

- Opportunities for pedestrian and active transport outcomes along the existing Bruce Highway corridor are to be investigated as part of the next review of the Gympie Region Walk and Cycle Strategy.
- Council consults with the Department of Transport and Main Roads in the review of the Gympie Region Walk and Cycle Strategy as it relates to State roads.

**ISSUE 5: Entry points, wayfinding and landscaping**

**Discussion:**

The signage and wayfinding interventions currently in use on the existing approaches to Gympie may not create a consistent sense of arrival. This may be in part due to the somewhat dispersed nature of Gympie's urban frame which has historically been dictated by flooding and/or topography.

The existing welcome to Gympie landmarks are located at Six Mile Creek rest stop when entering from the south and Chatworth rest stop from the north. In both instances the "entry statement" is followed by a tract of underutilised or vacant land before the traveller encounters the urban area proper diminishing the sense of "arrival" the entry features are intended to promote.

There are opportunities at other locations (i.e. at Lake Alford or between the Sands carpark and the Aldi supermarket when arriving from the south) that might be better positioned to create a sense of arrival. The approach from the north on the current highway alignment might be expected to carry less traffic but will likely remain the desired travel path from the Wide Bay Highway to Gympie and perhaps even some points south of Gympie. An entry statement near the golf course might generate a more immediate sense of arrival than the current location at Chatsworth.

New strategically located, signage and wayfinding interventions in the vicinity of the new highway interchanges will be important, particularly in the context of the new Gympie interchange. Changes will see an increase in local traffic entering the Gympie CBD and will also be the new key exit point for vehicles accessing coastal settlements including Tin Can Bay, Cooloola Cove and Rainbow Beach.

On-highway wayfinding signage will also be important for the approaches to all highway interchanges to allow the travelling public to select the most convenient route to their destinations in and around Gympie and locations farther afield such as the Cooloola Coast or

the Wide Bay Highway. Wayfinding will also be required within Gympie itself to allow traffic to flow smoothly. Some wayfinding signage is already in place; however, this will need to be reviewed for currency and for consistency with whatever stylistic cues are adopted for the new wayfinding signage.

As almost all of the roads where either entry statements or wayfinding will be required are State roads engagement with the DTMR with respect to the design and content of the signs/entry statements should be a priority.

Landscaping treatments along the existing urban Bruce Highway corridors are many and varied or, in several locations, non-existent. Establishing a consistent and sustainable (from a maintenance perspective) landscaping palette would create a sense of place, enhance the experience of visitors, support active transport (particularly pedestrian movements), simplify maintenance and promote Gympie as a place to visit, live and invest. The landscaping of the highway corridor also presents an opportunity to visually integrate the private and public domain further adding to the character and identity of the town.

It is noted that landscaping along this corridor is regularly impacted by flooding events of varying magnitudes. Landscape design will therefore need to be robust and highly resilient to inundation.

**Desired outcomes:**

- A sustainable and unifying landscape palette is developed and applied to the urban extent of the current highway corridor.
- Wayfinding and entry statements are integral components of the corridor's landscape design
- Residents and visitors are easily able to navigate to their desired destinations.

**Policy positions:**

- Landscaping and wayfinding treatments will be used within urban areas along the current Bruce Highway corridor to enhance the amenity of the town.
- On-highway wayfinding should be provided in a manner consistent with that provided elsewhere in support of the highway by-pass.

**Actions:**

- Engage with the DTMR to develop a landscaping, signage and wayfinding palette for the new highway corridor, the new highway interchanges, new routes into town and the urban extent of the current highway corridor.
- Work with the DTMR to implement the recommendations of the Bruce Highway Upgrade Response Strategy (PSA Consulting May 2023).
- Review the landscaping provisions included in the planning scheme with a view to establishing a consistent approach between the public and private domains along the new routes into town and the urban extent of the current highway corridor.

## **ISSUE 6: Lot configuration of surplus land**

### **Discussion:**

In the preparing for the project, the state government acquired an extensive corridor of land, most of which will be physically required for the construction of the road or retained as environmental offsets. There will be some land that, at the completion of the project, will be surplus to requirements. This land will be, depending on location, available access, physical constraints or geometric characteristics be useful to varying degrees for a range of land uses.

In some instances, the land parcels may only be reasonably reincorporated to the properties from which they were originally acquired or amalgamated with adjoining lots.

Upon completion of the construction and handover phases of the highway upgrade project an audit of the remaining parcels will identify the most appropriate future disposition of these sites, both in terms of land tenure and future zoning.

### **Desired outcome:**

- The completion of the highway upgrade project avoids the creation of unsuitable parcels of land where the future use is uncertain.

### **Policy position:**

- The disposal of residual highway land by the DTMR should only occur after the future land use zoning and subdivision arrangements have been agreed with Council.

### **Actions:**

- Consult with DTMR to understand what remaining land will be surplus to the needs of the project.
- Assist the DTMR with a strategy for amalgamation and/or consolidation of land parcels to ensure they are reasonable in size for the intended development purposes.
- Review zoning under the planning scheme review to assess and resolve the most appropriate zone for the ultimate lot configuration for both individual parcels and/or group of lots.

## **ISSUE 7: Land Use and Zoning along the old highway**

### **Discussion:**

The current highway corridor will still carry a substantial volume of traffic following the opening of the upgraded section. Gympie itself will remain a significant traffic generator, as will other destinations such as Southside and points further west along the Wide Bay Highway. It is expected that a significant proportion of the heavy vehicle traffic that currently passes through the Gympie urban area will bypass the town and improve the overall amenity of the town.

There is scope to review of the land use zoning of some sites along the current highway corridor to improve business opportunities and realise community benefit outcomes where constraints such as flooding can be overcome. Tactically, this review will be better



undertaken with the experience of actual traffic flows as opposed to the flows forecast by traffic models.

It is not proposed to review the zoning of the non-urban component of the existing highway corridor. However, it will be important to ensure that land use, landscaping and signage on these lands continues to be managed to avoid adverse amenity impacts.

**Desired Outcomes:**

- Land use, landscaping (where included in development applications) and signage controls be maintained along the “by-passed” road corridor.

**Policy Positions:**

- Land use within the urban extent of the by-passed road corridor be reviewed considering actual rather than forecast traffic flow information.

**Action:**

- No action with respect to zoning required at this time.

**Gympie Regional Council**  
**New Planning Scheme Project**

**Residential Land and Housing**  
**Policy Position Paper**

December 2023

## INTRODUCTION

The Gympie Region is experiencing sustained population growth and corresponding levels of urban expansion. As the Region grows, so does the demand for residential land and new dwellings.

There is also a need to make sure that, there is adequate housing choice and a supply of appropriate dwellings that meet the needs of the Gympie Region community in terms of affordability, accessibility, and size.

The efficient provision of housing in the right places at the right time is a priority for Council and the community. Building approval statistics confirm continuing strong demand for new dwellings to be constructed.

Whilst it is undeniably important to efficiently deliver an ongoing supply of housing, it is equally important to balance immediate need with long-term outcomes. In the planning, approval and delivery processes the focus should be on ensuring that development results in a high-quality environment for those who will live with the development for decades to come, rather than compromise on good design to achieve a quick or more profitable project.

### The growth of the region in a snapshot

- Around 69,968 people will call the Gympie Region “home” by 2046, an increase of around 17,000 people from 2021.
- The Region will require around 7,100 new dwellings to be constructed by 2046.
- The median age of residents is 48 years, compared to the Queensland State average of 38 years. The over 65 cohort represents 25.4% of the population.
- Single person households make up 27.3% of household composition, compared to the Queensland State average of 24.7%.
- Housing affordability is becoming increasingly strained for the maintenance of rent and/or mortgage payments.
- Rental vacancy rates remain very low with the *Real Estate Institute of Queensland’s Residential Vacancy Report for the June Quarter 2023*, identifying the Gympie rental vacancy rate at 1.1%, a slight improvement on the 0.3% figure for the same quarter in 2022. In comparison the June quarter rental vacancy rates for adjoining LGS was Noosa 3.1%, Sunshine Coast 1.6% and Fraser Coast at 1.1%.
- Short term accommodation, (Air BNB or similar) is not having a regional impact but can be significant in a localised context such as Rainbow Beach.

### Current residential land availability

Under the zoning allocation of the current planning scheme for the whole region, there is around:

- 1,686 hectares of residential zoned land available for development, and
- 5,053 hectares of rural residential zoned land available for development.

Some of this land is constrained by attributes that can make development challenging, such as high environmental values, flood risk, bushfire risk, storm surge, and erosion. In some cases, the challenge relates to the availability of infrastructure and/or services.

The density of development will vary; however, is reasonable to assume an average yield for new lots or dwellings in Gympie at 10 dwellings per hectare in residential areas, and 2 dwellings per hectare on rural residential land.

The land that is currently zoned for residential purposes across the region has substantial capacity to supply dwellings in alignment with the growth of the region. The Land Supply and Housing Needs Assessment identified a potential dwelling yield of the currently available land supply as follows:

Zone	Land	Dwelling Yield	Total New Dwellings
Residential Land	1,235 hectares	10 dwellings per hectare	12,350 dwellings
Rural Residential Land	4,079 hectares	2 dwellings per hectare	8,158 dwellings
			20,508 dwellings

Source: Land Supply and Housing Needs Assessment, Place Design Group. 2023, Supply and Demand Overview

Additional interrogation of these findings has been undertaken by Council officers to understand how constraints and Council's policy positions regarding natural hazards may further limit development yield.

the revision of land supply identified the following land supply:

Gympie and Surrounds	Land	Dwelling Yield	Additional Dwelling Yield
<b>Residential Land</b>	682 hectares	10 dwellings per hectare	6,820 dwellings
<b>Rural Residential Land</b>	2,287 hectares	2 dwellings per hectare	4,574 dwellings
<b>Land to be rezoned for residential purposes</b>	53 hectares	10 dwellings per hectare	530 dwellings
		<b>Sub Total</b>	11,924 dwellings
		<b>Deduct existing dwellings</b>	1,615 dwellings
		<b>Total additional dwelling capacity</b>	10,309 dwellings

Regional Towns	Land	Dwelling Yield	Additional Dwelling Yield
<b>Residential Land</b>	457 hectares	10 dwellings per hectare	4,570 dwellings
<b>Rural Residential Land</b>	166 hectares	2 dwellings per hectare	332 dwellings
		<b>Sub Total</b>	4,902 dwellings
		<b>Deduct existing dwellings</b>	861 dwellings
		<b>Total additional dwelling capacity</b>	4,041 dwellings

<b>Total additional dwellings across region</b>	<b>14,350</b>
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From this broad assessment, it is apparent that Gympie has adequate land available to provide housing in response to future need, even if a more conservative approach to constraints is applied. Further work will be necessary to develop a clear strategy to ensure that future development is facilitated in the right locations and sequence. An efficient approach to development that facilitates the orderly delivery of infrastructure will maximise cost efficiencies for Council and the community.

### **Planning strategy for robust housing supply**

Housing supply can also be affected by factors outside the influence of local government including building industry trends, market variables, economic stability, and employment opportunities. A robust planning strategy needs to be flexible enough to respond to change, acknowledge existing patterns of development, and still provide a clear way forward.

This paper examines the:

- main issues and challenges in housing development,
- current trends,
- desired outcomes, and
- potential policy settings to achieve the desired outcomes.

The development of strategies to deal with future residential development in the Region will be based on analysis of the existing residential market and needs, in conjunction with a detailed assessment of the future capacity of the Region to facilitate the required housing.

The strategy for residential development under the new Planning Scheme should encourage a range of residential accommodation types to promote housing choice and supply to align with the diverse housing needs of the Gympie community.

The position paper is one of 11 position papers addressing key aspects of the future land use and development policy for the Gympie region. The paper has been prepared as part of Stage 2 of the Gympie Regional Council Planning Scheme project and is intended to inform the planning scheme drafting process to occur in Stage 3.

Other position papers to be prepared as part of Stage 2 are as follows:

- Industrial Land
- Retail and Commercial Development
- Rural Land
- Open Space and Recreation
- Heritage
- Highway Bypass Response Strategy
- Biodiversity Conservation
- Flooding
- Bushfire
- Coastal Hazards.

## **ISSUE 1: RESIDENTIAL LAND SUPPLY**

### **Discussion:**

- Gympie population has been growing at an average of 1.5% per annum over the past decade.
- Growth is predicted to continue at this rate until 2026 following which it is expected that the average annual growth rate will taper off to 1.0% per annum for the following 20 years, delivering a 2046 population of 69,968.
- It is noted that Council's forecast growth is higher than that of the Queensland Government Statisticians Office, who predict a 2046 population of 61,342.
- The planning horizon for the new planning scheme is 2046. The actual population growth will be monitored and the forecast adjusted as required.
- Based on the forecast 2046 population, a need of 7,100 dwellings has been identified for the planning period to 2046. The role of the new planning scheme in this regard is to ensure that an adequate supply of residential land is available so as to not restrict the supply of land for housing or the range of dwelling types and sizes that is available to meet the community demand for housing.

- An analysis of the land within residential and rural residential zones indicates that in excess of 3,645 hectares of land is available for the development of a range of housing types with the potential to accommodate approximately 14,350 additional dwellings.
- Some challenges remain; however, with respect to the orderly sequencing of development to ensure infrastructure can be provided efficiently and in a financially sustainable manner.
- Despite surplus capacity, it is important to review the residential zones to ensure sufficient residential land supply remains for the planning period beyond 2046.
- It is important to investigate and identify where alternative housing products (such as medium density dwellings) should be located.
- There is a need to ensure that land zoned for higher density residential development is not underutilised by being developed at a lower density.

**Desired Outcomes:**

- An adequate supply of residential land is maintained.
- Development of residential land occurs in an efficient sequence to facilitate the financially sustainable delivery of infrastructure.
- Land identified as being suitable to higher density residential development is used for that purpose and not prematurely developed at lower densities.
- Options for long term residential land supply (beyond 2046) are explored and conserved.

**Policy positions:**

- The planning scheme shall identify the location, extent and sequencing of residential land to ensure the ongoing availability of suitable land for development.
- The planning scheme will ensure residential land supply is maintained and released at a rate that supports projected housing need to 2046.
- Areas with potential to meet the longer term housing need beyond 2046 are investigated and where appropriate, conserved for this purpose.
- Key sites that have the capacity to provide for longer term medium density development are preserved to meet future need.

**Actions:**

- Within the framework of the planning scheme review:
  - Undertake detailed assessment of the zoned residential land, along with relevant constraints and opportunities.
  - Consider scheme provisions that set minimum rather than maximum density controls.
  - Review the Local Government Infrastructure Plan to ensure the most efficient delivery of infrastructure.
  - Develop a staged approach to residential development through the new planning scheme and local government infrastructure plan which aligns the land use planning, infrastructure delivery and investment attraction efforts.
  - Identify the potential locations (and means of conserving land) for long term housing supply to meet the Region's housing needs beyond 2046.

## **ISSUE 2: RESIDENTIAL LAND LOCATION**

**Discussion:**

- Gympie's existing residential settlement pattern is characterised by low density and rural residential development.

- Low density residential development comes with challenges, including higher infrastructure costs per dwelling.
- A sustainable settlement pattern is preferred which should promote urban consolidation, seek to minimise urban sprawl, use infrastructure efficiently, and minimise the ecological footprint.
- Careful planning for dwellings both in infill and greenfield settings will be an important step to ensure diversity in lot sizes and dwelling types.

**Desired outcomes:**

- Residential growth is directed to areas that are, or can readily be, connected to existing infrastructure networks.

**Policy positions:**

- Urban consolidation will be supported particularly where existing infrastructure networks can be utilised.
- Greenfield residential development will be supported where it can be serviced efficiently as a logical extension to existing networks.

**Actions:**

- Within the framework of the planning scheme review, identify areas within the Gympie LGA that can support increased density with preference for areas in proximity to town centres.

### **ISSUE 3: SERVICING OF RESIDENTIAL LAND**

**Discussion:**

- The future growth of the GRC will require some expansion or upgrade of infrastructure and services including sewer, water, waste, and transport.
- The provision of infrastructure is dependent mainly upon the inclusion of the land within the Priority Infrastructure Area (PIA). The PIA forms part of the Local Government Infrastructure Plan (LGIP) and identifies those areas within which Council proposes to provide infrastructure to support urban development. The current LGIP and PIA have a planning horizon of 2031. The new planning scheme project includes a review of the existing LGIP and PIA, including extending the planning horizon out to 2036.
- It is important that the LGIP and PIA set a clear sequence for the delivery of urban support infrastructure. It is equally important that out of sequence development does not occur or is minimised to ensure the coordinated and most efficient delivery of infrastructure is achieved.
- Of the 3,645 hectares of developable land, approximately 370 hectares is inside the PIA and 3,275 hectares is located outside of the PIA. Therefore, maximising efficient access to existing or currently planned infrastructure is a key consideration in determining where development should be promoted or intensified.

**Desired outcomes:**

- Residential development is provided with appropriate infrastructure and servicing.
- Consolidate opportunities for infill development and streamline regulatory provisions for efficient land use outcomes that are connected to established infrastructure services with adequate capacity.
- The region is supported by a network of infrastructure and services supplied by Council and other agencies.

**Policy positions:**

- Residential growth is located in areas well serviced by infrastructure such as sealed road access, electricity, telecommunications, reticulated water, and sewerage services.

- Developer contributions towards the funding of necessary infrastructure will be subject to the provisions of Council's Local Government Infrastructure Plan (LGIP) and adopted Infrastructure Charges Resolution.

**Actions:**

- Within the framework of the planning scheme review:
  - Review the LGIP and potential extension the PIA, to ensure that areas identified for residential development can be appropriately serviced by the full suite of infrastructure.
  - Ensure the planning scheme identifies the infrastructure to be provided by the developers of new land.
- Council continues to advocate for investment by the State and Commonwealth governments in the infrastructure necessary to support development in the Gympie Region.

## **ISSUE 4 RURAL RESIDENTIAL DEVELOPMENT**

**Discussion:**

- Rural residential development is a popular housing choice.
- A large number of rural residential lots of various sizes have been developed under the current planning scheme provisions.
- Almost 9000 hectares of land is currently zoned for rural residential development, more than 50% of this land remains to be developed for this purpose.
- Disincentives to the development of this land include location, access constraints, limited market appeal and natural hazards such as flooding and bushfire threat.
- Though popular, rural residential development is not without some significant drawbacks:-
  - it typically increases residential populations where all levels of government are least able to provide infrastructure or services,
  - it tends to occur in a multi-fronted, fragmented pattern further adding to difficulties in upgrading basic infrastructure such as roads,
  - more residents are exposed to areas of higher bushfire risk and potential isolation during flood events,
  - it has adverse impacts upon primary production by virtue of increasing land prices and generating reverse amenity effects,
  - has a significantly increased ecological footprint over other forms of residential development by reason of increased land clearing, extended car based travel and on-site sewage disposal systems,
  - has significant scenic amenity impacts where it occurs at densities greater than 0.5 dwellings per hectare,
  - rural residential lots of less than 2 hectares are generally less capable of supporting any rural activity and are typically more residential than rural in character,
  - it typically generates resident expectations for services and infrastructure that Council cannot meet,
  - it greatly adds to the complexity of future urban land development by virtue of multiple small holdings being a barrier to efficient urban subdivision.
- The recently adopted Wide Bay Burnett Regional Plan cautions against an increase in the supply of rural residential land.
- The Regional Plan also states that rural residential development is to be contained in existing rural residential zoned areas.
- Consideration should be given to the review of current extent/location of current rural residential zonings.



**Desired outcome:**

- An appropriate supply of land for rural residential purposes is identified by the planning scheme.

**Policy position:**

- The extent and location of rural residential zonings is to be reviewed following further discussions with The Department of State Development, Infrastructure, Local Government and Planning.

**Action:**

- Review the extent and locations of the rural residential zone following further discussions with the Department of State Development, Infrastructure, Local Government and Planning.

## ISSUE 5: HOUSING DESIGN

**Discussion:**

- Careful design is required to ensure new housing delivers high quality cost-effective buildings and an urban realm that respects current and future desired local character, green spaces, and landscaping.
- Regardless of the type of tenure residents should be able to expect that their home is well designed, provide a sense of permanency and be compatible with the homes around it.
- Council's planning scheme can have some impacts upon dwelling design outcomes where the dwellings are the subject of development applications as in the case of multi-unit dwellings, unfortunately, the great majority of dwellings constructed in the Gympie region are detached single family dwellings which are exempt from consideration under the planning scheme unless a specific overlay code is triggered.
- Where a planning scheme overlay code is triggered Council has some scope to influence the design of detached housing such as in the case of natural hazard, biodiversity conservation or heritage overlays by imposing additional code provisions.
- For the bulk of residential developments the application of Council's planning scheme is currently limited to the subdivision stage of the residential development process.
- Schedule 12A of the Planning Regulation does require Councils to have regard for urban design in the assessment of subdivision applications, in particular the Regulations set benchmarks for vehicular and pedestrian connectivity, open space, street trees/shade, the provision of footpaths and subdivision design with respect to the size of street blocks. The measures are principally intended to improve walkability but will have overall urban design benefits which could be supplemented by additional benchmarks in Council's planning scheme codes.
- Subdivision design could also be enhanced by more detailed local area planning being undertaken by Council early in the development process.

**Desired outcomes:**

- Good design is achieved by incorporating the principles of urban design into local area planning and subsequent planning scheme provisions.
- Residential development creates desirable and sustainable environments for the residents of the Region.

**Policy position:**

- Urban design principals will be applied to all stages of the residential development process from local area planning through to subdivision design and dwelling construction.

**Actions:**

- Within the framework of the planning scheme review:
  - review strategies, planning controls and policies to promote good design,
  - supplement the provisions of Schedule 12A of the Planning Regulation with additional measures to improve subdivision and dwelling design outcomes.

## **ISSUE 6: HOUSING CHOICE AND DIVERSITY**

**Discussion:**

- Detached dwellings on larger lots make up the majority of housing within the Gympie LGA.
- The “pipeline” of new housing approvals indicates a continuation of this trend, notwithstanding a changing household composition which has demonstrated a decline in the number of traditional family households, and an increased number of smaller, or lone person households.
- The 2021 Census indicates that irrespective of the profile of household type across the Gympie LGA, most people are residing in detached dwellings.
- This highlights a key present-day challenge for the Gympie LGA, with the available housing type remaining largely unchanged and unresponsive to a growing proportion of ageing, and smaller households.
- A range of housing and accommodation types is required to provide housing choice to cater for the expected age, income, and household types that make up the Gympie community.
- Consistent with the jointly prepared State and Council Local Housing Action Plan, strategies aimed at increasing residential densities in appropriate locations will be a key component of responding to housing needs and improving housing choice.
- The current and earlier planning schemes for the Region have for many years zoned land for higher density and more diverse forms of housing. Many of these sites have been developed for detached low density housing and are no longer available for higher density housing forms.
- The fundamental challenge is that the financial feasibility of multi-unit residential developments in Gympie has proven to be elusive. This challenge is not unique to the Gympie Region and can be seen in many localities outside of the Brisbane metropolitan area, particular in regional areas. There are a number of compounding factors that contribute to this situation; this will be the subject of a separate more targeted investigation.
- It is not anticipated that the present situation will change significantly in the next decade.
- There is a need however to act to protect those sites that have potential for medium density housing in the longer term from “expedient” low density development in the interim. The use of minimum density rather than maximum density controls within the planning scheme may assist in this regard.
- Effort should also be directed to encouraging other potential dwelling options in the interim period until the viability of traditional multi-unit housing improves. In this regard, secondary dwellings, including the “tiny house” option (i.e. a dwelling of no more than 50m<sup>2</sup> floor area) and dual occupancy development within existing residential areas will assist to increase both the number and diversity of dwellings. Provisions to manage the location, attributes and potential impacts of these dwellings can be introduced into the planning scheme.

**Desired outcomes:**

- Residential development provides for a variety of housing types and densities reflective of the demographic and socio-economic characteristics of the Gympie Region.
- Sites that are zoned for higher density residential development are actually developed for that purpose.

**Policy positions:**

- The planning scheme supports an adequate supply and diversity of housing.
- The planning scheme incorporates measures to ensure targeted residential densities are achieved.
- The scheme will include measures to encourage a range of dwelling types and sizes within existing residential areas.

**Actions:**

- Within the framework of the planning scheme review consider and refine how regulatory settings can facilitate the delivery of dwelling diversity.

## **ISSUE 7: HOUSING FOR SPECIFIC AND VULNERABLE GROUPS**

**Discussion:**

- There are vulnerable groups in our community who may require specific housing policy settings to address their housing needs. Council's planning scheme provisions need to be responsive to these needs. The following areas of concern have been identified:

**Low income households**

The 2021 census data indicates the following:

- The median weekly individual and household incomes in the Gympie Region are substantially lower than both the State and national averages.
- 42% of renting households have rental payments in excess of 30% of household income
- 15% of owner households have mortgage payments in excess of 30% of household income

A household is defined as being in "housing stress" when rent or mortgage payments exceed 30% of household income. In comparison, the state and national average for renting households experiencing housing stress is around 32%. Recent increases in interest rates will not have improved the situation.

The statistics referred to above relate solely to the capital cost of housing acquisition, whether that be paying rent or a mortgage. It is important therefore to remember that the real cost of housing includes the operational costs of housing choices such as maintenance, heating/cooling and transport to daily activities. In any event, the cost of housing is an important consideration in Council's plan making with respect to residential development and meeting the needs of lower income households.

**People with a disability or a long term health condition**

At June 30, 2022, the Department of Communities Housing and Digital Economy (DCHDE) data indicated that there were 150 housing register applications for the Gympie LGA across very high, high and moderate segments of need. Just under half (44%) of applications identified a person within the household as having a disability. Of these, majority (64%) requested disability modifications to housing to meet their needs.

**Older residents**

Many of the older members of our community are long term residents with family, social and economic ties to the places where they live. It is a reasonable planning objective that they should be able to maintain those connections for as long as is possible. It is also consistent with the concept of “aging in place” which has demonstrable benefits for both the individual and the broader community. To support the aging in place concept the planning scheme review will explore land use related elements such as adaptive dwelling design to allow residents to remain in their homes for longer, subdivision design to ensure neighbourhoods are walkable, and consideration of the potential for secondary dwellings/low scale infill development to provide an ongoing income stream to, and reduce the property maintenance burden for, older residents. This later element may also have advantages with respect to improving housing supply and diversity.

Either by choice or necessity there will also be an ongoing interest in structured age care facilities. The development of such facilities will be guided by sound planning and urban design principles to ensure appropriate scale, location and amenity for residents. An *Ageing in Place Strategy* has been prepared by Council to assist decisions concerning seniors housing.

#### **Worker’s accommodation**

Whilst not being considered a vulnerable group, key workers are likely to form a significant proportion of the housing market. Key workers are typically defined as those workers in either the public or private sectors who perform essential roles – nurses and emergency workers are often cited as examples of key workers.

In the Gympie context the definition of key workers has been expanded somewhat to include those workers necessary to ensure the Region’s key industries and large infrastructure projects continue to operate. Australia’s current near full employment situation has meant that a significant proportion of the workers in these industries are being sourced from overseas, adding complexity to the housing challenge. Council is aware that this is having spill over effects upon the already constrained housing supply. It is further noted that the Department of Health is building additional staff accommodation at Gympie Hospital as alternate accommodation is not available.

The planning scheme review will examine the scope for a strategic approach to the provision of key worker accommodation. Appropriately located multi-unit housing forms might not only serve to address this housing need but also provide an impetus for place making and night time activation of the Gympie town centre.

#### **Desired outcomes:**

- All sectors of the Gympie community are accommodated in dwellings that are appropriate to their needs and financial means
- Dwellings for the “vulnerable” groups discussed above are evenly dispersed and not concentrated to create clusters of disadvantage.

#### **Policy positions:**

- GRC will aim to improve housing affordability by facilitating an increased supply of diverse forms of housing.
- Council will work strategically with industry groups to address the issue of key worker accommodation.

#### **Actions:**

- Ensure the new planning scheme promotes a range of housing types to improve housing choice and affordability.

- Council continues to advocate for employment of non-statutory tools to promote housing typologies that deliver genuine housing choice and meet the needs of the community, particularly for vulnerable and/or members of the community with specific needs.

## ISSUE 8: SHORT TERM ACCOMMODATION

### Discussion:

- Consistent with many other local government areas across Australia Gympie has seen a growing interest in the provision of short term accommodation in what has traditionally been regarded as being dwelling stock available for longer term rental accommodation.
- It is not accurately known how many of the Gympie region's 22,000 plus existing dwellings are currently being used as short term accommodation.
- It is noted that a range of short term accommodation offerings are available across the Region:
  - Hotels/Motels
  - Tourist parks
  - Holiday resorts
  - BnBs as home based businesses and
  - Air BnBs or similar.
- Short term accommodation offerings within traditional detached or multi-unit housing settings have the potential to be more disruptive in terms of the local housing market as they are in effect alienating housing stock that would otherwise be available to long term residents
- It is understood that in particular locations such as Rainbow Beach that the prevalence of short term accommodation is greater that might be expected across the region more generally.
- It is estimated from a review of accommodation booking websites that between 15 and 20% of the existing dwelling stock at Rainbow Beach is currently available for short term accommodation for at least part of the time. This level of non-residential use could be assumed to have adverse impacts upon the availability of housing for permanent residents and/or longer term renters.
- There is potential for land use conflict to arise where short term accommodation occurs in close proximity to residential development, particularly with respect to noise, privacy, concerns over personal security, party houses and car parking.
- Currently the planning scheme identifies short term accommodation as a land use requiring the approval by Council of an impact assessment development application in all zones, with the exception of one part of the Tourist Accommodation zone at Rainbow Beach.
- It would appear that a significant proportion of current short term accommodation facilities have commenced without development approval.
- It is noted that in some instances the providers of existing short term accommodation facilities may be able to demonstrate existing use rights that would enable them to lawfully continue the activity.
- The provision of short term accommodation is not without merit particularly where it is in the wider community interest to foster tourism development.
- The task for the planning scheme will be to establish a sustainable balance between the range of sometimes competing land uses that occur across the region, including addressing the need to ensure that a range of tourism accommodation options are available at different price points to support a diverse tourism market.
- It is proposed the zonings under the scheme be reviewed in consultation with local communities to clearly identify the preferred locations for, and the form of, short term accommodation offerings.

**Desired Outcomes:**

- Short term accommodation occurs in locations and in a manner that does not compromise residential amenity.
- Short term accommodation does not adversely affect the supply of housing available to permanent residents or longer term renters.
- Short term accommodation supports the ongoing development of the Gympie Region's tourism sector.
- A diverse range of short term accommodation offers are available within the Region.

**Policy position:**

- The provision of short term accommodation be managed to achieve desired outcomes discussed above.

**Actions:**

- The new planning scheme be drafted to achieve the desired outcomes discussed above.
- A short term accommodation code be drafted for inclusion in the new scheme; the code to include provisions to address the potential impacts of short term accommodation uses upon nearby residents.
- Council investigate the compliance issues arising from the current "stock" of short term accommodation facilities.
- A local law be drafted to support the implementation of the above policy positions.

**Gympie Regional Council**  
**New Planning Scheme Project**

**Industrial Land**  
**Position Paper**

December 2023

## INTRODUCTION

The industrial sectors of Gympie region contribute significantly to the economic well-being of the community through the production of a range of goods and services, and by providing a source of local employment.

The Gympie region has a strong manufacturing base, strong linkages within its agricultural sector with well-developed supply chains, vertical integration and value adding. It is home to some of Australia's market leaders in the food processing and timber processing/timber value adding sectors, including Nestle, Nolan's Meats, and Laminex.

The role of the Gympie Regional Council Planning Scheme (GRCPS) with respect to industrial development is to establish land use and development frameworks conducive to investment, production, and employment. In seeking to facilitate economic growth, land use and development assessment should be responsive to the regional locational attributes, competitive strengths, and comparative advantages.

In planning for the future economic growth of the region, Council is aware of the need to facilitate industrial and business development in appropriate locations to minimise land use conflicts, and impacts on the environment, and to provide convenient access to employment opportunities and to mutually supportive business activities.

Key issues relevant to the future economic growth of the region include the supply of industrial/business land, the protection of industrial areas from incompatible development, designing for environmental performance, and the timely servicing of industrial land with appropriate infrastructure.

This paper discusses:

- The key issues,
- the current position and trends including constraints and opportunities,
- desired outcomes in relation to industrial development, and,
- policy positions to address the identified issues.

The position paper is one of 11 position papers addressing key aspects of the future land use and development policy for Council. The paper has been prepared as part of Stage 2 of the Gympie Regional Council Planning Scheme project and is intended to inform the planning scheme drafting process to occur in Stage 3.

Other position papers to be prepared as Stage 2 are as follows:

- Housing
- Retail and Commercial Development
- Rural Land
- Open Space and Recreation
- Heritage
- Bruce Highway Upgrade Response Strategy
- Biodiversity Conservation
- Flooding
- Bushfire
- Coastal Hazards.



## ISSUE 1: INDUSTRIAL LAND SUPPLY

### Discussion:

- A considerable amount of land has been zoned for industrial purposes or designated within industry investigation zones under the current planning scheme.
- The “Planning Scheme Review – Industrial Land Study” (Gympie Regional Council, July 2022) found:
  - From a total of 1003.6 Ha zoned industrial land (excluding land zoned Industrial Investigation Area), 16.7 Ha is unconstrained, 188.7 Ha is constrained to some extent, and 798.1 Ha is highly constrained.
  - Further analysis was undertaken of the 205.4 Ha which is not highly constrained. By undertaking a review of the land already developed, which defined how much land might practically remain available for industrial development, only 128 Ha was considered likely to be developed in the short or medium term.
- A large proportion of the land currently zoned for industrial purposes is not physically suitable (reasonably level, flood free, and well drained) for cost-effective development or is located in areas that cannot be readily serviced with water and sewer.
- Functionally there is not a substantial difference in the characteristics or offsite impacts between medium impact and high impact industrial activities. The current scheme can therefore give rise to some arbitrary distinctions between these land uses which might serve to discourage development that the scheme would otherwise promote. It is proposed to merge these two zones into a single “industry zone”.
- It is appropriate to maintain the “low impact” industry zone to provide for the typical light industries that service the local community.

### Desired outcome:

- A sufficient supply of physically suitable, well located industrial land is available to meet the needs of the community, and to facilitate economic growth and employment generation.

### Policy positions:

- Council will encourage industrial development as a driver of economic growth within the Gympie Region.
- Council’s planning scheme shall identify the location, extent and sequencing of industrial land to ensure the ongoing availability of suitable land for industrial development.
- The physical and locational characteristics necessary to support industrial development will guide the selection of land for future industrial development. In general, areas zoned for industrial purposes should meet the following criteria:
  - not be committed to any alternative higher order land use,
  - be relatively constraint free and easily developed,
  - offer convenient access to the local and regional road network,
  - not be regarded as being environmentally sensitive,
  - can be buffered from surrounding residential areas,
  - can be readily serviced with water, sewerage, electricity and communication infrastructure,
  - comprise an area and ownership pattern that could facilitate comprehensive integrated planning,
  - be of sufficient size to provide a long-term land supply and allow for businesses to grow and facilitate the co-location of businesses with symbiotic relationships, and
  - be protected from encroachment by incompatible land uses.

**Actions:**

- Within the framework of the planning scheme review:
  - assess the land currently zoned for industrial development against criteria nominated above,
  - consider the most appropriate future zoning for the areas reviewed,
  - incorporate the findings of Planning Scheme Review – Industrial Land Study” (Gympie Regional Council, July 2022) and the Curra Business Case, (December 2022),
  - develop a staged approach to industrial development through the new planning scheme and local government infrastructure plan which aligns the land use planning, infrastructure delivery and investment attraction efforts,
  - identify future industrial land meeting the criteria above, and
  - consider alternate zonings for current industrial areas that don’t meet the above criteria and how these areas might be transitioned to alternate uses.
  
- The current “medium impact” and “high impact zones” within the planning scheme be merged into a single “industry zone”. The current “low impact” and “water front marine industry” zones be carried forward into the new scheme.

## ISSUE 2: BUSINESS ATTRACTION

**Discussion:**

- The Gympie Region’s strengths are summarised as follows:
  - Growing at a faster rate than Queensland. The population estimate for Gympie Regional Council area as at the 2021 Census is 53,242 with a current growth rate of 1.4% compared to the Queensland growth rate of 0.8%.
  - A relatively high concentration of workers in manufacturing and a skill base broadly supporting the industry structure.
  - The higher than state average proportion of workers in education and training provides an indication of potential capacity to develop new skills to respond to employment opportunities in new industries.
  - The future manufacturing environment in Australia is more promising than in the past as the Commonwealth and Queensland Governments have responded to Covid-19 challenges with a raft of policies, providing opportunities for the Gympie region.
  - Gympie is in a sense the ‘next cab off the rank’ for economic planning and development, as economic and planning priorities in LGAs to the south take these LGAs away from industrial based futures.
  - Target activities for industrial land development for the region include:
    - taking advantage of the Bruce Highway upgrade in the transport and logistics industries,
    - increased downstream processing of the productive agriculture and forestry industries,
    - investigation of marine industry opportunities on the coast, and,
    - responding generally to opportunities as the price point of industrial land in the Gympie region improves relative to that in other areas.

- The projected strong population growth in adjoining LGAs, particularly to the south, bodes well for increasing demand for industrial land in Gympie.
- The Bruce Highway upgrade will improve accessibility to both North and South including during floods.
- Good opportunities exist for the development of tourism, food production and processing, forestry, manufacturing, aviation and marine industry sectors.
- Additional opportunities are expected to emerge in aged care, creative services, education, renewable energy and climate related businesses.

**Desired outcomes:**

- Sustainable industrial growth is facilitated through the attraction of industries which build on the competitive strengths and comparative advantages of the Region's business and industry sector.
- Council leads and supports sustainable economic development by planning key concentrations of economic activity to achieve business agglomerations and critical mass.

**Policy positions:**

- Council proactively develops and promotes:
  - an active economic development strategy and implementation program, and,
  - advocacy with State and Commonwealth for the infrastructure needed to attract new business.

**Action:**

- Council will seek to attract and foster industries for which the Gympie Region has a comparative or locational advantage including manufacturing, the renewable energy industry, food production / local processing opportunities and forestry/timber products.

### **ISSUE 3: INDUSTRIAL AND BUSINESS INTEGRATION (LOW IMPACT ACTIVITIES)**

**Discussion:**

- In employment planning, changes are occurring, which will have implications for the Gympie Region. These include the following elements:
  - less emphasis on the separation of land uses from each other, subject to environmental impacts,
  - the co-location of certain activities,
  - provision for a greater diversity of activities, and,
  - greater automation.
- Some industrial areas are under pressure to accommodate office uses. This needs appropriate management as it can result in a shortage of industrial zoned land being available for genuine industrial uses.
- It is recognised that certain land uses, (such as high impact industries) require continued separation from other uses due to external effects.

**Desired outcomes:**

- Greater integration between business and low impact industrial activities.

- An enhanced mix of industrial and compatible non-industrial activities in industrial areas, managed through land use and assessment controls.

**Policy positions:**

- Council will facilitate greater locational integration of low and medium impact industrial uses with non-retail commercial activities. The uses would be those that are required to support the industrial activities and not compromise the long-term use of the land for industrial purposes.

**Actions:**

- Within the framework of the planning scheme review:
  - The overall outcomes of the low and medium impact industry zones within the planning scheme be amended to accommodate the location of non-industrial activities where of a small scale that does not impact on the viability of industrial land.

## ISSUE 4: SERVICING OF INDUSTRIAL LAND

**Discussion:**

- Efficient servicing and high levels of accessibility are essential prerequisites to the operation of industrial areas, and their corresponding ability to contribute meaningfully to economic growth.
- Industrial areas will need to be equipped the full suite of urban infrastructure and utilities - water, sewer, road access, stormwater/drainage management, public transport connections, telecommunications facilities and so forth. Gaps in infrastructure provision will make an industrial area less useful to businesses and be a disincentive to investment.
- It is important that the LGIP and PIA set a clear sequence for the delivery of urban support infrastructure.
- Industrial land should be sited to take advantage of the enhanced accessibility offered by major transport corridors (major roads, rail etc). This also has the added benefit of minimising the movement of traffic to and from industrial areas occurring along residential streets, through business centres or other sensitive areas.

**Desired outcomes:**

- Urban services are prioritised, sequenced and provided to all land zoned for industrial purposes.
- Key industrial areas intended to accommodate medium and high impact industrial uses are supported by appropriate State level infrastructure including the rail network and road networks.
- Industrial development is supported by appropriate telecommunications/internet connectivity.

**Policy positions:**

- Industry is located in areas well serviced the full suite of urban services including sealed road access, electricity, telecommunications, reticulated water, storm water and sewerage services.
- Developer contributions towards the funding of necessary infrastructure will be subject to the provisions of Council's Local Government Infrastructure Plan (LGIP) and adopted Infrastructure Charges Resolution.

**Actions:**

- Within the framework of the planning scheme review:

- Review the LGIP and associated capital works/schedule of works program to ensure that areas identified for industrial development can be appropriately serviced by the full suite of infrastructure.
- Land currently zoned for industrial or industrial investigation that is not able to be serviced under infrastructure provisions for the current planning scheme projected period, be investigated to determine the highest and best use for a potential zoning amendment.
- Ensure the new planning scheme identifies the infrastructure to be provided by the developers of new industrial land.
- Council continue to advocate for investment by the State and Commonwealth governments in the infrastructure necessary to support industrial development in the Gympie Region.

## ISSUE 5: INDUSTRIAL AMENITY

### Discussion:

- The planning scheme should ensure that industrial development does not detrimentally affect the amenity of surrounding areas used or likely to be used for non – industrial purposes.
- Industrial development may need to be located sufficiently far away from existing and future residential areas to minimise the impacts of heavy vehicle traffic, noise, light, odours and other emissions detracting from residential amenity or ensure the adoption of appropriate ameliorative measures (e.g. buffering by distance, screening and landscaping).
- ‘Amenity’ also extends to the need to ensure that industrial development achieves appropriate levels of design and environmental performance to attract and retain high quality industries and skilled workers. Visual appearance through subdivision and building design, landscaping, walkability, shade and outdoor recreation spaces as well as local convenience retailing (lunch shops and the like) will be important considerations in site planning.

### Desired outcomes:

- High impact industrial uses will be buffered from areas of incompatible development for the protection of health and amenity for people and the environment.
- The scale, character and built form of development achieve desirable standards of appearance making it an attractive place to work, visit, do business through attention to siting, design and finish of buildings, landscaping, vehicle access and screening and use of open space areas of the site.

### Policy positions

- Developments for industrial purposes are located, designed, and managed to avoid significant adverse effects on the natural environment and minimise impacts on adjacent non-industrial land.
- Where industrial land is near to and/or visible, from residential areas or other sensitive receiving environments, higher standards of siting, design, environmental performance, buffering and screening will apply.
- Industrial uses are adequately separated and buffered from sensitive land uses to minimise the likelihood of environmental harm or environmental nuisance occurring.

### Actions

- Within the framework of the planning scheme review:

- Develop and apply land use based codes, in conjunction with environmental licensing and regulation provisions to secure appropriate levels of environmental performance and compliance with relevant legislation.
- Ensure codes and controls for industrial development address:
  - Land use and ancillary activities.
  - Appropriate lot sizes.
  - Built form outcomes (height, site cover, building articulation and setbacks which may vary zone to zone).
  - Separation requirements and buffers.
  - Management of hazardous goods.
  - Quantitative assessment for off-site impacts.
  - Issues of hours of operation, outdoor lighting control
  - Landscaping/ urban design/user amenity.

## ISSUE 6: PRESERVING INDUSTRIAL LAND

### Discussion:

- Encroachment by incompatible land uses can make some industrial areas non-viable due to the costs of, or practicality of, overcoming the noise, odour, potential hazards and/or visual impacts of some industrial activities, or by allowing the use of the industrial land use for non-industrial purposes, effectively reducing the supply of industrial land.
- The operational viability of an industrial area is protected where existing and future industrial uses are protected from the encroachment of incompatible uses.
- Planning strategies addressing the mix of land uses in proximity to industrial areas, should seek to limit opportunities for the establishment of incompatible land uses that are likely to compromise the effective utilisation of industrial areas for industrial purposes.

### Desired outcomes:

- The available supply of industrial land is not depleted by non-industrial activities.
- The viability of identified industrial areas is not diminished by the encroachment of adjacent incompatible land uses.

### Policy positions:

- Land zoned for industrial purposes is not used for non-industrial activities, except as provided for at issue 4 above.
- Land uses that are not compatible with existing or future industrial activities are not established adjacent to industrial areas without adequate buffering measures being implemented to allow the unimpeded operation of the industrial area.

### Actions:

- Within the framework of the planning scheme review:
  - Amend the Planning Scheme Strategic Framework to incorporate clear policy statements which address the need to protect the supply of industrial land from usage for non-industrial purposes and from encroachment by nearby incompatible land uses.
  - The planning scheme zone codes are to be drafted to address the issues of the encroachment of incompatible land uses upon industrial areas.

## ISSUE 7: CURRENT INDUSTRIAL LAND LOCATION - SITES AND PRECINCTS

### Discussion:

- In 2022, Council commissioned the preparation of “Planning Scheme Review – Industrial Land Study” (Gympie Regional Council, July 2022).
- This study reviewed precincts and provided the opportunity to undertake a holistic approach, looking at how all the currently identified industrial precincts function in the context of the whole Gympie Region.
- Sites were reviewed on the basis of the likelihood of development for industrial use, updated flood and bushfire mapping data, and internal consultation.

### Desired outcome:

- The location, role and sequencing of the Gympie Region’s industrial areas is understood and recognised within the new planning scheme.

### Policy positions:

- Future industrial growth should be consolidated into those precincts that can be serviced efficiently.
- Fragmented, multi fronted development of dispersed industrial areas should be avoided
- It may be necessary to rezone some land, currently zoned for industrial development where the physical and locational characteristics of the land are such that the land cannot be serviced efficiently or without undue environmental impact.

### Actions:

- Within the framework of the planning scheme review:
  - encourage growth in industrial opportunities and activities, and
  - provide clear direction on the role and function of the identified employment areas, and,
  - review current zonings to ensure consistency with the desired outcomes and policy positions identified above.

## ➤ East Deep Creek

### Location



### Role/Function

The East Deep Creek area has an established pattern of medium and high impact industrial use, including the Nolan Meatworks and former mining activities. Portions of the precinct are affected to varying degrees by flooding, bushfire, and biodiversity values. The Bruce Highway upgrade provides a significant road transport access opportunity, particularly for heavy vehicles.

The current and possible future uses of the land within the precinct have the potential to have noticeable off-site impacts. The future planning scheme zoning should reflect the need to ensure that sensitive land uses, recognising the existing established rural-residential areas, are not permitted to encroach into areas where they are likely to be adversely affected, or result in inefficient restrictions being imposed on the operation of the industrial activities within the industrial area. There is also a need to recognise the biodiversity values of the south-eastern portion of the precinct, particularly the core ecological linkage and priority species habitat within Lot 51 SP 299672 and throughout the DTMR held properties associated with the highway upgrade along Flood Road.

### Potential development timing

- Short/medium – subject to resolving structure plan issues.



## ➤ Victory Heights

### Location



### Role/function

The current zoning pattern includes low impact industry and medium impact industry zones. The zoning does not reflect the existing land use, which is characterised by fragmented rural residential development with a small number of low impact industries. The land is not readily capable of being efficiently serviced by trunk water and sewer services. Land within the precinct is significantly represented in Council's biodiversity mapping. To the west of Ascot Road the precinct consists of four large lots owned by the DTMR in association with the highway upgrade. Discussions with the DTMR to rationalise the future use of these lots suggest that the residue lots will be opened as road as the land is constrained by arterial road access limitations, flooding and/or significant vegetation. To the east of Ascot Road the land is developed in the main for rural residential activity.

### Potential development timing

- Subject to the resolution of future zoning.

## ➤ Monkland and Glanmire

### Location



### Role/function

Monkland and Glanmire combine to form a strategically important precinct with the capacity to meet short term need. The current zoning pattern includes low, medium and high impact industry zones, and an area zoned specialised centre. The specialised centre zone permits low impact industry as “accepted development” where it occurs within existing premises or as “code assessable” where new premises are proposed. The precinct is well serviced by infrastructure except for a low-lying area adjacent to the Mary River. The precinct is bound by waterways, open space areas, rail, arterial roads and other industrial uses. Some historic residential activity is situated within the precinct at the northern end. North-bound access to the area to the upgraded highway will be optimised by the completion of the Hall Road upgrade, subject to the replacement of the single lane rail overpass. The precinct represents a robust industrial location with opportunity for some expansion either by rezoning the specialised centre zoned area to low impact industry or by expanding the acceptable uses within the specialised centre zone to include low impact industrial uses.

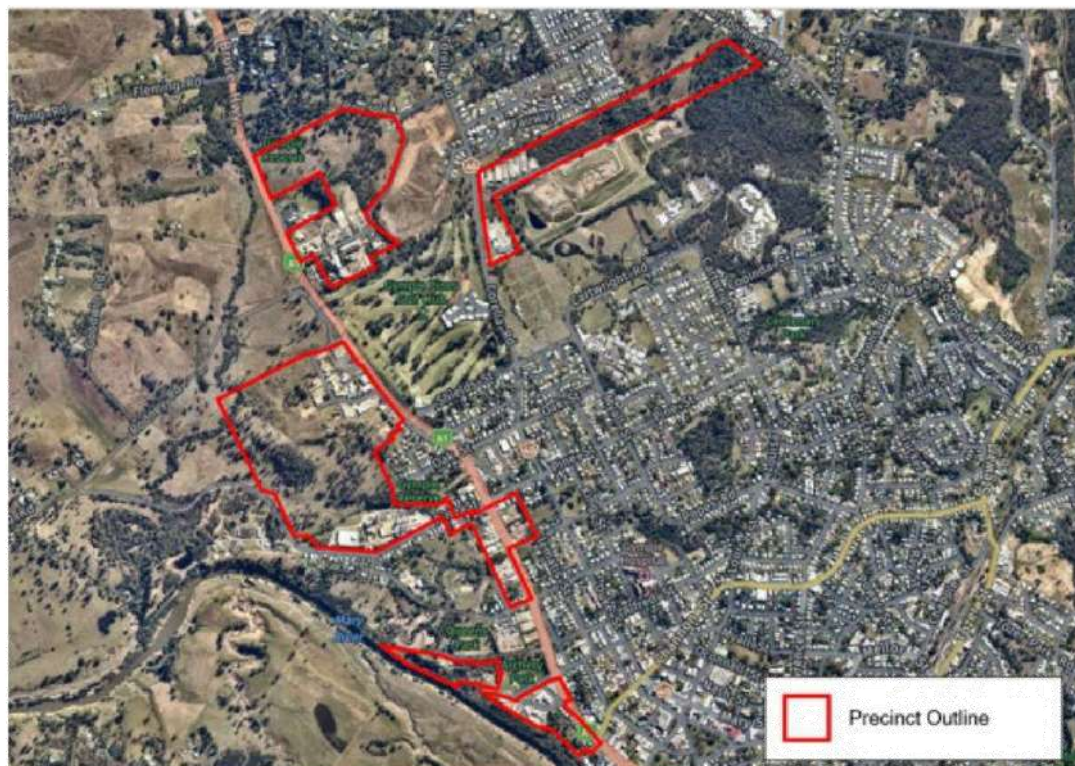
Council will review the existing low impact industry zoning on the western side of the existing Bruce Highway given the significant existence of residential uses in this area and the potential land use conflicts a transition to industrial will generate.

### Potential development timing

- Short/medium

## ➤ Gympie North

### Location



### Role/function

These smaller industrial areas are zoned for mix of low impact, medium impact and high impact industrial activities. Land use within these areas includes:- the Nestle factory on Pine St, a mix of motor vehicle repair, spray painting, warehousing, welding, metal recycling, sandblasting and transport services from River Terrace to Chatsworth Road.

A concrete batching plant, transport depot and truck sales are amongst a range of land uses in the Wadell Rd precinct, adjoining the Two Mile State School. Much of the lower land along the Highway, including the school is flood affected. Consideration will be given to the future zoning the flood free portions of the precinct, bounded by the 1% flood line, Wadell Rd and Roy Rd given the current land use to the east and north-east.

West of the Highway, much of the industrial land is impacted by flooding to some extent which will result in reduced development potential. Consideration should be given to the future zoning of the medium impact industry area to the west and south-west of Pinewood Ave. The undeveloped area currently zoned low impact industry along Queen's Park Drive is highly impacted by flooding and is not suited to urban development. Flooding constraints also exist in the area bounded by the River, Cross St, the Highway and Little Channon St, although this area has been developed for a mix of light industrial, retail and residential uses.

The low impact industry zone at Bonnick Rd has been developed for a range of activities including manufacturing, warehousing, mechanical repairs, panel beating, an Energex depot and the Australia

Post mail distribution centre. There remains approximately 11 hectares of vacant land zoned low impact industry at the north-eastern end of Bonnick Rd. Given the expected future rehabilitation of Council's landfill site, adjoining residential development and proximity to the University, TAFE college and high school the future zoning of this area will be considered.

### Potential development timing

- Short/medium.

### ➤ Central Gympie

#### Location



#### Role/function

The Chapple St and Bent St Road industrial precincts are included within the low impact industry zone. The zoning is reflective of past, adhoc industrial and commercial development centred upon the historic railway precinct at Tozer St. While commercial development features strongly along Chapple Street, north to Tucker St, much of the remaining low impact industry land has not been redeveloped for industry but continues to be used for detached dwellings. There are a number of industrial uses dispersed throughout both precincts however the principal constraints to industrial land use take up in this area is the relatively small residential lots, the fragmented ownership pattern and the inadequacy of the residential scale local road network to provide for large vehicle access or on street parking. Both Precincts are however well situated to provide for urban infill residential development.

### Potential development/timing

- The timing to complete the transition process to relocate industrial uses from these precincts is difficult to predict due to the complexities involved.

### ➤ One Mile (Gympie South)

#### Location



#### Role/function

Two precincts form the One Mile area; John St and Brisbane Rd/Graham St. The John St precinct consists of Council's works depot, a charity warehouse/distribution centre and a transport depot. North of the latter two sites is a sawmill/timber yard, however this sits within a residential zone, possibly reflective of its flood free status.

The Graham St/Brisbane Rd area is wholly within the 1% AEP flood level when a modest climate change factor is included. Current uses include motor vehicle repairs, tyres, machinery sales, indoor recreation and a fruit and vegetable retailer. The precinct adjoins residential development to the west and rural land and open space to the east.

There is limited opportunity for expansion or change in either of these precincts, with the exception of the possible rezoning of Council's depot from low impact industry to community purposes to reflect its current use.

#### Potential Development/timing

- Limited development potential.

## ➤ Tin Can Bay

### Location



### **Role/function**

The Tin Can Bay township includes a mix of waterfront and marine industry and low impact industry zonings. The waterfront and marine zone appears to be fully utilised. It should be noted however, that the bulk of the zone at Norman Point is being used as car and boat trailer parking in support of the public boat ramp. A substantial proportion of the adjacent residential choice zone is also being used for marine related activities, indicating that some expansion of the waterfront and marine zone might be necessary.

Two pockets of low impact industry zone also occur within the township:-

- Emperor St/ Dolphin Ave – about 3 ha which appears to be fully utilised, and,
- a little under 1 ha at Snapper Creek Rd, of which, about 4000m<sup>2</sup> is vacant.

It is apparent that the current supply of low impact industry land within the township is almost fully utilised.

A short distance out of town at the intersection of Tin Can Bay Rd and Bayside Rd Council has developed a 13 lot low impact industry area (Scullet Drive) occupying around 5 hectares. There remains a vacant balance lot of 21 hectares also zoned for low impact industry. The industrial zoning is adjoined on three sides by a number of State and Council held lots zoned for community purposes. A substantial portion of the 21 ha balance lot referred to above is mapped under Council's Biodiversity TLPI as priority species habitat. It is suggested some rationalisation of the zonings in this locality is required to achieve acceptable outcomes for both biodiversity and industrial land supply. It is proposed to retain 13.5 hectares of vacant land for low impact industry.

### **Potential development/timing**

- The low impact industrial land identified above represents a long term supply for Tin Can Bay.

## ➤ Rainbow Beach



### **Role/function**

The Rainbow Beach industrial area is centred on Karoonda Rd. The area includes a mix of low impact, high impact and community purposes zonings over an area of approximately 11 hectares, 4 hectares of which remains to be developed. The industrial area is intended to meet the local service industry needs of Rainbow Beach community as well as providing support to the local tourism sector. Land is also identified by zoning for an existing ambulance station, a proposed fire station and proposed police station.

It is noted that much of the 4 hectares of undeveloped land is categorised as priority species habitat under Council's Biodiversity TLPI. The specific impact of upon remaining development potential would be established via the development application process. Given the availability of industrial zoned land at Cooloola Cove and at Tin Can Bay it is not proposed to expand the Rainbow Beach industrial area.

### **Potential development/timing**

- It is expected that the current usage will continue noting that within a number of the developed sites there is scope for redevelopment and more intensive use.



## ➤ Cooloola Cove

### Location



### Role/function

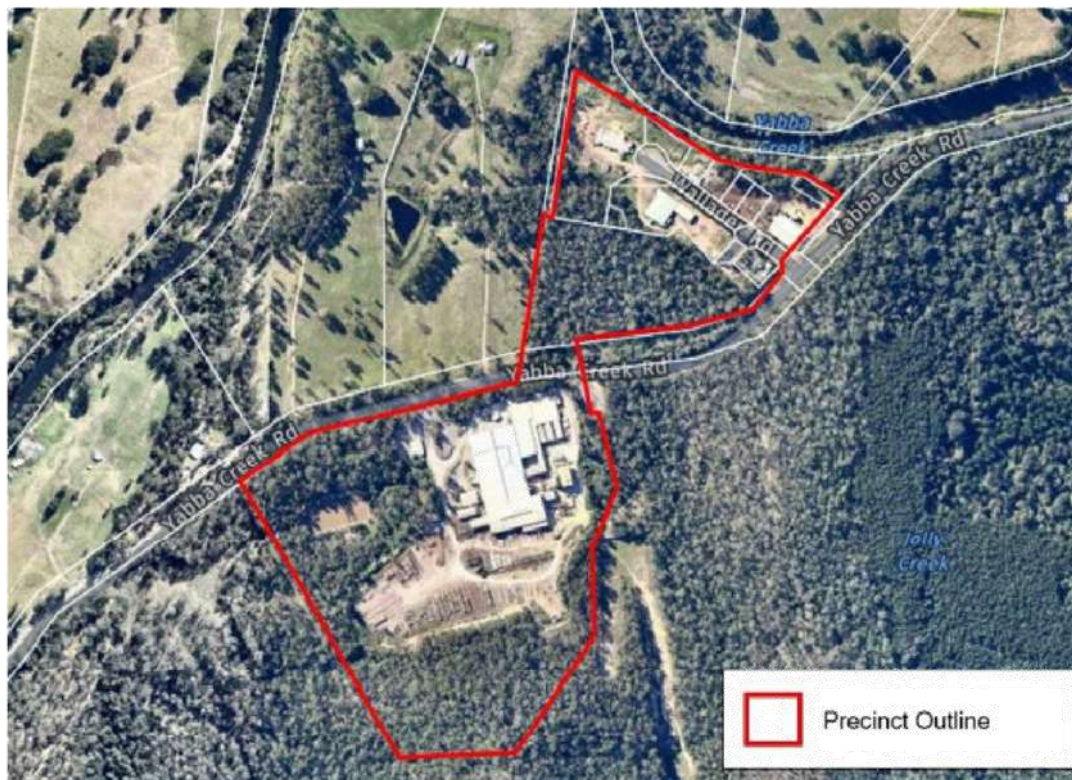
Cooloola Cove includes a low impact industry zoned area at Queen Elizabeth Drive of approximately 9 hectares. The area has been subdivided into 11 industrial lots ranging in size from 2000m<sup>2</sup> to 3000m<sup>2</sup> with a balance lot of 4.2 hectares. The current uses within the area include a landscape supply business and a motor mechanic. Most of the land remains available for development. The extent and location of the industrial area is suitable to meet the future service industry needs (low impact) of the Cooloola Cove community. No changes to the zoning are considered necessary at this time.

### Potential Development/timing

- The existing low impact zone represents a long term supply of industrial/employment land for Cooloola Cove with sufficient capacity to accept any overflow demand from Rainbow Beach.

## ➤ Imbil

### Location



### Role/function

Imbil has approximately 20 hectares of land zoned for medium impact industry to the west of the township. Land use within the precinct is dominated by forestry related activities, in particular the HQ Plantations sawmill. Smaller industrial lots have been developed off Wallader Rd. Approximately half of the zoned industrial land is vacant although much of this is designated as priority species habitat under Council's Biodiversity TLPI. It is not proposed to amend zonings in this area.

### Potential Development/timing

- The existing zoned land represents a long-term supply of industrial land for Imbil.

## ➤ Goomeri

### Location



### Role/function

The industrial land supply in Goomeri consists of three components:

- 1 ha of land in McIvor street zoned and developed for low impact industry and 1.6 ha of vacant land zoned for medium impact industry,
- 7.5 ha of low impact industry zone land at Hayden Drive which has been subdivided into 12 lots, 9 of which have not been developed and a vacant 3 ha balance lot, and,
- A 50 ha lot zoned for medium impact industry that is vacant and has frontages to both the Wide Bay and Burnett Highways.

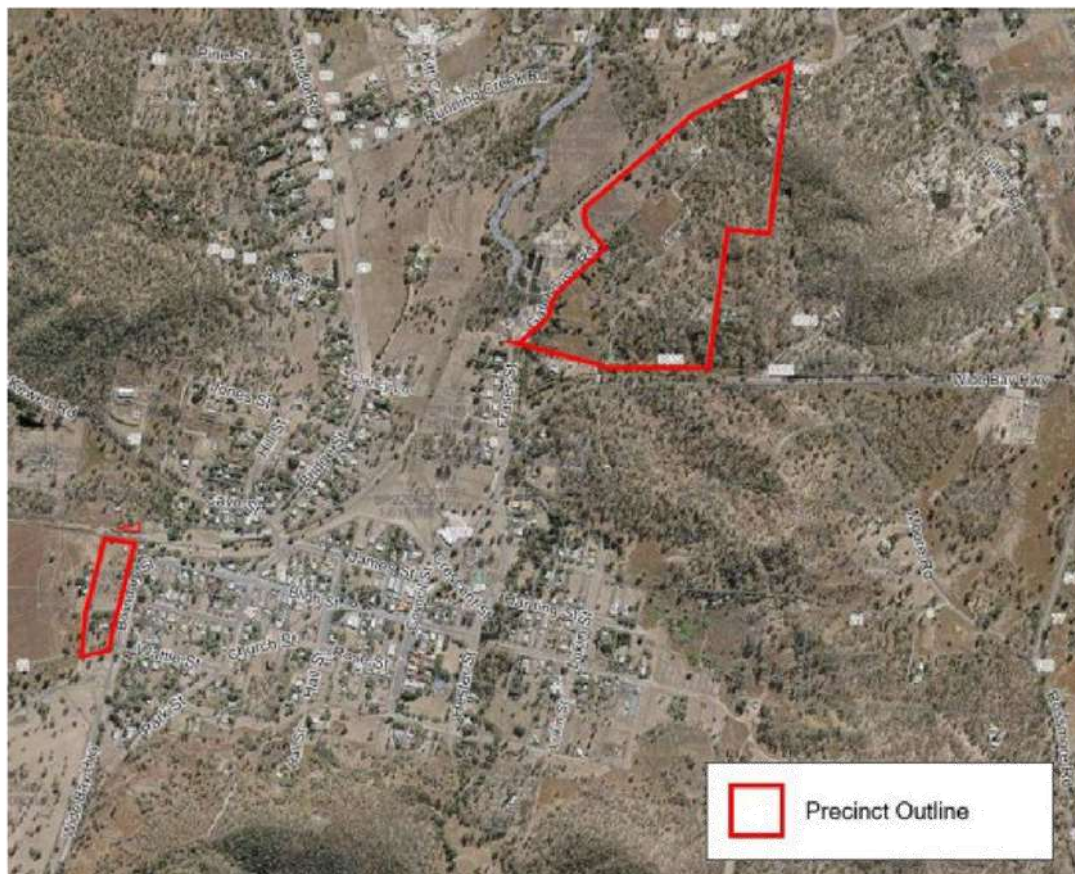
New industrial development in Goomeri is constrained by the limited availability of water. There is no evidence to suggest that demand exists, or is likely to exist in the foreseeable future, for 60 plus hectares of industrial land at Goomeri. A rationalisation of the existing industry zonings is recommended.

### Potential Development/timing

- The existing supply of low impact industry land at Goomeri represents a long term supply.

## ➤ Kilkivan

### Location



### Role/function

The Kilkivan township has two separate areas of industrial zoned land:-

- a low impact industry site of 2.7 hectares on its western fringe, and,
- an area consisting of low impact industry (4.5 ha), medium impact industry (7.5 ha) and an industry investigation area (16.4ha) on the northern side of town adjacent to the Kilkivan STP and WTP.

In total 31 hectares of land in Kilkivan has been zoned for industrial development, to date none of this land has been developed for this purpose. Whilst the land is generally free of physical constraints two factors mitigate against the development of this land for industrial purposes:-

- the limited water supply at Kilkivan, and,
- the district centre zone within Kilkivan allows for the range of service businesses needed to meet the needs of the local community.

It is considered that some rationalisation of industrial land zoning at Kilkivan is required

It is noted that the five low impact industry lots adjacent to the STP and WTP are owned by Council and act as buffers to the STP and WTP. The combined area of these lots is 4.5 hectares which could be retained in the low impact industry zone as an opportunity site should demand for industrial land in Kilkivan become apparent in the future.

### Potential Development/timing

- The 4.5 hectares of low impact industry land remaining will represent a long term supply for Kilkivan.

### ➤ Du Rietz Court/Exhibition Rd, Southside



### Role/function

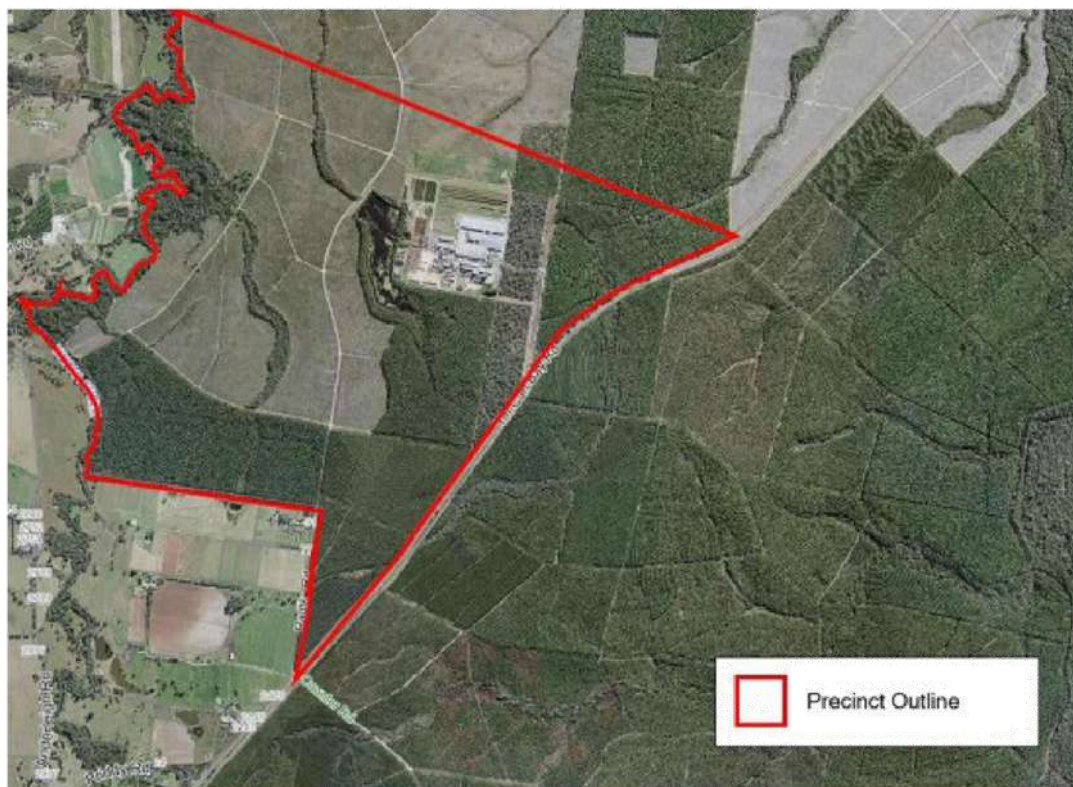
Du Rietz Court provides a small low impact industry area of 2.7 hectares. The uses within the area are predominantly local service businesses such as mechanical repairs, panel beating, storage sheds, engineering/fabrication, trailer manufacturing and a gymnasium. The site is surrounded by residential development. Of the 2.7 hectares zoned for industrial only 8200m<sup>2</sup> (a single lot owned by Energex) remains to be developed.

### Potential Development/timing

There does not appear to be any constraint to the development of the vacant land, other than the need to minimise adverse amenity impacts on the nearby residential development. If not required for future electricity distribution purposes it could reasonably be expected that the land could be developed for low impact industry purposes in the short to medium term. It is not proposed to amend zonings at Du Rietz Court.

## ➤ Toolara Forest

### Location



### Role/function

The Toolara Forest industrial area consists of a 70 hectare high impact industry zoning (Laminex) and the surrounding 570 hectare industry investigation zone.

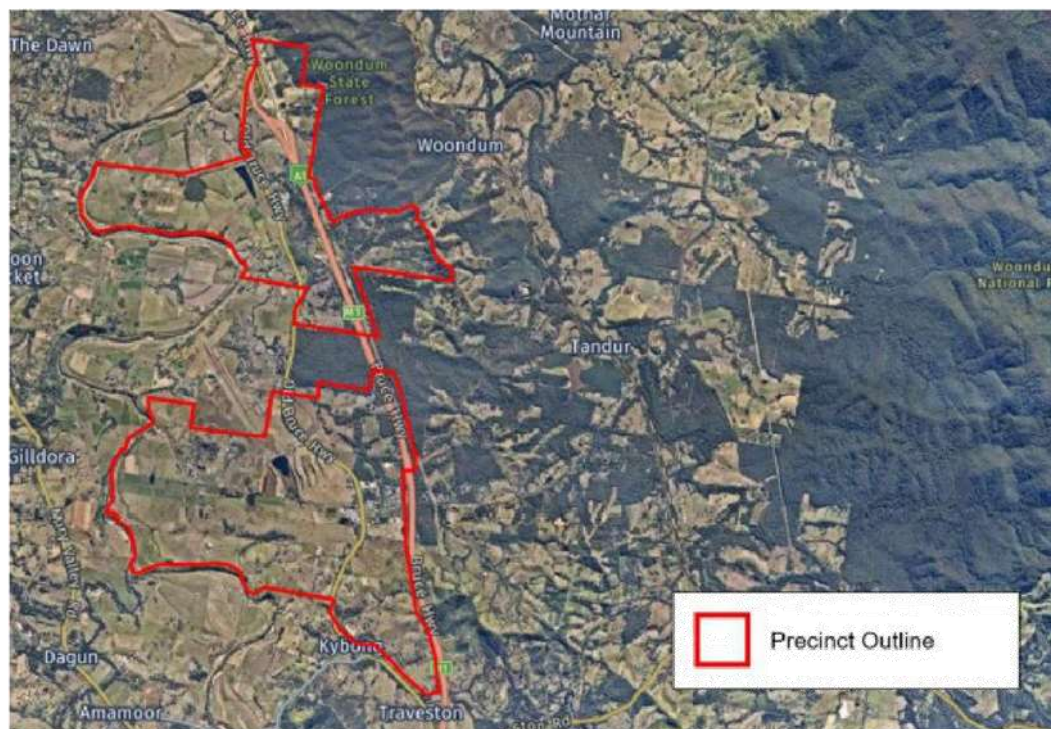
It would appear that Laminex are fully utilising the high impact industry zone, while the industry investigation area surrounding Laminex is being used for plantation forestry. It is suggested that some capacity should be retained for the expansion of Laminex into what is now industry investigation zone. The extent of this area would be determined in consultation with Laminex and the State government who own the land. Beyond that, the remainder of the industry investigation zone could be rezoned to rural, consistent with the adjoining forestry lands. Discussions with Laminex and the state government should be part of a review of the zonings in this area.

### Potential Development/timing

- To be determined in consultation with Laminex and the State Government.

## ➤ Kybong

### Location



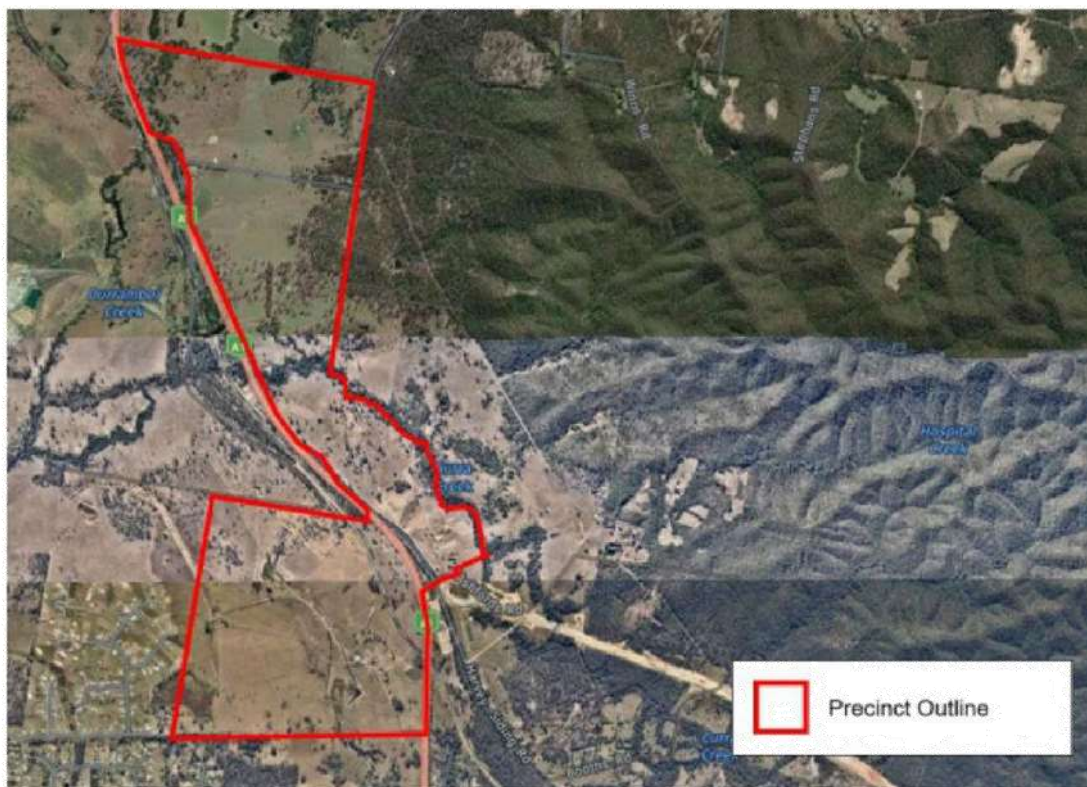
### Role/function

The Kybong Industry Investigation Zone (about 1700 hectares) is identified in the Gympie Planning Scheme's strategic framework as catering to long term demand for industrial land use. The precinct was identified as an area to cater to an increase in uptake of industrial land upon the completion of the Cooroy-Curra Bypass. The area includes the Kybong Aerodrome, but with that exception, remains largely rural and includes some agricultural production.

Consistent with its designation as an industry investigation area detailed investigation of the potential of the area to be developed for industrial purposes was carried out in 2020/21. The investigation concluded that the vulnerability of the access road to the area, the Old Bruce Highway, to flooding was a constraint that could not feasibly be overcome. Council subsequently identified land at Curra to provide for the long term supply of industrial land. It is proposed therefore that the future designation of this area as an industry investigation area be reviewed, with potential rezonings to rural or aerodrome precinct to reflect current land use.

## ➤ Curra

### Location



### Role/function

The Curra industrial land study area consists of approximately 500 hectares of rural land sitting astride the North Coast Railway and the Old/New Bruce Highway Interchange. Preliminary investigations indicate the site has the potential to generate around 300 hectares of industrial land. The site has been included in the exhibited draft Wide Bay Burnett Regional Plan as an industrial investigation precinct. This site has the potential to be the long term industrial land supply for the Gympie Region. The site enjoys direct access to the Bruce Highway, flood free access, readily developable land, the potential for a rail/road modal interchange with the added benefit of being able to structure the development to minimise impacts upon surrounding land uses. It is proposed to work with the State government to progress the business case investigations to support the next phase of decision making for Curra.

### Potential Development/timing

- Medium to long term industrial land supply.



**Gympie Regional Council  
New Planning Scheme Project**

**Retail and Commercial Centres  
Position Paper**

December 2023

## INTRODUCTION

The town centres of the Gympie region provide a range of retail, commercial and community services to the residents of, and visitors to, the region.

In considering the future economic growth of the region, Council is aware of the need for the planning scheme to identify the preferred role and function of the each of the region's town centres, the desired urban design outcomes, the need to reinforce local character and to protect the town centres from inappropriate out of centre development.

It is intended that the town centres of the region be characterised by mixed-use development, interesting and diverse public spaces and a built form that reinforces local character and identity as they continue to evolve to become vibrant and vital focal points of economic and social activity.

This paper discusses:

- the issues relevant to the region's town centres,
- the current situation, including constraints and opportunities,
- desired outcomes in relation to town centre development, and,
- potential policy positions to address the identified issues.

The position paper is one of 11 position papers addressing key aspects of the future land use and development policy for the Gympie region. The paper has been prepared as part of Stage 2 of the Gympie Regional Council Planning Scheme project and is intended to inform the drafting process to occur in Stage 3.

Other position papers to be prepared as Stage 2 are as follows:

- Housing
- Industrial Land
- Rural Land
- Open Space and Recreation
- Heritage
- Bruce Highway Upgrade Response Strategy
- Biodiversity Conservation
- Flooding
- Bushfire
- Coastal Hazards.

## ISSUE 1: RETAIL AND COMMERCIAL LAND SUPPLY

### Discussion:

- The Gympie Retail and Commercial Needs Study, Gympie Regional Council, 12 July 2022, found an over-supply of retail and commercial land in certain areas:
  - there is excess capacity of centres zoned land over and above demand projected in the longer term. The exception is the need for another full line supermarket in Greater Gympie by 2031, with the need for a second supermarket by 2046.
  - with the exception of the Mary Valley, which is anticipated to record a shortfall in retail floor space by 2031, there is no need for additional non-supermarket floor space within Greater Gympie to 2046.
  - the supply of commercial office floor space in the region (as of May 2022) was 45,533 sqm.
  - the demand in commercial office floor space in the region is projected to increase from 40,275 sqm in 2021 to 62,814 sqm by 2046.
  - From 2031 onwards, it is anticipated there will be a need for additional commercial office floor space within the region.
  - the medical and health care services sub sector is a key driver of commercial office floor space demand with an identified demand for an additional 13,433 sqm of commercial office floor space within this sector to 2046.
  - some consolidation/rationalisation of dispersed local and district centre zoning land is warranted to address fragmentation and localised instances of oversupply.

### Desired outcome:

- A sufficient supply of suitably located land zoned for retail, commercial, community services and administrative purposes is available to meet the needs of businesses, service providers, residents and visitors.
- A coherent centres hierarchy is established and maintained.

### Policy position:

- Council's planning scheme shall identify the location, extent and sequencing of commercial and retail land to provide for the development of commercial, retail, community and administrative uses within designated centre precincts at a rate adequate for the needs of the population during the planning period.

### Actions:

- Within the framework of the planning scheme review, investigate localities with opportunities for the rationalisation of "centre" zoned land through rezoning. Localities to be investigated include:
  - Northern Gympie Strip District Centre - Duke Street between Alfred Street and Iron Street.
  - Gympie Town Centre - Calton Terrace and Young Street.
  - District Centre land along the Highway north of Rose Street:
  - Kilkivan - examine land to the west of Hall Street and the east of Park Street for potential rezoning for non-centres based uses, to encourage consolidation in the longer term.
  - Imbil - Review opportunities for rezoning of sites for centres-based uses.

## ISSUE 2: DEVELOPMENT OF THE CENTRES NETWORK

### Discussion:

- The Gympie Retail and Commercial Needs Study identifies a range of opportunities for retail and commercial development at a centre network level and includes specific recommendations for finer grain planning exercises for relevant precincts.
- Larger scale offices should be directed to the principal centre (Gympie's CBD). Larger scale retail (such as department and discount department stores) should occur within the principal or major centres, while full line supermarkets are directed to district centres and above.
- Consistent with the above approach and to recognise the existing pattern of higher order retailing it is proposed to rezone the site of Goldfields Shopping Centre and Gympie Central Shopping Centre to "principal centre". These sites are currently zoned "district centre" but are in fact the major retail hubs for Gympie.
- Consideration has also been given to the future zoning of the area bounded by River Rd, Hyne St and Rose St, (the area from Aldi to Hungry Jacks). A principal centre zoning over this land would recognise its significance as an entry point to the town and provide an incentive for flood tolerant redevelopment.
- Further north along River Road (Bruce Hwy) Lot 100 (6492m<sup>2</sup>) and Lot 3 (1.3 Ha), both owned by the DTMR are currently zoned as "district centre". It is proposed to rezone these lots as open space to reflect the significant flooding constraints that affect the land.
- The centres hierarchy should not be compromised by inappropriate out of centre development.

### Desired outcome:

- The network of centres is understood and recognised within the new planning scheme to provide appropriate levels of access to shopping, community and government services, education, recreation and entertainment.
- Residents and visitors have convenient access to goods and services.

### Policy position:

- The network should consist of:
  - The Gympie central business area and core retail area is the Principal Centre for the region providing the highest order of commercial, community and cultural services and facilities in the region;
  - District Centre uses that do not compromise the primacy of the Gympie Principal Centre may be located at Duke Street, Excelsior Road, Mellor Street, Imbil, Kilkivan, Goomeri and Cooloola Cove;
  - The Gympie Medical Precinct providing integrated and enhanced medical services at both local and regional levels;
  - Local centres at Tozer Street, Stewart Terrace, Curra, Gunalda, Theebine, Widgee, Southside, Tin Can Bay and Rainbow Beach continue to provide access to services at a local level;
  - Rural local centres and townships include a range of small-scale retail, business and industrial activities to facilitate growth in services and provide employment opportunities;

### Actions:

- Within the framework of the planning scheme review:
  - encourage growth in region's network of centres, and
  - provide clear direction on purpose, scale, and limitations for each identified level of centre, generally in accordance with Table 1 below:

### Table 1:

<b>Centre</b>	<b>Issue</b>	<b>Strategic proposition</b>
<b>Principal Centre Gympie CBD (Mary Street)</b>	Does not contain the most significant level of retail or commercial office floor space. Gympie Central (Excelsior Road) and the Goldfield Centre is the focus of higher order shopping needs and the Northern Gympie Strip District Centre (Duke Street) the focus of commercial office activity within the region. The Gympie CBD could be the focal point for delivery of multi-unit residential, tourist and short term accommodation on sites that are not significantly impacted by flooding.	The inclusion of Gympie Central and Goldfields shopping centre sites and the River Rd/Hyne St/Rose St (Aldi to Hungry Jacks) site within the Principal Centre zone. Review the zoning of land within flood affected parts of the Gympie CBD to encourage a transition to an alternative use.
<b>District Centres Duke Street, Excelsior Road, Mellor Street, Southside, Cooloola Cove, Imbil, Goomeri Kilkivan</b>	Presently, the district centre zone within the Gympie Planning Scheme does not support the delivery of retail and commercial floor space in excess of 2,000sqm. However, it is clear that this allowance has been exceeded in the majority of district centres in Gympie, with Excelsior Road, and Southside accommodating full line supermarkets, with Excelsior Road also accommodating a discount department store	Review the district centre zone code to address current floorspace limitations. Consider rezoning of land within the area bound by Oak Street, Duke Street and Pine Street to Low impact industry or residential choice as appropriate to reflect either the existing industrial use or opportunities to increase residential densities.
<b>Local Centres Old Maryborough Road, Tozer Street, Stewart Terrace, Crescent Road, Red Hill Road, Mount Pleasant Road, Monkland, Tin Can Bay, Rainbow Beach</b>	The assessment identified no need for additional local centres within the Gympie region, with additional floor space need to be met by expansion of activity within existing centre zones	Continue to ensure these centres are focussed on convenience shopping needs and limited the extent of office development within these centres, other than for small scale medical uses to service the local community
<b>Specialised Centres Gympie Medical Precinct Monkland Showroom Precinct</b>	Support for the co-location of low impact/service industry uses within the Monkland Showroom Precinct to encourage land take-up and recognising the limited need for additional traditional bulky goods floor space in the Gympie region.	Continue to support the development of the Gympie Medical Precinct as the focal point for medical specialist uses, but recognise that health related uses may also establish in other centres zones, particularly within Greater Gympie

## ISSUE 3: CENTRE DIVERSITY

### Discussion:

- Planning schemes need to accommodate the diverse and evolving nature of town centres to facilitate a wide variety of activities; - retail, commercial, administration, tourism, cultural, entertainment, residential, and community uses are activities that typically occur within town centres.
- Some centres are moving away from being predominantly retail towards a more lifestyle-oriented focus. Lifestyle centres include entertainment, leisure and retail spaces.
- It is recognised that this needs appropriate management as some centres may be more suited to a wider variety of uses than others.

### Desired outcomes:

- The mix of land uses within town centres is enhanced.
- The commercial resilience of the town centres is improved by the diversity of activities occurring within them.
- The vibrancy of town centres extends beyond traditional business hours.

### Policy position:

Council will encourage the highest level of diversity in land use, appropriate to each centre's position within the hierarchy of centres.

### Actions:

- Within the framework of the planning scheme review, incorporate provisions that encourage mixed use development:
  - Multiple dwellings are currently impact assessable. There is potential to change to code assessment where part of a mixed use development, with specific outcomes requiring ground floor retail / commercial activation.
  - Indoor sport and recreation uses are currently impact assessable. There is potential to change, making Indoor sport and recreation uses (i.e., gymnasiums) either accepted development subject to requirements or code assessable within each of the Centre zones (with the exception of the Specialist centre zone).
  - Community uses: There is potential to change to code assessment in the Principal centre zone where they are not already accepted development (i.e. in an existing commercial building), as they are currently impact assessable if not categorised as accepted development.
  - The potential to change activities such as bars, nightclubs, entertainment and function facilities uses to code assessable development within the principal centre zone will be considered.
  - Craft brewery or distillery – consideration will be given to permitting these uses as code assessable within the Principal centre zone.

## ISSUE 4: RESIDENTIAL DEVELOPMENT IN CENTRES

### Discussion:

- Medium density residential development concentrated in, or around, key centres provides opportunities for people to live within walking distance of a range of commercial and community activities.
- Residential development within, or in close proximity to, a town centre will expand the business opportunity hours of the town centre by generating “after-hours” activity.
- Gympie town centre presents an opportunity for key worker accommodation to take up underutilised commercial land on the fringes of the town centre in the form of medium density housing
- Expanding the business opportunity hours of a town centre will improve the utilisation of the infrastructure installed to support the town centre.

### Desired outcome:

- Residential development and short-term accommodation is provided at an appropriate scale and integrates with the commercial uses of the centre where this can be achieved without creating conflict between commercial and residential development.

### Policy position:

- Increased residential densities are accommodated in close proximity to Principal and District Centres at a scale that accords with infrastructure capacity and the nature of surrounding development.

### Actions:

- Within the framework of the planning scheme review;
  - Implement residential development strategies that aim to increase residential densities within, and adjacent to, town centres.
  - Review planning scheme codes with a view to encouraging the development of attached dwellings in Gympie.

## ISSUE 5: TOWN CENTRE DESIGN

### Discussion:

- Many town centre design matters are already addressed within the current planning scheme. For example, emphasis is placed on the quality of built form, streetscapes, and the public realm in centres, with particular attention to the creation of active frontages with built to boundary shopfronts and awnings in key locations.
- Each of the existing town centres have their own character and identity – the elements that constitute the character should be identified and preserved.
- The careful consideration of the interface between the public and private domains within town centres is critical to their success.
- Town centres represent significant investment by both the public and private sectors. It is vital therefore that the design of development within the town centre stimulates extended hours of operation to maximise the return on that investment.

### Desired outcomes:

- The character and identity of the centres is established through the provision of high quality urban form in all new development through attention to siting, design and finish of buildings, landscaping, vehicle access, and the use of open spaces.
- Supporting infrastructure such as car parking and waste management services are designed and operate in a manner that does not detract from the character or sense of place of the town centre.
- A seamless interface between the private and public domain is achieved.
- the town centre is a safe and vibrant place for commerce, community events and social interaction well beyond the “business hours” in each day.
- Town centre hard and soft landscaping:-
  - promotes night-time activation of the centre
  - ameliorates the extremes of weather
  - provides shelter and shade
  - enhances the character and identity of the centre
  - is hard wearing and easily maintained
  - unifies the public and private realms
  - enhances wayfinding

### Policy position:

- Development is well-designed, incorporates public open spaces, provides a high level of amenity, is reflective of the surrounding character of the area and promotes public transport use.

### Actions:

- Review planning scheme codes and carry out local area planning to establish a high standard of town centre design with particular regard for:-
  - the preferred mix and character of centre uses.
  - building scale, bulk, layout and siting.
  - transport, access and circulation.
  - environmental and amenity.
  - landscaping, streetscapes and centre beautification.
  - heritage and character protection.
  - public spaces –the location and role of major spaces for cultural, recreational and social interaction.



# Water Sub-Metering for Multi-Unit Properties Guidelines



Revision	Revision Date	Details	Authorised
1.0	14/12/2023	Draft	Lisa Champion
1.1	15/12/2023	Reviewed	Andrew Parker
1.2	18/12/2023	Reviewed	Skye Hughes
1.3	04/01/2024	Approved	Graham O'Byrne

## 1. Introduction

### 1.1. Background

The Water Meter Policy – Sub Meters for Multi-Unit Properties refers to the Water Sub-Metering for Multi-Unit Properties Guidelines.

The Guideline has been prepared to help apply our Water Supply Standards.

The Guideline provides technical information about individual sub-metering of multi-unit properties (MUP'S).

Sub-meters must meet our requirements as a water service provider to fulfil the Plumbing Application condition in the *Water Act and Other Legislation Amendment 2007*.

Before the introduction of the *Queensland Plumbing and Wastewater Code (QPW Code)* on 1 January 2008, it was not mandatory to install water meters to individual premises with multiple dwellings, multi-unit residential and commercial developments. This meant that individual unit owners or occupiers had no knowledge of their water use and may have been discouraged to reduce water consumption.

The QPW Code makes it mandatory to install sub-meters to all new multiple dwellings, multi-unit developments and some commercial premises.

This allows water service providers to directly charge owners of separate lots in new buildings for their actual water consumption. For multi-unit buildings and secondary dwellings under single title, this will also allow for itemised billing based on sub-meter readings. This will allow owners to pass the cost of water onto the individual user.

The purpose of the guidelines is to help make sure that any Council requirements for sub-meters are consistent and in line with the intent of our Water Sub-Metering for Multi-Unit Properties Policy (the Policy).

The Policy, Guidelines and their technical specifications may be amended from time to time. Decisions and approvals made in connection with a particular development application will take precedence over the Policy and the Guidelines.

The Policy and the Guidelines do not supersede any requirements of our Water Supply Standards.

### 1.2. Scope

The Guidelines provide details about:

- where sub-meters are required
- sub-meter selection information and associated infrastructure
- sub-meter installation requirements
- Council's Smart Metering and Automatic Meter Reading (AMR) position.

### 1.3. Definitions

The dictionary in **Appendix A** defines particular words used in this Guideline.

## 2. Metering Requirements

All new multiple dwelling (duplex and secondary dwellings) and multi-unit developments, defined as meterable premises, that draw water from our water supply infrastructure will be metered in line with the Policy, the Guidelines and the relevant legislation. A development application may need to be lodged with council depending on the proposed installation location and type of water meter.

Existing developments are not required to retrofit sub-meters.

It is the developer or landowners responsibility to make sure water meters and sub-meters conform.

The QPW Code requirements for the metering of fire services including acceptable solutions remain unchanged by these Guidelines.

### 2.1.Plumbing and Drainage Act 2018 and the Queensland Plumbing and Wastewater Code.

The *Queensland Plumbing and Wastewater Code* (QPW Code) is the primary regulation for the introduction of sub-meters.

Part B1.2 of the QPW Code specifically deals with water meters for new premises. Other reference documents are listed in **Appendix B**.

Table 1 below is an extract from Part B1.2 of the QPW Code that details the performance criteria for water meters in new developments.

	<b>Performance Criteria</b>		<b>Deemed-to-satisfy Solutions</b>
<b>P1</b>	The water supply to a meterable premises must be fitted with a device (water meter) to measure the amount of water supplied to the premises.	<b>D1</b>	Each water supply to a meterable premises is to be fitted with a water meter which: (a) measures only the water supplied by that water supply to that meterable premises; and (b) is approved by the water service provider; and (c) complies with relevant requirements of the water service provider that may be imposed under the Water Supply (Safety and Reliability) Act 2008.
<b>P2</b>	A water meter must be located so that it is easy to read and maintain.	<b>D2</b>	The water meter is: (a) located so that it can be easily maintained and read from common property or public area; and (b) installed: (i) in common property; or (ii) less than 3m from a property boundary within a public area.
<b>P3</b>	A water meter must be properly maintained.	<b>D3</b>	A water meter is to be maintained in accordance with AS 3565.4
<b>P4</b>	The installation of a water meter includes a device that allows for the restriction of the flow of water from the water service to the water meter.	<b>D4</b>	The water meter has a complying valve.

### 2.2. Master Meter

A master meter is to be installed on the front property boundary, at the property owner's expense. This meter will measure the water supply entering the property consistent with our Water Supply Standards and specifications.

The master meter will be considered a Body Corporate meter for billing purposes. The volume of water used by the Body Corporate will be determined by subtracting the total usage registered on the sub-meters from the master meter.

The Body Corporate, or the developer on behalf of the Body Corporate, may install extra meters to monitor their onsite water consumption at their discretion (e.g. swimming pools, town top-ups of rainwater tanks, gyms etc.). These meters are not used for billing purposes and are the property of the Body Corporate.

Council will own the master meter and be responsible for its maintenance, verification and replacement.

### 2.2.1. Dual Occupancy (Duplex) or Multi-Unit Properties

Where a duplex or multi-unit properties are approved, regardless if on a single title lot or not then a master meter must be installed and sub meters also installed for each meterable premise in line with the QPW Code, the Guidelines and Council approval regardless if Common Title exists or not.

A duplex built before the introduction of the *Queensland Plumbing and Wastewater Code* (QPW Code) on 1 January 2008 is not required to retro fit separate meters.

The master meter must be located and installed in line with the QPW Code, the Guidelines and Council approvals.

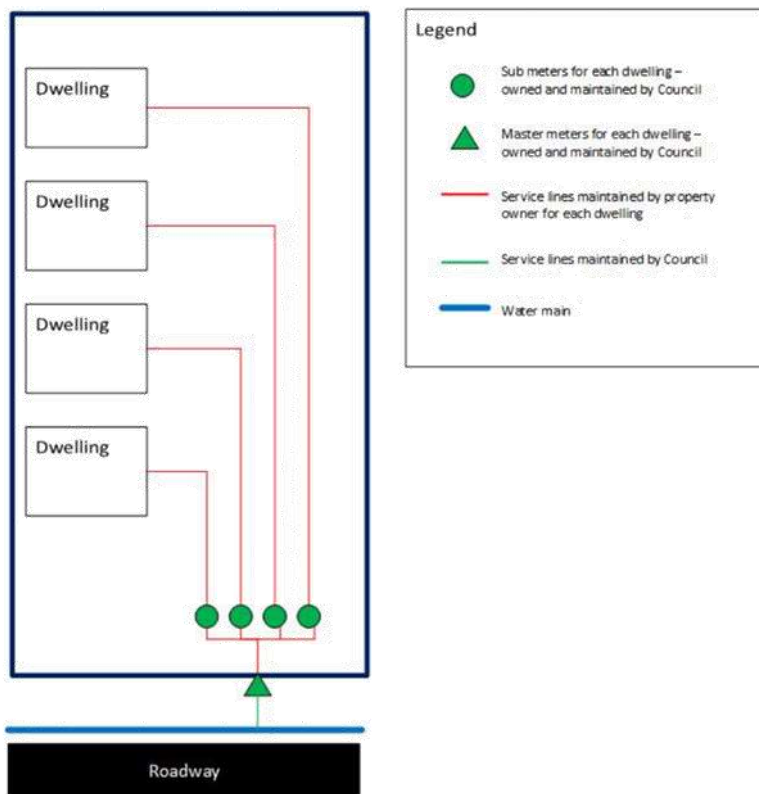
A water meter and its location must be maintained to allow at all times access for reading and maintenance purposes. If it is not maintained it may result in the meter not being read, the issue of a compliance notice, or cause workplace health and safety issues.

Depending on when the initial building work was done and the relevant legislation at the time there are circumstances where a single water meter may service both or multiple meterable premises, for example before January 2008 a duplex only needed one meter to service both properties.

A customer may apply to have additional sub meters installed so that each meterable premises on a single title lot have their own water meter and are billed for individual water usage. The existing plumbing may need some changes to allow for additional water meter installations. As this may incur costs, we recommend that owners consider this before installing additional water meters. Changes to internal plumbing are the owner's responsibility and may need a Plumbing and Drainage approval.

Figure 1 and 2 below show examples of common multi-unit and duplex designs.

Figure 1



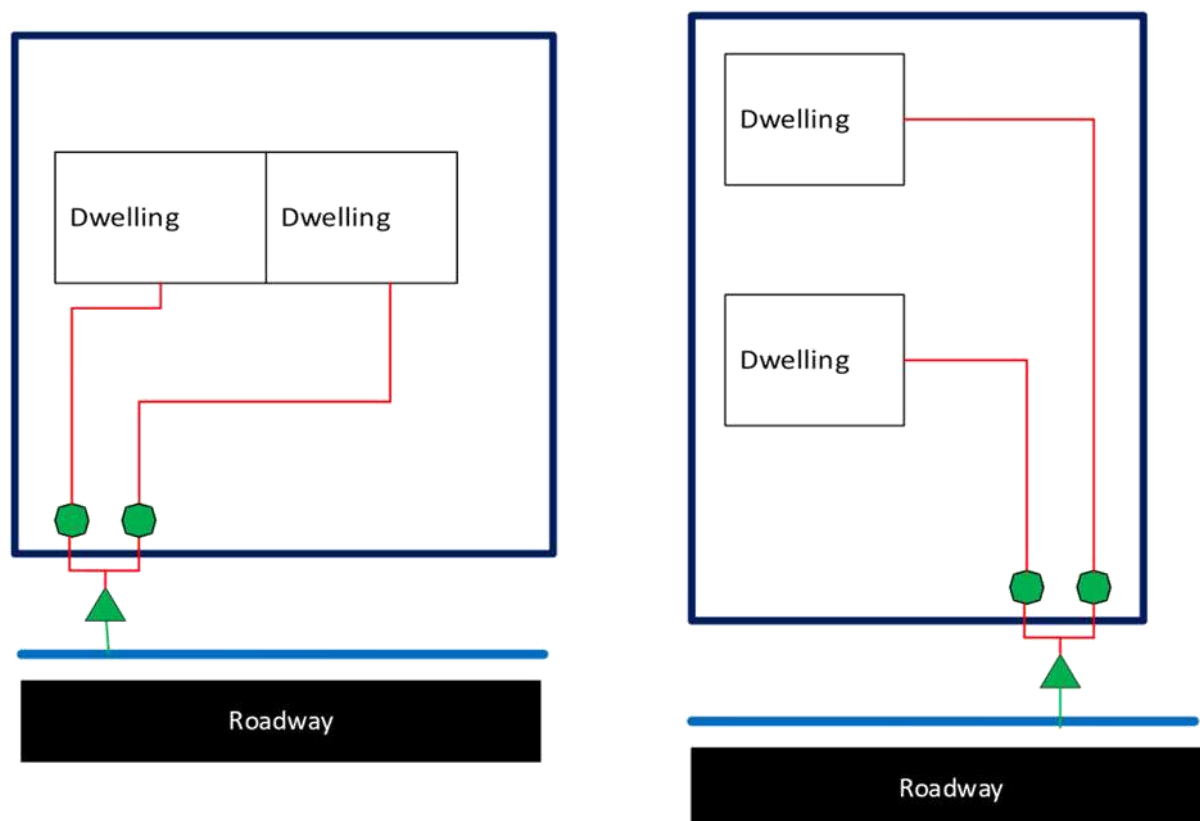


Figure 2

### 2.3. Sub-Meter General Provisions

A single sub-meter capturing all cold water entering the meterable premises must service each multiple dwelling (secondary dwellings and duplexes), and each lot in the MUP. These sub-meters capture only the water entering the assigned dwelling or lot.

The location and type of all meters and sub-meters need to be in accordance with Council approval. Each sub-meter must be numbered clearly to define which premises it serves.

Licensed plumbing contractors are responsible for installing sub-meters. Our Plumbing and Drainage section will conduct inspections to make sure installation of sub-meters is in line with the Guidelines, *Plumbing and Wastewater Code, Plumbing and Drainage Act 2018, AS/NZS 3500.1*, and approved hydraulic plans.

- a) Dual Check Valves  
Australian Standard AS/NZS3500 outlines provisions about backflow protection. Where necessary, a hazard assessment may be completed for the development and individual lots. The default situation is that each sub-meter installation must be fitted with dual check valves at the points where sub-meters are installed. In 20mm diameter sub-meters, these check valves are incorporated in the sub-meter

so that the overall length of the sub-meter assembly is not affected.

b) Sub-meter Dimensions

All sub-meters must comply with the dimensions described in Appendix D of Australian Standard AS3565.1. Sub-meter assemblies of 20mm size must have end connections of 14 threads per inch. Other sizes must conform to the Australian Standards if available, otherwise with normal Council practice (we can provide details on request).

### 2.3.1 Secondary Dwellings

Secondary dwelling means a dwelling, whether attached or detached, that is used in conjunction with, and subordinate to, a dwelling house on the same lot. To be considered self-contained, the secondary dwelling must include the following:

- food preparation facilities
- a bath or shower
- a toilet and wash basin
- clothes washing facilities.

If the secondary dwelling is self-contained as defined above, then it must have its own meter. If the dwelling is not self-contained, then both the main dwelling and the dwelling addition will be metered through one meter.

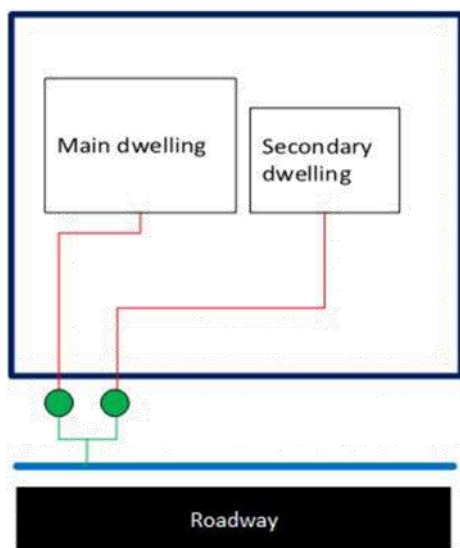


Figure 4 Self-contained second dwelling

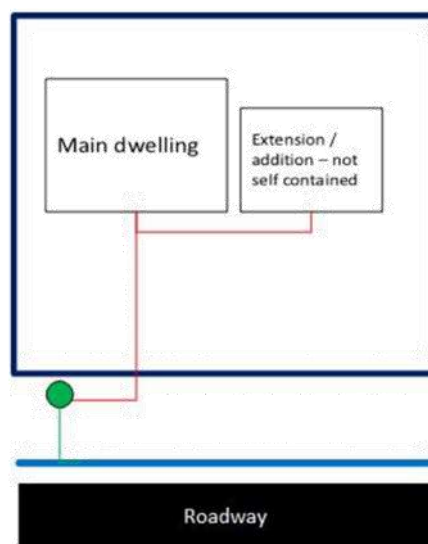


Figure 3 Secondary dwelling not self-contained

### 2.3.2. Multiple Land Uses and Complexes

Mixed use complexes (that is, mixed residential and non-residential) will have a master meter servicing each separate volumetric lot, e.g. a master meter to the residential section and a master meter to the non-residential section. Sub-meters must be grouped together and installed in an accessible, common area to allow direct reading.



If the residential and non-residential uses are within a single body corporate, then only one master meter is required. If there is more than one volumetric lot, each volumetric lot needs to have their own master meter.

The location of the water sub-meter enclosures should be in a common or public area to allow access for maintenance or replacement. Mixed use complexes will need a water sub-meter enclosure to house sub-meters. In most cases more than one water sub-meter enclosure will be needed.

Common property areas must also be sub-metered (that is, designated common areas like recreation areas and common public toilets).

If the development contains more than one land use, each land use must follow the relevant sub-meter requirements. For example, a high rise building with shops on the ground floor, offices on intermediate storeys with residential apartments above and a hotel on top may need:

- each shop to be individually metered
- each floor of the office space to be metered
- each residential apartment to be separately metered
- a single meter for the hotel usage
- the entire water supply to each Body Corporate must be metered if applicable.

### 2.3.3. Sub Metering Figures

The diagrams below show several common ways for different land uses showing where sub-meters are required. Section 2.4 below has the specific requirements for sub-meter locations.

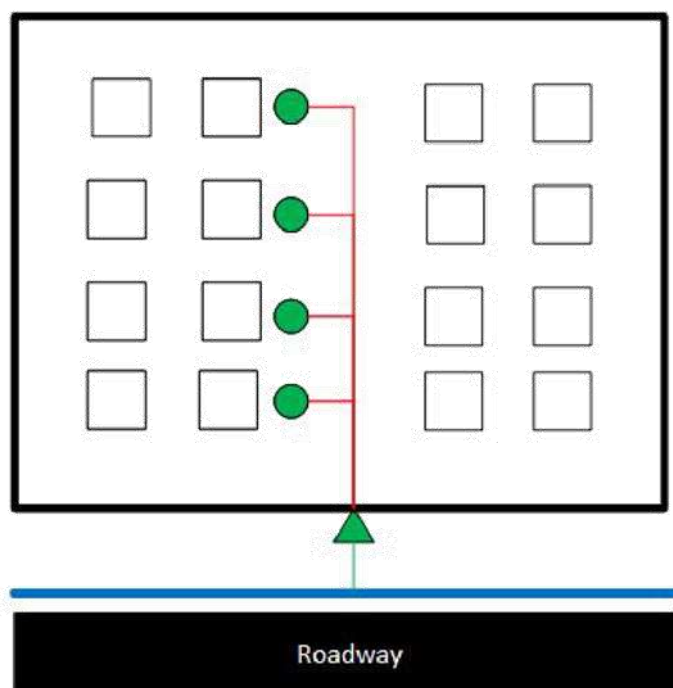


Figure 5 Apartment building

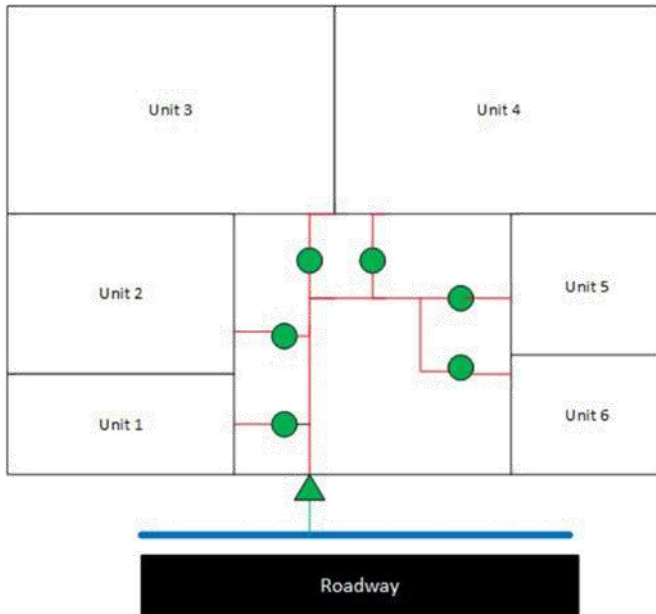


Figure 7 Gated community

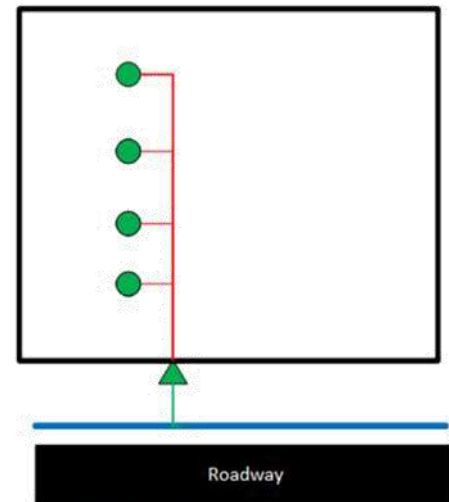


Figure 6 Office building

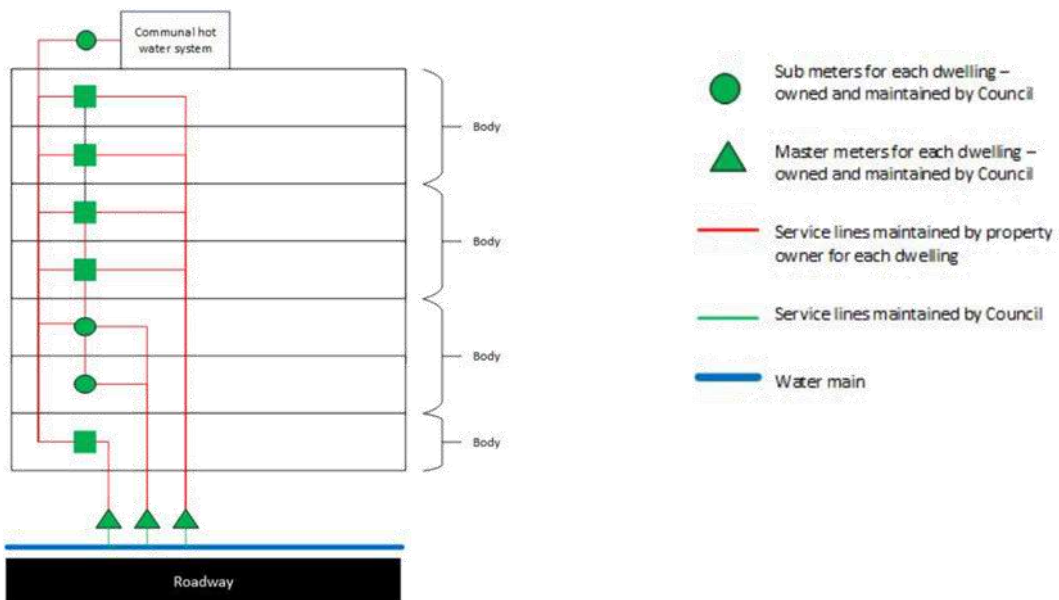


Figure 8 Mixed use building with multiple Body Corporates and communal hot water

## 2.4. Cold Water Sub-Meters

### 2.4.1. Cold Water Sub-Meter - Installation Option 1

Standard installation of sub-meters are to be in a meter box below the ground, ensuring the meter box is of sufficient size and is accessible.

In buildings up to and including three storeys where the hydraulic analysis of the plumbing shows an acceptable level of pressure loss, sub-meters will be installed in a weather resistant sub-meter cabinet. This cabinet will be located at an accessible side of the building or in a cabinet in a common area (stairwell landing, beside the elevator shaft, etc.) on the ground floor.

Sub-meters of 20 millimetres, or in some applications, larger sizes if the hydraulic design states, will be installed within developments to measure individual units and common property water supply.

See the following sections on Buried Sub-meter Boxes (s2.4.3) and Sub-meter Cupboards (s.2.4.4) for more information.

#### **Contact Person**

It is the responsibility of the building owner to make sure there is a contact person available to provide access for Council staff to the sub-meters for maintenance purposes. Council will not be held responsible if failure to provide access in a timely manner results in damages to persons or property.

### 2.4.2. Cold Water Sub-Meter - Installation Option 2

This option is for cases where sub-meters at ground level are impractical (e.g. high rise buildings), or where access to any of the sub-meters is restricted in any way (e.g. gated communities).

In the case of high-rise buildings, the sub-meters must be:

- Located in a single latched cupboard in a common area on each floor. If it is not practical to install all sub-meters in a single cupboard, extra cupboards may be used, but kept to a minimum.

In the case of gated communities and horizontal developments:

- Buried sub-meter boxes are to be located on the common property, less than 3m outside the front boundary of the lot for which the sub-meter is required.

Or, for either type of development:

- The sub-meter can be located in a utility room that is accessible through the common property. These requirements are the same as for those in submeter cupboards.

See the following sections on Buried Sub-Meter Boxes (s2.4.3) and Sub-Meter Cupboards (s.2.4.4) for more information.

If a development is a mixture of both a gated community and high-rise buildings, then the sub-meter installations may be a mixture of those described above.

#### **Contact Person**

It is the responsibility of the building owner to make sure there is a contact person available to provide access for Council staff to the sub-meters for maintenance purposes. Council will not be held responsible if failure to provide access in a timely manner results in damages to persons or property.

### 2.4.3. Buried Sub-Meter Boxes

Sub-meters installed in buried sub-meter boxes will be designed so that:

- The meter box complies with existing Council specifications, with the exception that the sub-meters do not need to be located in the footway against the property boundary, instead by following the Installation Options listed above.
- Lids have a non-slip pattern.

#### 2.4.4. Sub-meter Cupboards

Sub-meter cupboards are designed so that:

- There is at least a 100mm gap, perpendicular to the direction of the pipes, between sub-meters.
- There is at least a 100mm gap between the outermost valves and the edges of the cupboard.
- If the cupboard also houses fire hose reels, the fire rating required must not be compromised.
- The sub-meters are easily accessible and readable from floor level of the common property, unassisted by a ladder or other equipment. Maximum height for the higher of either the centreline of sub-meters or the top of the sub-meter assembly is 1.6m.
- There is no need for a person performing normal maintenance duties to enter the cupboard (i.e. the cupboard must not be classifiable as a confined space for entry purposes). Sub-meters located in a utility room must have adequate ventilation.
- At least 2 square metres is available in front of the cupboard as free working space.
- Adequate lighting is available during daylight hours.
- There is enough room for the cupboard door(s) to swing open completely and provision for them to be held open.
- The cupboard will have at least 100mm bund at the opening if it is located inside a building.
- The cupboard is sufficiently waterproof and drained to prevent seepage into the surrounding building structure in the event of a leak.
- The cupboard does not need to be locked but must have a latch where a double padlock can be fitted if needed.
- The requirements must be complied with at all times and maintained in working order.
- Sub-meters installed in buried boxes and / or a cupboard will be conventional (also known as inline) meters.

#### 2.4.5. Other Installation Requirements

Where the installation options above are not possible or impractical, installation on walls may be permitted subject to Council approvals.

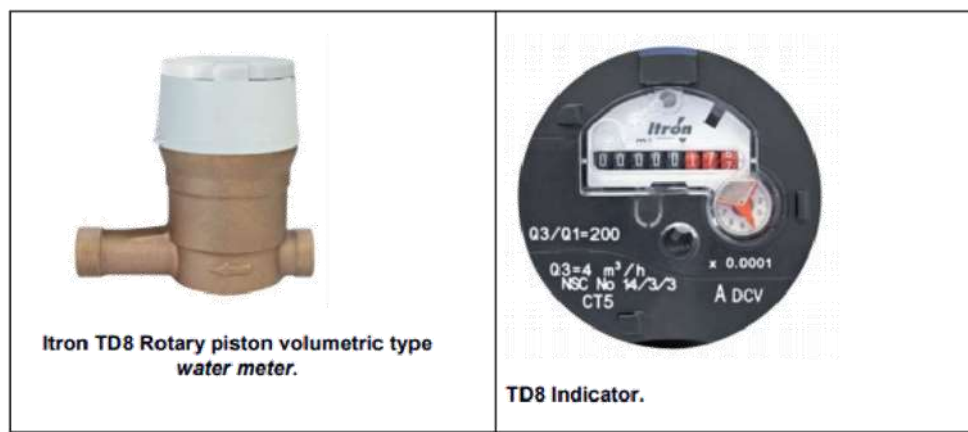
All sub-meter boxes, whether housing single or multiple sub-meters, must be identified on the outside with the words "Water Sub-Meter" or "Water Sub-Meters" in readable and permanent print.

### 2.5. Approved Sub-Meters and Associated Infrastructure

#### 2.5.1. Conventional Meter Assemblies

Where conventional meters are installed, each sub-meter must have ball valves on both sides for shutting of the water supply, and an adjustable meter coupling on one side of the meter and a standard meter coupling on the other side for the safe removal of the sub-meter. The ball valve on the upstream side of the sub-meter must be able to be fixed in variable positions with a stainless-steel tie.

- 20mm - Itron TD8 with Dual Check Valve
- 25mm – Itron TD8 with Dual Check Valve



### 3. Smart Meters and Automatic Meter Reading (AMR)

Between 2009 and 2017, Council upgraded its manual water meter fleets to automated water meters with the ability to read wirelessly and store historic data. Council continues to use the TD8 water meters that are supplied and manufactured by Itron. The software that Council utilises has been configured to read the water meters is also provided by Itron.

Investing in smart water metering solutions will allow us and our customers the ability to understand the value of real-time access to water usage data and information. Potentially, smart water meters, a customer portal and app will give us and our customers the ability to understand water usage patterns, water supply network performance and early water leak detection.

Where an AMR system is installed, all meters must be readable through the AMR system. This includes the master meter at the boundary and any other master meters for other Body Corporates (see Section 2.3.3).

## Appendix A. Dictionary

ITEM	DEFINITION
AMR	The term AMR means Automatic Meter Reading and also includes Digital Electronic Readouts (DER) like a display panel that can be scrolled through to read the respective sub-meter consumption.
Accessible	The term accessible for water meter reading, maintenance and / or replacement purposes, means accessible within reasonable time (between 8 am-5 pm), with the sub-meters being located in a non-locked enclosure requiring a non-key access (PIN code), and not being obstructed by vehicles or other plant or equipment or vegetation.
Body corporate	An entity created under section 30 of the Body Corporate and Community Management Act 1997. The members of the body corporate for a Community Title Scheme are the owners of all lots included in the scheme.
Boundary	Boundary means the area between the property external walls and pathways, streets or fence.
Building classes 1 to 10	Building classifications as defined by the Building Code of Australia – Classification of Buildings. Some common classes being: Class 1a – detached dwelling or an attached dwelling separated by a fire-resisting wall. Class 2 – a building containing more than 2 or more sole-occupancy units each being a separate dwelling. Class 5 – an office building used for commercial purposes. Class 6 – a shop or other building for the sale of goods by retail or the supply of services direct to the public. Class 9 – a building of a public nature. Class 10 – a non-habitable building or structure.
Common area	The term common area means an area of common property defined in the Body Corporate and Community Management Act 1997.
Common property	Common property has the meaning provided in Section 10 of the Body Corporate and Community Management Act 1997 and for a Community Title Scheme is freehold land forming part of the scheme land, but not forming part of a lot included in the scheme.
Common property water consumption	The term common property water consumption refers to water used in common properties within a complex for irrigation, cleaning, recreation fixtures, etc. The common property water consumption for each meter read cycle will be decided by deducting the sum of consumption registered by all sub-meters from the consumption registered by the master meter. Water consumption through a communal hot water system is part of common property water consumption under this policy.

Community management statement	The <i>Body Corporate and Community Title Management Act 1997</i> , Chapter 1 Part 4 Section 12, describes a community management statement as a document that: (a) identifies land; and (b) otherwise complies with the requirements of the Act. One such requirement is to include a contribution schedule.
Community title scheme	A scheme registered in line with section 10 of the <i>Body Corporate and Community Management Act 1997</i> in relation to certain freehold land. A Community Title Scheme is established by: a) the registration, under the Land Title Act 1994, of a plan of subdivision for identifying the scheme land for the scheme b) the recording by the registrar of the first community management statement for the scheme.
Complex	A complex includes Community Titles Schemes (CTSs) and multi sole occupancy units of a class 2, 4, 5, 6, 7 or 8 building and each storey of a class 5 building.
Council	Gympie Regional Council.
Dual occupancy	Dual occupancy— a) means a residential use of premises for 2 households involving i) 2 dwellings (whether attached or detached) on a single lot or 2 dwellings (whether attached or detached) on separate lots that share a common property; and ii) any domestic outbuilding associated with the dwellings; but does not include a residential use of premises that involves a secondary dwelling.
Fixed water access charge	Council defines fixed water access charge as the charge for having your property provided with access to the reticulated or 'town' water network in your area. It covers water supply infrastructure including water mains and pipes, pumping stations, reservoirs, hydrants and any other associated infrastructure.
Management	The term management refers to the management of complex which can be a body corporate of a community title scheme or a representative body of a multi sole occupancy unit.
Master meter	The meter at the point of connection for the Community Titles Scheme property to the Council's water main and is upstream of all sub-meters and is used to register total water consumption.
Meterable premises	The term meterable premises means: <ul style="list-style-type: none"> <li>• all class 1 buildings; and</li> <li>• each lot within a community title scheme, including the common property, in a water service provider's area; and</li> <li>• the sole occupancy unit of a class 2,4,5,6,7, or 8 building in a water service provider's area; and</li> <li>• each storey of a class 5 building in a water service provider's area where the building consists of more than one storey and sole occupancy units are not identified at the time of the building's plumbing compliance assessment.</li> </ul>
MUP	Multi-unit property

Occupant/ owner	The occupant / owner is an occupant or owner of a house, unit, flat or an apartment within a complex.
Policy	Gympie Regional Council "Water Sub-metering for Multi-Unit Properties Policy"
QPW Code	The term QPW Code refers to the Queensland Plumbing and Wastewater Code. This code is required to be complied with under section 8B of the Standard Plumbing and Drainage Regulation 2003.
Scheme land	The land identified in the plan of subdivision registered under the <i>Land Title Act 1994</i> in relation to a Community Titles Scheme.
Secondary dwelling	Secondary dwelling means a dwelling, whether attached or detached, that is used in conjunction with, and subordinate to, a dwelling house on the same lot.
Sole occupancy unit	The term sole occupancy unit, in relation to a building, means: <ul style="list-style-type: none"> <li>a) a room or other part of the building for occupation by one or a joint owner, lessee, tenant, or other occupier to the exclusion of any other owner, lessee, tenant, or other occupier, including, for example – <ul style="list-style-type: none"> <li>i) a dwelling; or</li> <li>ii) a room or suite of associated rooms in a building classified under the Building Code of Australia as a class 2, 4, 5, 6, 7 or 8 building; or</li> </ul> </li> <li>b) any part of the building that is a common area or common property.</li> </ul>
Storey	The term storey means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but not – <ul style="list-style-type: none"> <li>a) a space that contains only – <ul style="list-style-type: none"> <li>i) a lift shaft, stairway or meter room; or</li> <li>ii) a bathroom, shower room, laundry, water closet, or sanitary compartment; or</li> <li>iii) accommodation intended for not more than three vehicles; or</li> <li>iv) a combination of the above; or</li> </ul> </li> <li>b) mezzanine.</li> </ul>
Sub-meter	The term sub-meter is used to describe individual water meters within multi-unit complexes. The term also differentiates from master meter that measures the supply of water to a multi-unit complex as a whole.
Unit	A unit is a house, flat, lot of land or an apartment within a complex.
Water meter	A water meter means a device including equipment related to the device, for measuring the volume of water supplied to premises and installed on infrastructure that supplies a water service at the premises. An example of equipment related to the device is an automatic meter reading device and associated technology or similar devices.
Water service	Water service has the meaning given in the <i>Water Supply (Safety and Reliability) Act 2008</i> .



Water service provider	The term water service provider, for premises, means the persons registered under the <i>Water Supply (Safety and Reliability) Act 2008</i> , chapter 2, part 3, as the water service provider for retail water services for the premises.
Water supply	The term water supply means the plumbing supplying water to meterable premises from a water service.
Water supply standards	The water supply standards as specified in the: <ul style="list-style-type: none"><li>• <i>Water Supply (Safety and Reliability) Act 2008</i></li><li>• <i>Plumbing and Drainage Act 2002</i></li><li>• South East Queensland Water Supply and Sewerage Design and Construction Code 2013</li></ul>

## Appendix B. Related Legislation and Policies

DOCUMENT TYPE	DOCUMENT NAME AND LOCATION
Legislation	Plumbing and Drainage Act 2018 NB: For details of the provisions of this legislation in operations see the State Governments In Force Legislation web page at: <a href="http://legislation.qld.gov.au">Plumbing and Drainage Act 2018 (legislation.qld.gov.au)</a>
State Government Regulation	Plumbing and Drainage Regulation 2019 <a href="http://legislation.qld.gov.au">Plumbing and Drainage Regulation 2019 (legislation.qld.gov.au)</a>
State Government Code	Queensland Plumbing and Wastewater Code. <a href="http://hpw.qld.gov.au">Queensland Plumbing and Wastewater Code (hpw.qld.gov.au)</a>
Legislation	Queensland Water Commission Customer Water and Waste Water Code – South East Queensland <a href="http://resources.qld.gov.au">South East Queensland Customer Water and Wastewater Code (resources.qld.gov.au)</a>
Legislation	Water Supply (Safety and Reliability) Act 2008 <a href="http://legislation.qld.gov.au">Water Supply (Safety and Reliability) Act 2008 - Queensland Legislation - Queensland Government</a>
Legislation	Body Corporate and Community Management Act 1997 <a href="http://legislation.qld.gov.au">Body Corporate and Community Management Act 1997 (legislation.qld.gov.au)</a>
Council Policy	Water Sub-metering for Multi-Unit Properties Policy
Council	South East Queensland Water Supply and Sewerage Design and Construction <a href="#">About SEQ Code Standards — SEQ CODE • Water Supply • Sewerage • Design • Construction</a>
Legislation	Water Act 2007 <a href="http://legislation.gov.au">Water Act 2007 (legislation.gov.au)</a>

# Council Policy



Document Control	
Policy Title	<b>Water Sub-Metering For Multi-Unit Properties</b>
Doc ID No	<b>2315960</b>
Responsible Directorate	<b>Infrastructure Services</b>
Responsible Position	<b>Director – Infrastructure Services</b>
Date Review Due	<b>24 January 2025</b>

Version	Council Meeting Date (Date of Adoption/Review)	Minute Number
1	24 January 2024	

## 1. Purpose

The objectives of this policy are to:

- a) define the requirements and standards for the sub-metering of individual units/lots within new and existing multi-unit properties (Community Titles Schemes);
- b) provide a framework for Council officers and customers/consumers (e.g. plumbers, builders and developers) to understand the technical and regulatory requirements for the installation of sub-meters;
- c) enhance the effectiveness of Gympie Regional Council's water charging system for all consumers/customers; and
- d) raise customer awareness of water consumption and the contribution of individual consumers/customers to their water consumption.

## 2. Scope

This policy applies to sub-metering of lots for water consumed within a multi-unit property (Community Titles Scheme), including the common property.

# Council Policy



## 3. Related Legislation

- *Queensland Plumbing and Wastewater Code*
- *Water Supply (Safety and Reliability) Act 2008*
- *Water and Other Legislation Amendment Act 2007*
- *South East Queensland Water (Restructuring) Act 2007*
- *Body Corporate and Community Management Act 1997*

## 4. Related Documents

- Water Sub-Metering for Multi-Unit Properties Guidelines

## 5. Definitions

To assist in interpretation of this policy the following definitions apply:

- Common property means common property, for a Community Titles Scheme is freehold land forming part of the scheme land, but not forming part of a lot included in the scheme.
- Community Titles Scheme (CTS) means a scheme registered in accordance with section 24 of the *Body Corporate and Community Management Act 1997* in relation to certain freehold land. A Community Titles Scheme is established by:
  - a) the registration, under the *Land Title Act 1994*, of a plan of subdivision for identifying the scheme land for the scheme
  - b) the recording by the registrar of the first community management statement for the scheme.
- Master meter means the meter at the point of connection for the Community Titles Scheme property to the Council's water main and is upstream of all sub-meters and is used to register total water consumption.
- Meterable premises means the term meterable premises means:
  - all class 1 buildings; and
  - each lot within a community title scheme, including the common property, in a water service provider's area; and
  - the sole occupancy unit of a class 2, 4, 5, 6, 7, or 8 building in a water service provider's area; and



## Council Policy



- each storey of a class 5 building in a water service provider's area where the building consists of more than one storey and sole occupancy unit are not identified at the time of the building's plumbing compliance assessment.
- QPW Code means *the Queensland Plumbing and Wastewater Code*.
- Scheme Land means the land identified in the plan of subdivision registered under the *Land Title Act 1994* in relation to a Community Titles Scheme.
- Sub-meter means a term used to describe individual water meters within scheme land that measure supply to individual lots within the scheme land. A sub-meter is supplied water via a master water meter.
- Sub-metering means the installation of sub-meters
- Water meter means a device, including equipment related to the device, for measuring the volume of water supplied to premises and installed on infrastructure that supplies a water service at the premises. An example of equipment related to the device is an automatic meter reading device and associated technology or similar devices.
- Water service provider means the term water service provider means the persons registered under the *Water Supply (Safety and Reliability) Act 2008*, Chapter 2, Part 3, as the water service provider for retail water services for the premises.

### 6. Policy Statement

The installation of sub-meters for multi-unit properties are required to comply with this Policy. The detailed requirements and standards of Council for the installation of sub-meters for multi-unit properties are contained in the 'Water Sub-Metering for Multi-Unit Properties Guidelines' (the Guidelines). This Guideline will be updated from time to time in line with best industry practices.

This policy provides the means for Council, as a water service provider, to apply its requirements and standards pursuant to *Part 4: Water Meters in New Premises* of the *Queensland Plumbing and Wastewater Code* (QPW Code).

The Council requires that all new multi-unit developments drawing a water supply from Council's water infrastructure are to be metered in accordance with this policy and its supporting Guidelines. This policy requires compliance with the requirements and standards outlined in the Guidelines.

# Council Policy



The Guidelines cover a range of matters including:

- Approval of sub-meter types
- Location of sub-meters
- Access to sub-meters
- Smart Meter and Automatic Meter Reading (AMR) Policy
- Asset handover to Council



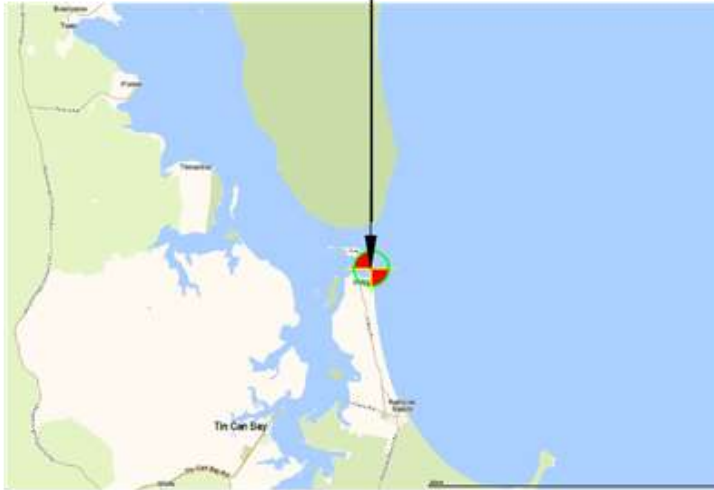

## 7. Review Trigger

This policy will be reviewed when any of the following occur:

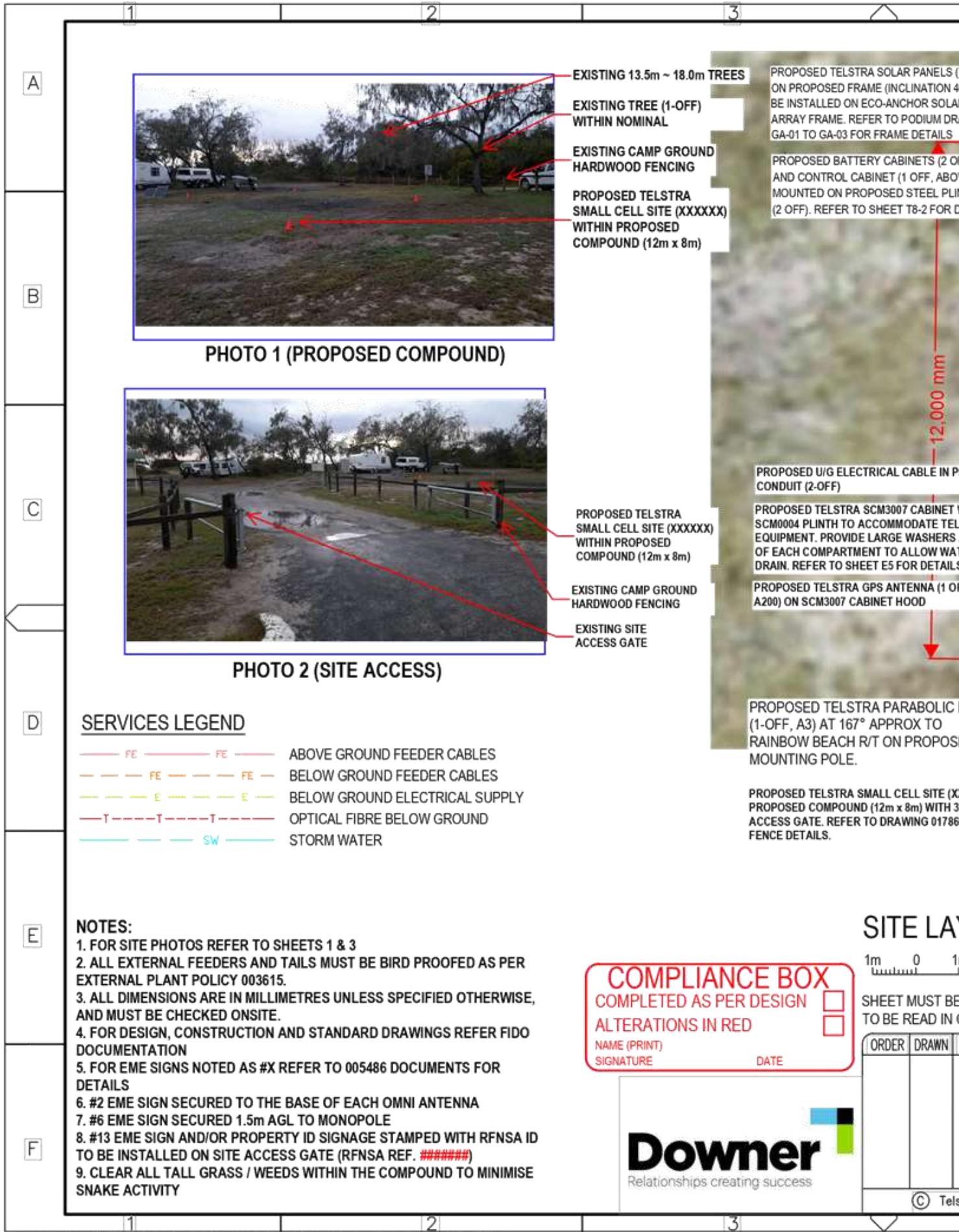
1. The related legislation/documents are amended or replaced.
2. Other circumstances as determined from time to time by a resolution of Council
3. As initiated by the CEO or Executive Leadership Team.
4. Periodic Review – 24 January 2028.

## 8. Appendices

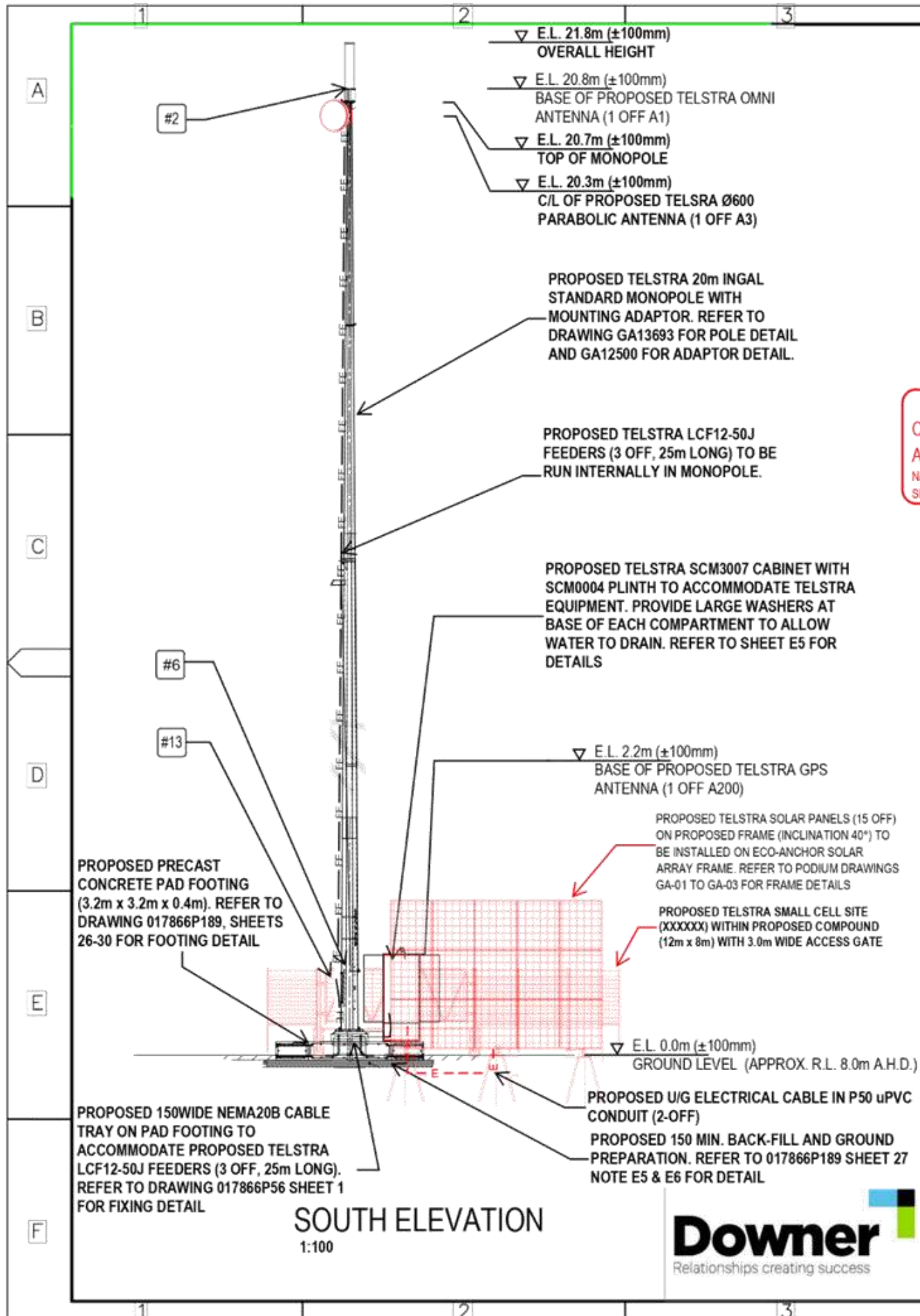
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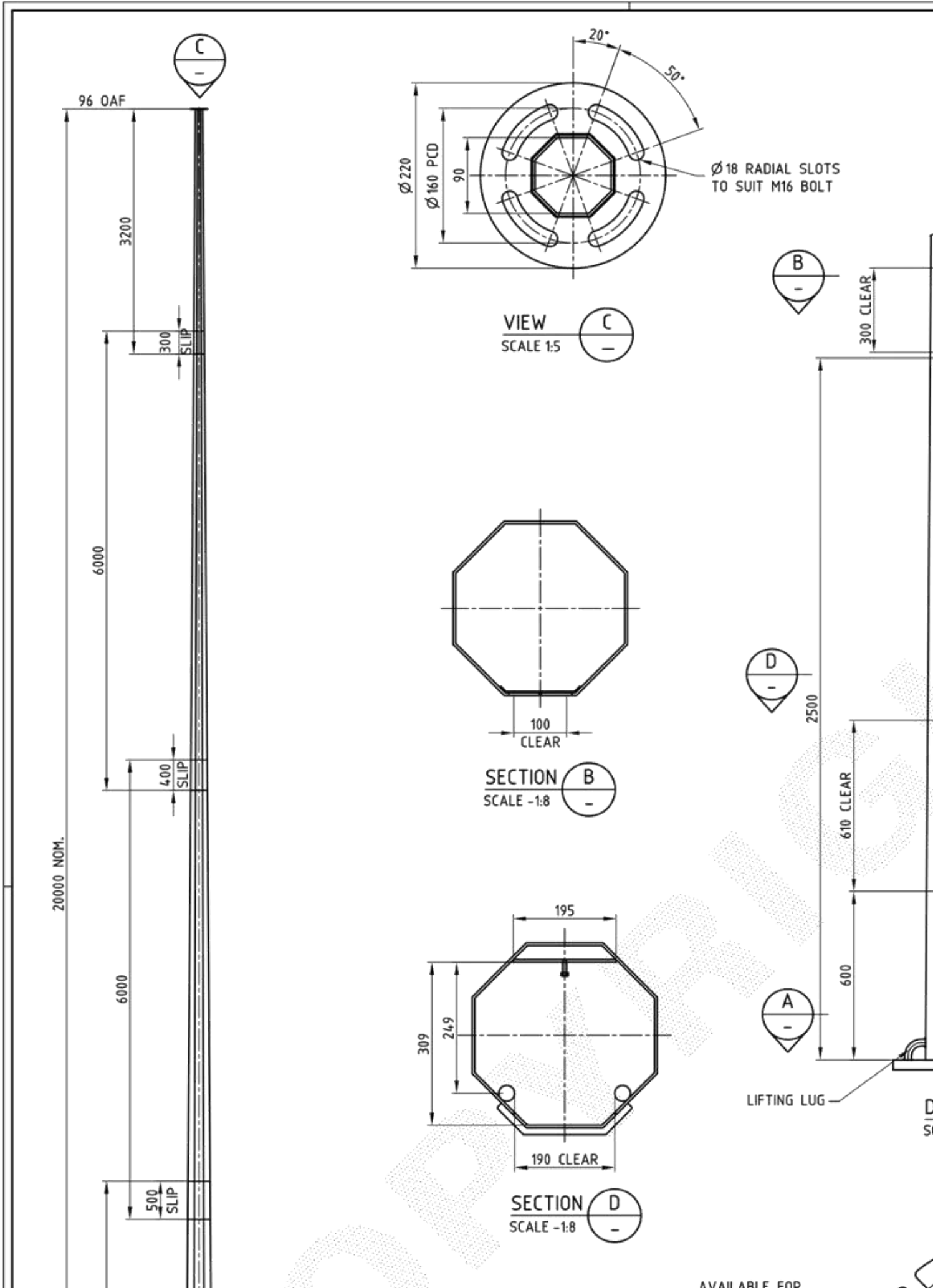
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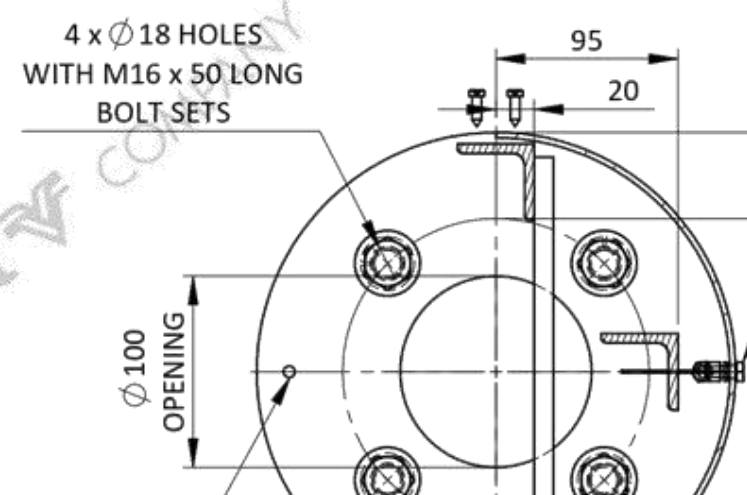
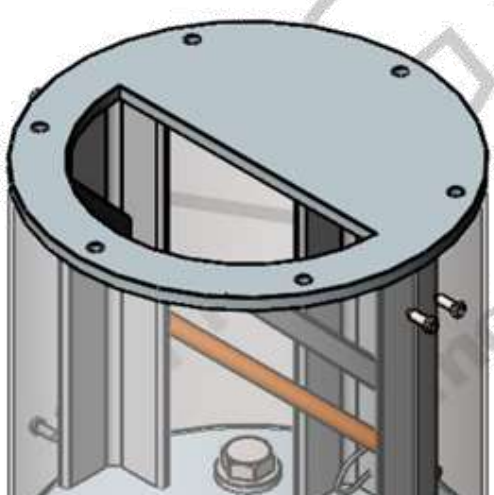
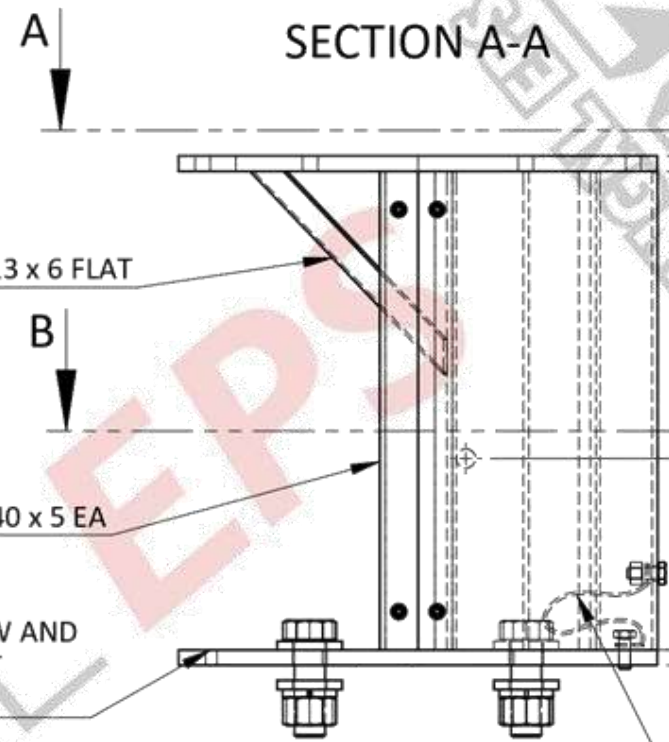
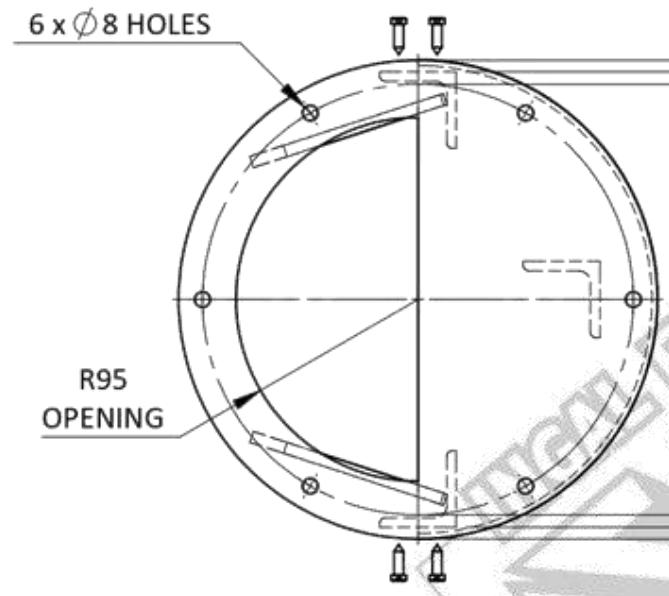


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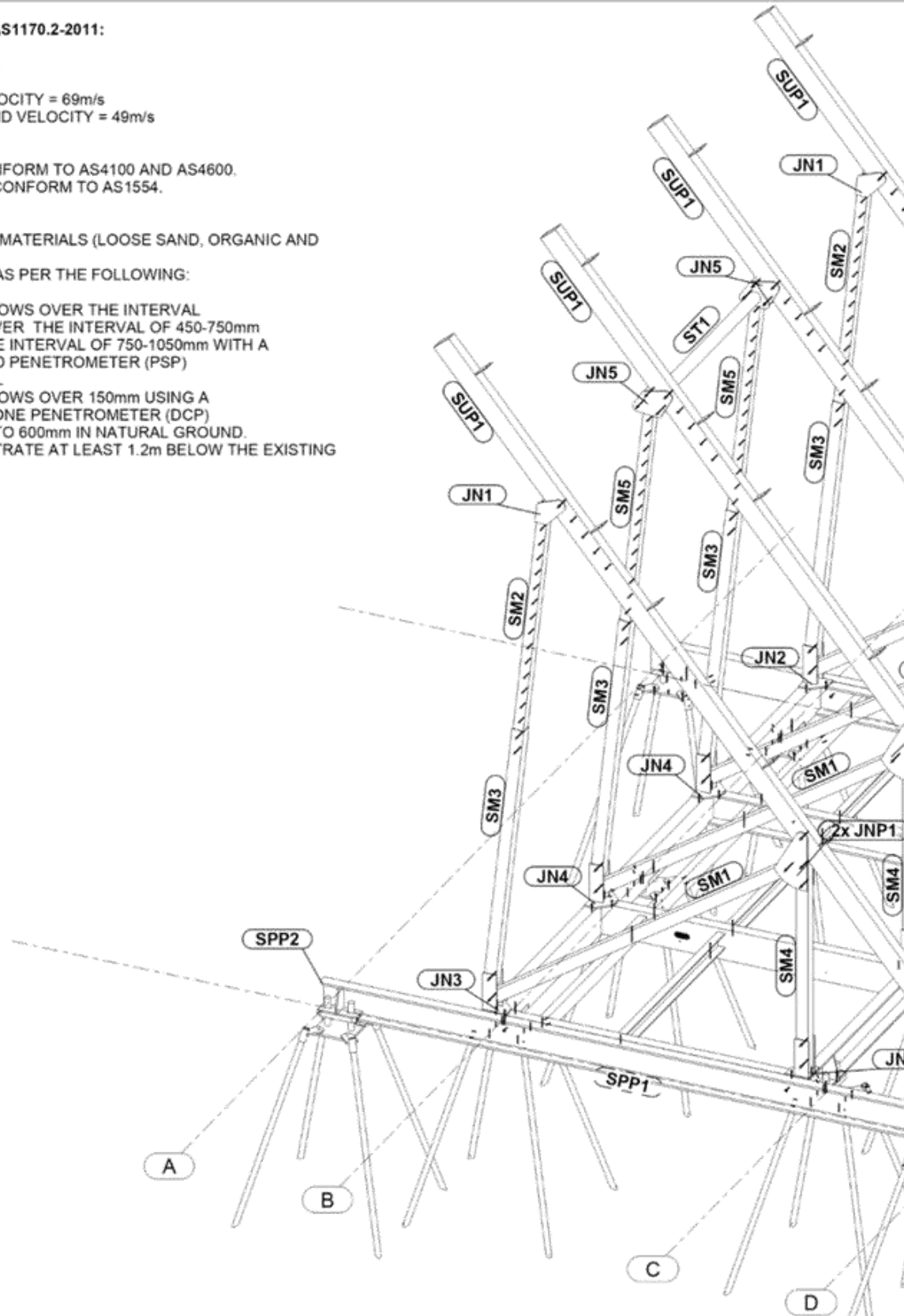
266



**WIND DESIGN CRITERIA TO AS1170.2-2011:**  
 REGION C  
 TERRAIN CATEGORY 1 AND 2  
 IMPORTANCE LEVEL 2  
 ULTIMATE DESIGN WIND VELOCITY = 69m/s  
 SERVICEABILITY DESIGN WIND VELOCITY = 49m/s

**STEEL NOTES:**  
 1. ALL STEEL WORKS TO CONFORM TO AS4100 AND AS4600.  
 2. ALL WELDING WORKS TO CONFORM TO AS1554.

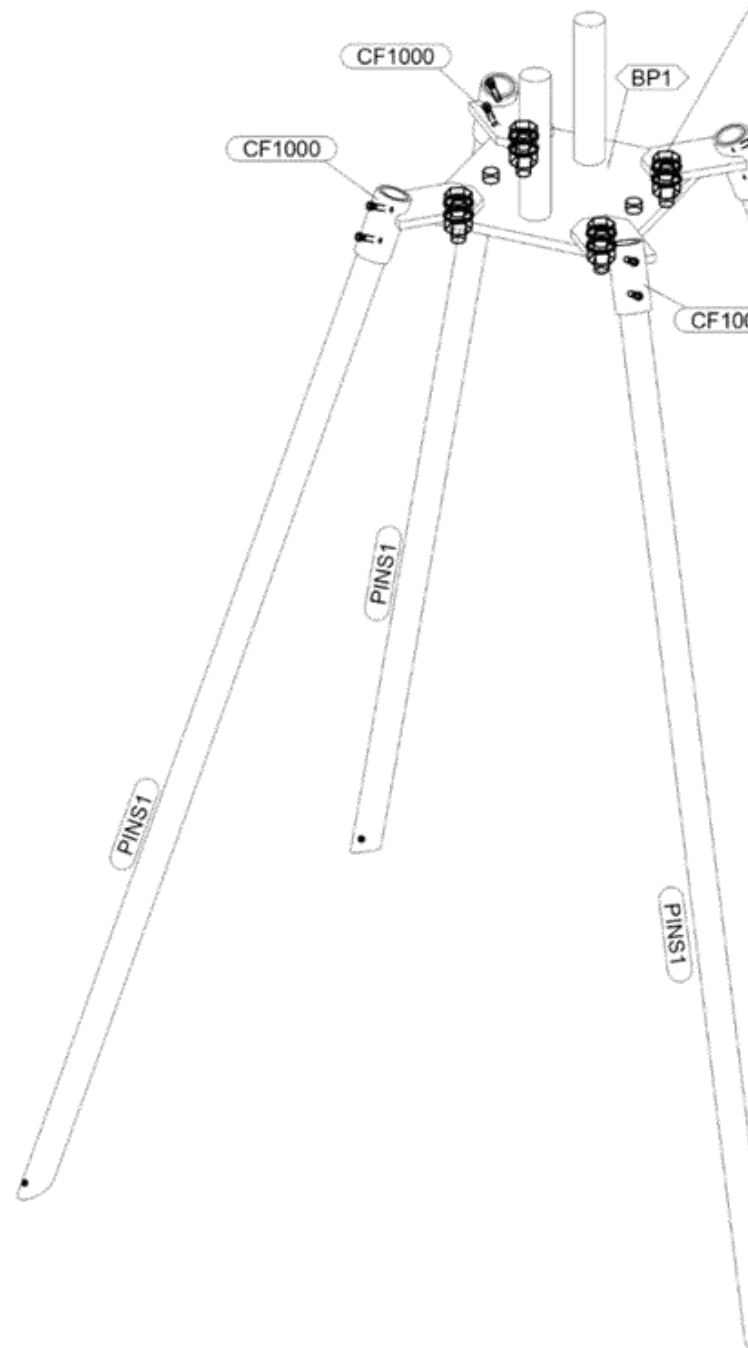
**SITE PREPARATION NOTES:**  
 1. REMOVE ALL UNSUITABLE MATERIALS (LOOSE SAND, ORGANIC AND TREE ROOTS ZONE).  
 2. SOIL COMPACTION TO BE AS PER THE FOLLOWING:  
 a) SAND SITE  
 ACHIEVE AT LEAST 6 BLOWS OVER THE INTERVAL 150-450mm, 7 BLOWS OVER THE INTERVAL OF 450-750mm AND 9 BLOWS OVER THE INTERVAL OF 750-1050mm WITH A STANDARD PERTH SAND PENETROMETER (PSP)  
 b) COHESIVE/GRAVEL SOIL  
 ACHIEVE AT LEAST 6 BLOWS OVER 150mm USING A STANDARD DYNAMIC CONE PENETROMETER (DCP) THROUGH ALL FILL OR TO 600mm IN NATURAL GROUND.  
 3. THE PILES SHOULD PENETRATE AT LEAST 1.2m BELOW THE EXISTING GROUND LEVEL.



REV #	BY	DESCRIPTION	DATE
00	AAR	ISSUED FOR FABRICATION	20.06.2019
<b>REVISIONS</b>			

- GENERAL NOTE**
1. ALL MATERIAL
  2. FSBW TO MITR
  3. ALL WELDS TO
  4. ALL WELDING
  5. ALL CLEATS TO

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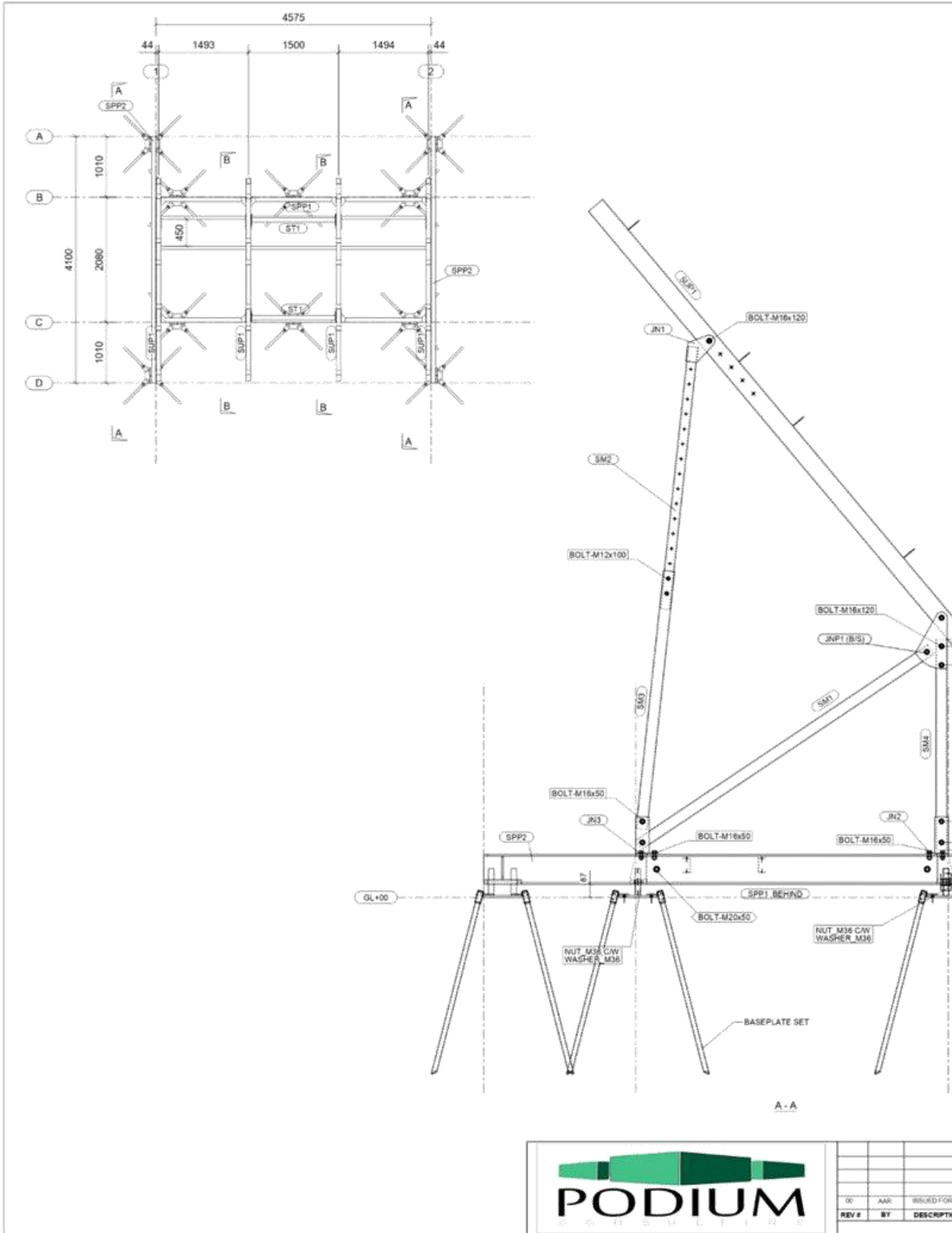


1 SET OF BASEPLATE



REV #	BY	DESCRIPTION	DATE
00	AAR	ISSUED FOR FABRICATION	20.06.2019
<b>REVISIONS</b>			

- GENERAL NOTE
1. ALL MATERIAL
  2. FSW TO MITR
  3. ALL WELDS TO
  4. ALL WELDING
  5. ALL CLEATS TO



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# **ATTACHMENT A**

Item 7.3 Planning Scheme Position Papers.

In relation to resolution M14/01/24



**Gympie Regional Council  
New Planning Scheme Project**

**Bruce Highway Upgrade Response Strategy  
Policy Position Paper**

January 2023

## INTRODUCTION

The State Government is in the final stages of completing the Bruce Highway upgrade Section D: Woondum to Curra. This part of the project will result in some significant changes to how traffic and visitors move through the region, and in particular, access the Gympie urban area. In response to the highway upgrade, an analysis has been undertaken of the proposed new routes into the town centre, and associated land use, urban design and landscape character opportunities.

The realignment will have benefits in timesaving for trips along the Bruce Highway to points north and south of the town, along with a projected reduction in peak hour traffic volumes on the existing highway through the centre of town of between 31% and 34%. Traffic seeking to access the town centre will now do so via new routes impacting upon the existing road networks and pedestrian environments.

The highway upgrade will present both challenges and opportunities for Gympie. Bruce Highway "through" traffic will no longer be required to drive through the centre of town, improving amenity and safety but at the same time, potentially reducing business and tourism opportunities.

The new routes into the Gympie urban area will change movement patterns and may require engineering responses including road and intersection upgrades, car parking changes and management of overflow traffic into local streets. Opportunities to improve transport conditions for local road users and pedestrians, including active transport opportunities, should be explored in the design of the local engineering responses to the highway upgrade.

This paper discusses:

- the issues relevant to the access routes into Gympie Town Centre and Curra,
- options to facilitate pedestrian access,
- desired outcomes in relation to landscape character, and
- potential policy positions to address the identified issues.

The position paper is one of 11 position papers addressing key aspects of the future land use and development policy for GRC. The paper has been prepared as part of Stage 2 of the Gympie Regional Council Planning Scheme project and is intended to inform the drafting process to occur in Stage 3.

Other position papers to be prepared as Stage 2 are as follows:

- Housing
- Retail and Commercial Development
- Industrial Land
- Rural Land
- Open Space and Recreation
- Heritage
- Biodiversity Conservation
- Flooding

- Bushfire
- Coastal Hazards

## BACKGROUND

### Bruce Highway Bypass – new alignment and interchanges

The highway upgrade is a joint venture between the Queensland State Government and the Australian Federal Government. The overall project involves a 62km realignment and upgrade of the Bruce Highway to four (4) lanes between Cooroy and Curra. The new design aims to meet strategic transport needs of the Sunshine Coast and Gympie regions while improving safety, flood resilience, and capacity.

For construction purposes the project was split into the four sections (A, B, C and D). Sections A to C have been completed over the past 10 years. Section D includes the area between Woondum and Curra and is currently undergoing completion. The final design will result in a new alignment that will bypass Gympie and establish three (3) new interchanges in addition to the current Woondum interchange. A summary of the new design is provided below.

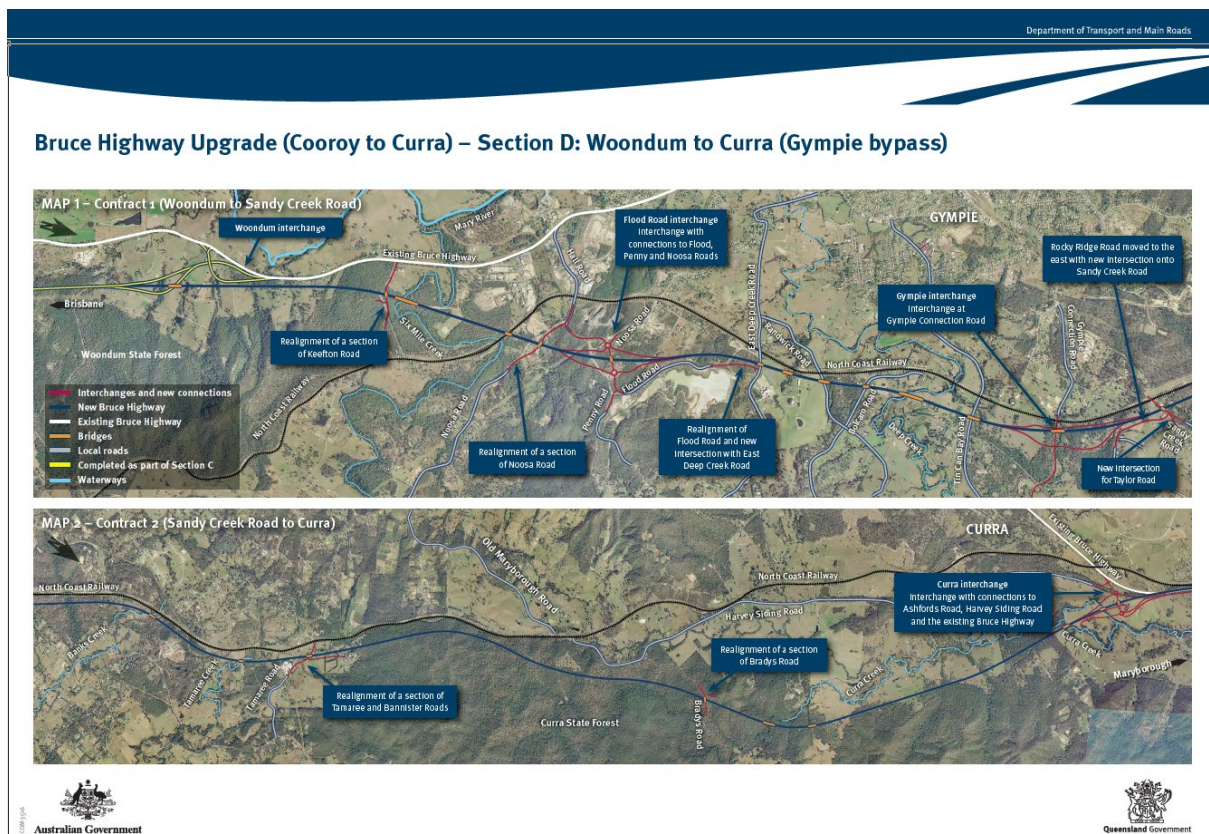


Figure 1: Section D of the new Bruce Highway Upgrade showing the new alignment to bypass Gympie

### Woondum Interchange

The first of the new interchanges is located at Woondum and is constructed at the northern end of the current extent of the upgraded highway. The Woondum Interchange will be the southern-most Bruce Highway exit to enter Gympie and is likely to retain a high volume of

local traffic, particularly for visitors, local residents, workers and freight accessing the southern parts of Gympie, including the Monkland/Glanmire industrial area.

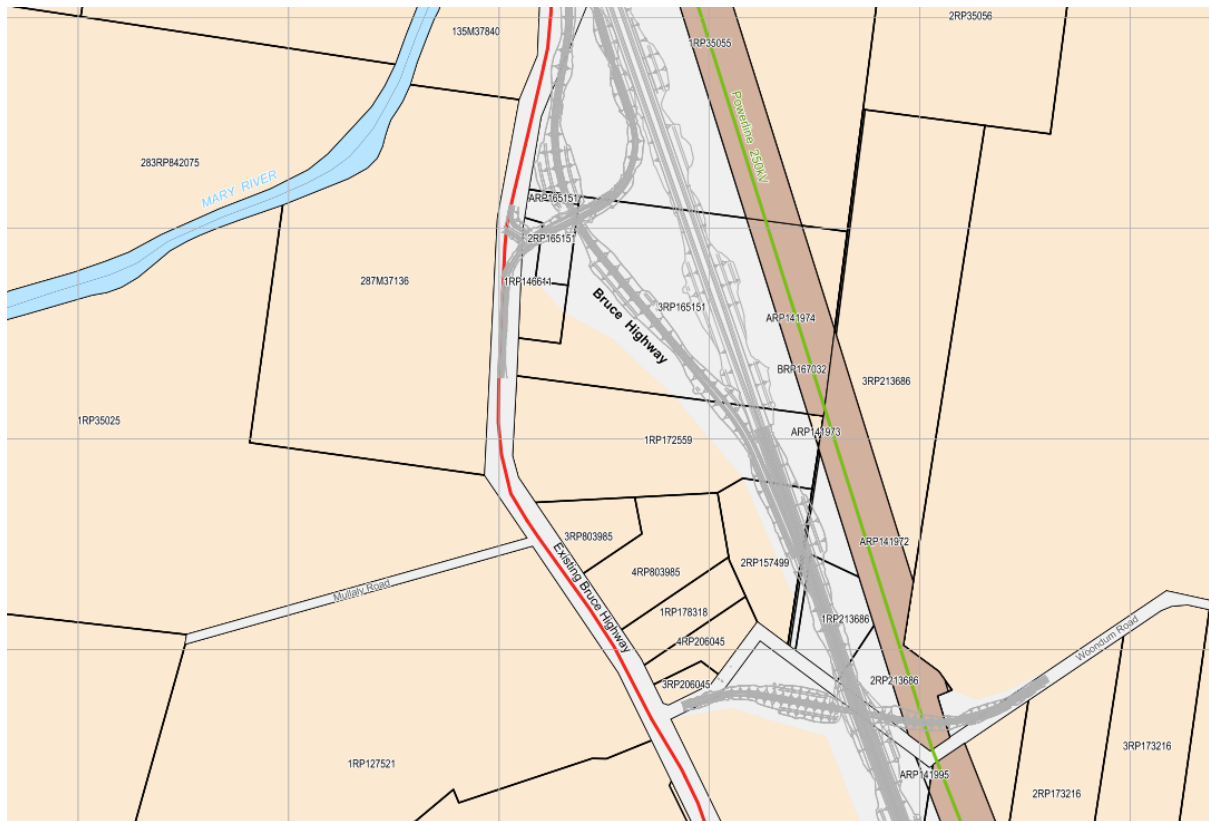


Figure 2: Woondum Interchange design and locality plan

### Flood Road Interchange

The new Flood Road interchange will aid movements at Flood Road to cater for local and industrial traffic, enabling heavy vehicles to access commercial and industrial areas east and west of the new highway (refer Figure 3). The interchange will act as a key entry point for the East Deep Creek industrial area to aid the movements of businesses such as Nolan Meats and for residents in the East Deep Creek and Cedar Pocket localities.

*Image courtesy of tmr.qld.gov.au: Flood Road Interchange design and locality plan*



Figure 3: Flood Interchange aerial view of completed work as at December 2022

### Gympie Interchange

The new Gympie interchange will be constructed at Gympie Connection Road to cater for commuters travelling to Gympie or the Cooloola Coast from the new highway. Traffic signals will be located at each exit ramp and entry ramp intersection with Gympie Connection Road to manage the flow of traffic between the new highway and the local road network. The Gympie interchange will create a new entry to the Gympie CBD to the west, and to Tin Can Bay and coastal settlements to the east, refer to Figure 4.

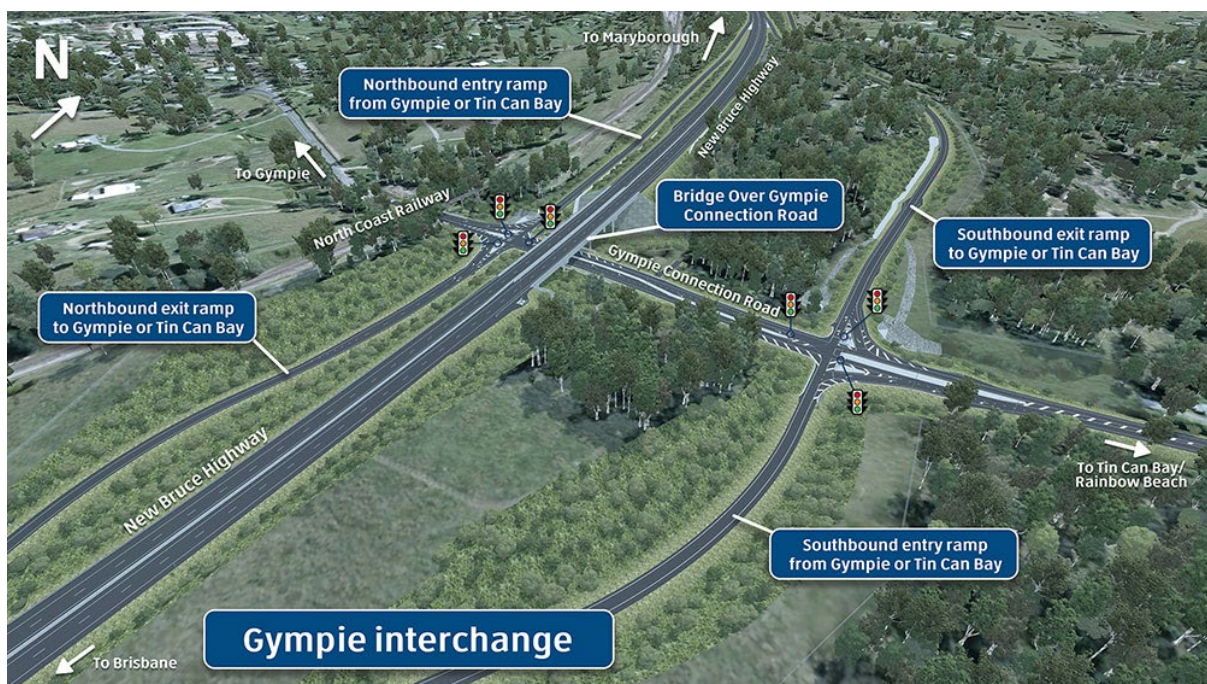


Figure 4: Gympie Interchange

### Curra Interchange

The new Curra interchange will be constructed just north of Curra to connect the new 4-lane highway with the existing 2-lane Bruce Highway, adjacent to the North Coast Railway Line. The interchange will be to the north of the existing Harvey Siding Road and Bruce Highway intersection. Connections will be made back to Harvey Siding and Ashford Roads for local traffic, refer to Figure 5.

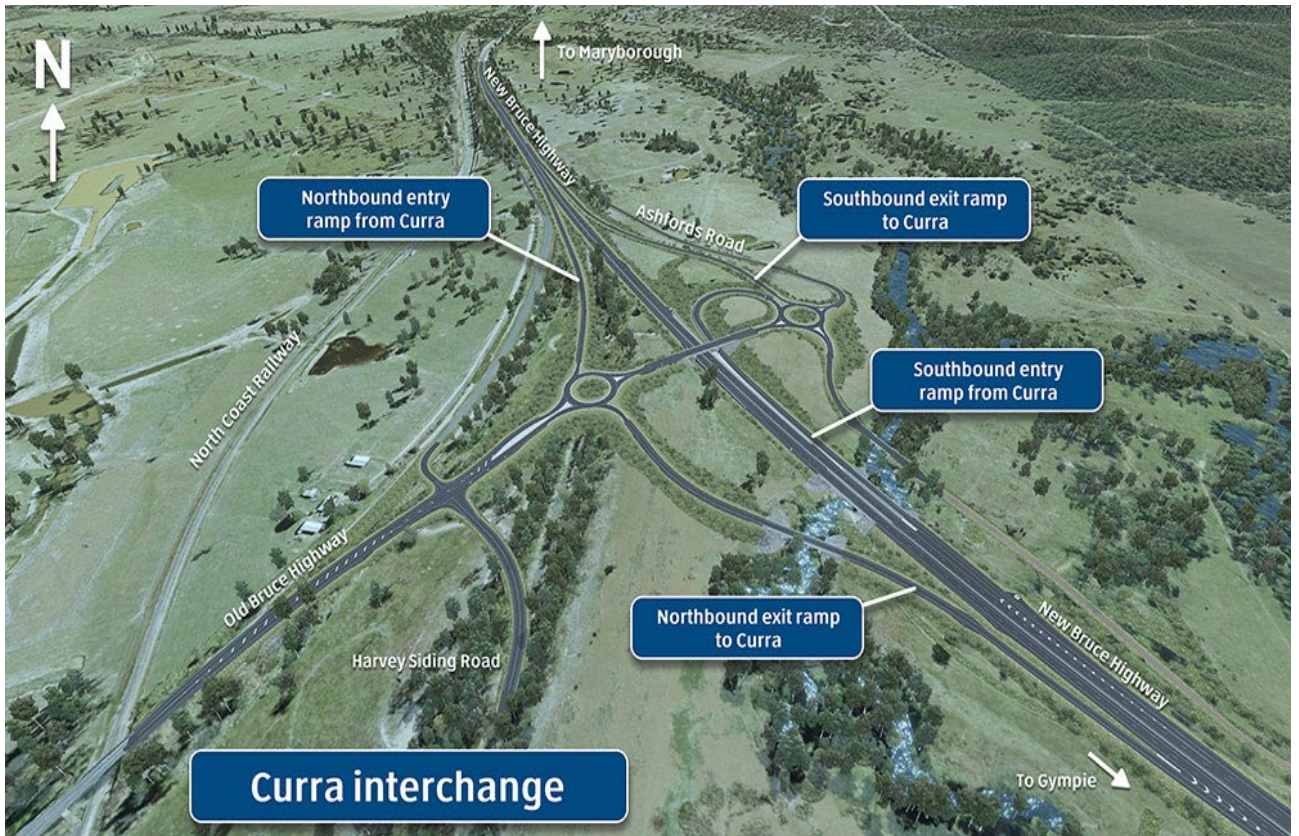


Figure 5: Curra Interchange

# ISSUE 1: The Flood Road Interchange

## Discussion

The new Flood Road Interchange will provide for access into the Gympie town centre via Noosa Road and access to the East Deep Creek and Monkland industrial areas via Flood Road and Hall Road, refer Figure 6.

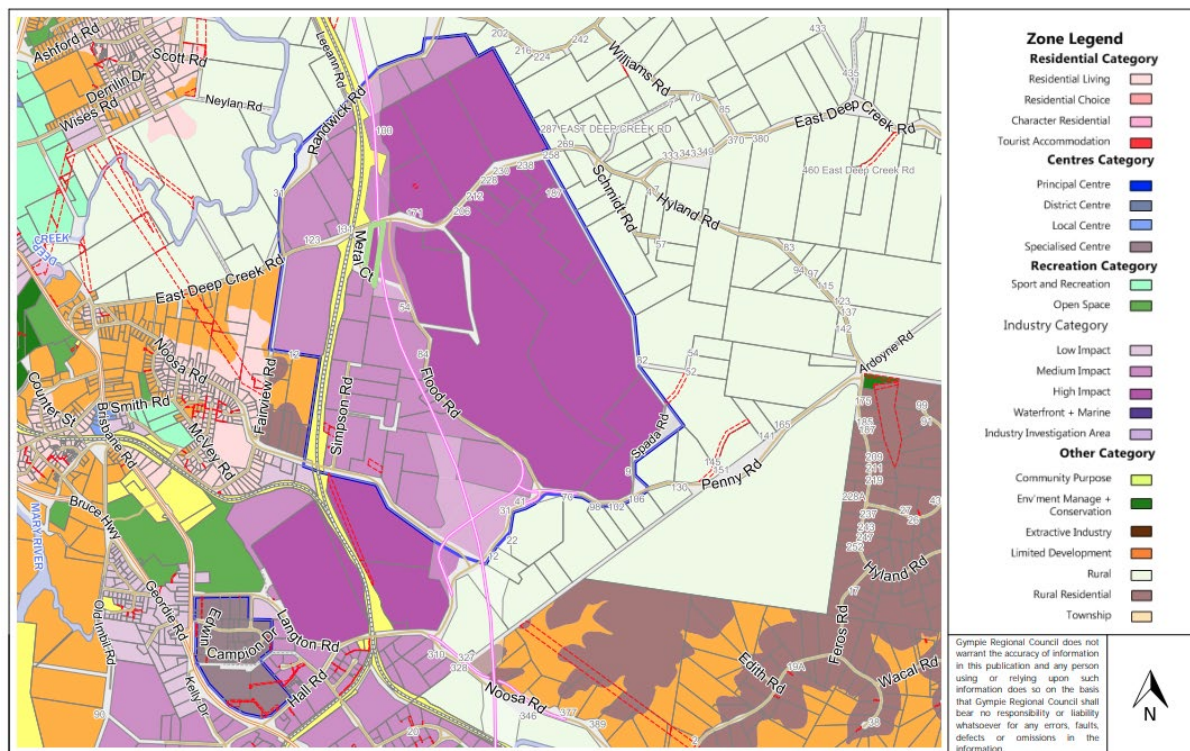


Figure 6 Zoning Around the Flood Road Interchange

The new interchange gives rise to a number of issues:

### Flood Road

Flood Road is of a lower standard construction yet forms the key connection from the new highway alignment to the East Deep Creek industrial area, including the abattoir. The current formation includes a single sealed centre lane with gravel shoulders. It is not considered suitable to accommodate frequent use by heavy vehicles for industrial or stock transport purposes. Once the interchange is in operation Flood Road will need to be upgraded to a sub-arterial road standard. At this stage there is no commitment from the State government to meet this cost.

### Hall Road Railway Overpass

There is an existing single lane railway crossing overpass located at the intersection of Hall Road and the railway line. Use of this bridge as part of a new access route to the Monkland industrial area is likely to be problematic as the bridge is already a "pinch point" and is not constructed to a standard appropriate to carry heavy vehicle industrial traffic.

Once the interchange connection to the new highway is completed Hall Road will provide flood free access to Monkland (up to the 1% AEP flood event), generating further pressure for the bridge to be upgraded.

### **Noosa Road/Brisbane Road Intersection**

It is anticipated that the Flood Road interchange will add additional traffic volumes to Noosa Road at its intersection with Brisbane Road. Driver sight distance to the north of this intersection is compromised by both the horizontal and vertical alignment of this section of Brisbane Road. Upgrading of this intersection to address this issue is required.

#### **Desired outcomes:**

- Flood Road is upgraded to reflect its new function as a heavy vehicle route and key access to the East Deep Creek industrial area.
- The Hall Road railway overpass bridge is upgraded to accommodate two-way and heavy vehicle usage and to provide a safe alternate access to the Monkland/Glanmire area during flood events.
- Sight distances for the Noosa Road/Brisbane Road intersection are improved to ensure adequate visibility for safe turning movements.
- Safe pedestrian movement is facilitated by the provision of footpaths on Noosa Road.

#### **Policy position:**

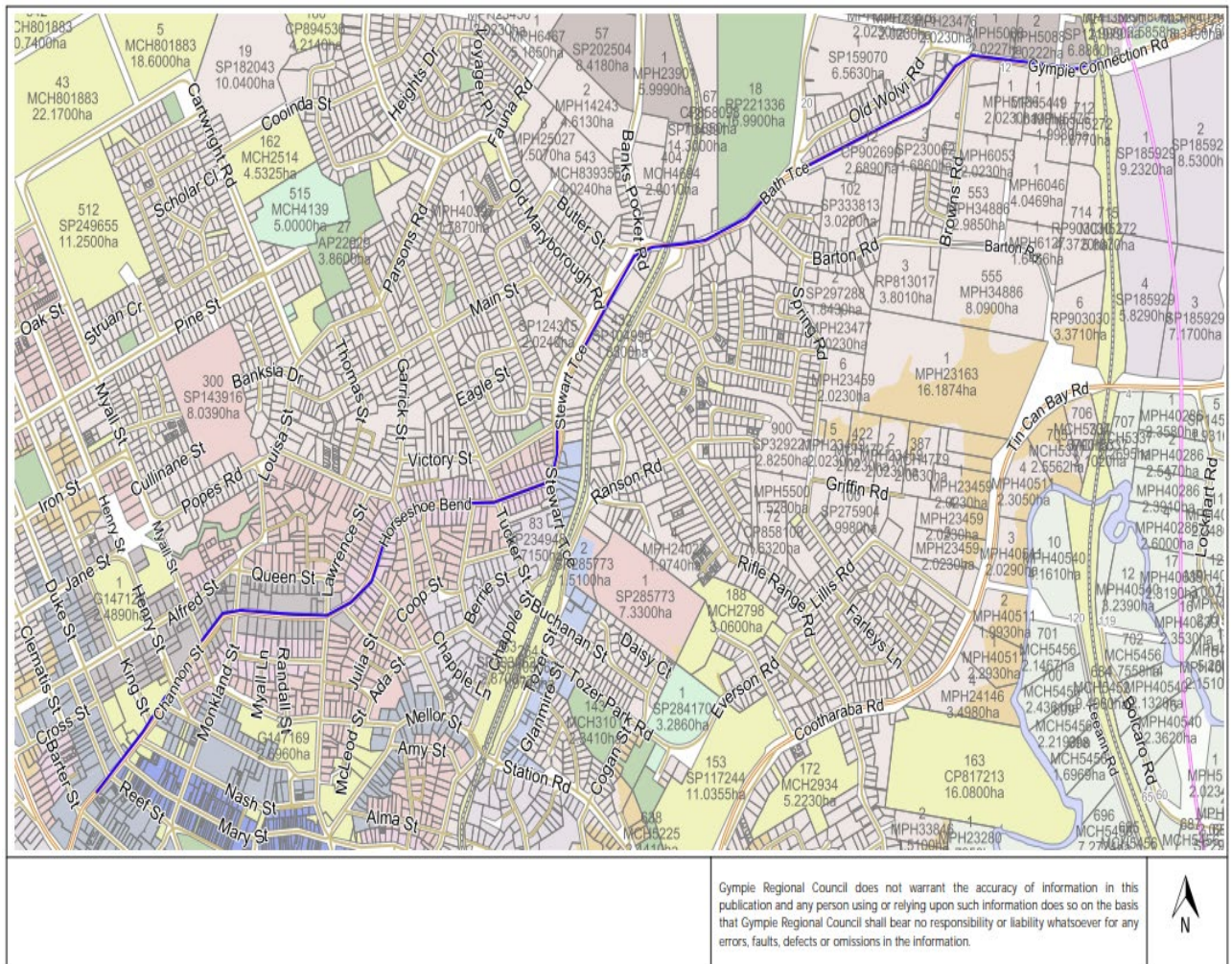
All works identified road and traffic improvement needs arising from the operation of the Flood Road interchange are met by the State government.

#### **Action**

- Council engages with the Minister for Transport and Main Roads with a view to securing State government commitment to the delivery of the road improvements discussed above, noting that Council's order of priority is Hall Rd Bridge, Flood Rd upgrade followed by Brisbane Rd.
- The signalisation of the Graham Street/Brisbane Road is investigated with a view to improve the safety and function of the Noosa Road/Brisbane Road intersection.



## ISSUE 2: The Gympie Interchange




11/04/2023
Scale 1:15000

Figure 7: Entry route to Gympie CBD from Gympie Connection Road exit

### Discussion:

A new entry point is provided to Gympie at the Gympie Connection Road interchange. The route into town will take vehicles along Bath Terrace and Stewart Terrace, refer to Figure 7. The driver will then have a choice to continue to Tozer Street or turn right onto Horseshoe Bend and onto to Channon Street, Mary Street, and the former highway. This section of the route will also provide the most direct path to Southside, the Chatsworth area and out to the Wide Bay Highway.

The DTMR traffic modelling undertaken to date suggests that there are minimal changes in traffic resulting from the new interchange. However, it is highly likely that this route will become the main entrance to Gympie for highway traffic from the north. It is also possible that some drivers from the south will elect to use this interchange to access Gympie rather than

the Woondum or Flood Road interchanges as this interchange provides a simpler path of travel.

Currently, heavy transport vehicles and tourist traffic (including caravans) travelling from the south of Gympie to the eastern forestry areas or to the Cooloola Coast use Brisbane, Crescent and Cootharaba Roads to access Tin Can Bay Road. With the highway realignment this traffic will likely use the new Gympie interchange and the Gympie Connection Road to travel east. This is expected to impact upon the operation of the Gympie Connection Road/Tin Can Bay Road intersection. The intersection will need to be reconfigured to reflect this change in traffic movement.

Horseshoe Bend and Channon Street will provide a higher order function with the introduction of the Gympie Interchange, similar to the current function of Tin Can Bay Road and will need to be upgraded accordingly.

As constructed, the roads that constitute this route do not meet the desired standards in terms of alignment, geometry, carriage way width, shoulder width or intersection design to reflect the demands expected to be placed upon it.

Identified issues along the route include:

- Several intersections along Gympie Connection Road through to Channon Street are insufficient for the current traffic situation, being difficult to use at times with limited visibility. The new interchange will only compound these issues.
- The shoulder width along Horseshoe Bend is tight in its existing formation and the route is meandering. The verge is limited in its ability to provide safe pedestrian pathways, property access and car parking on the road.
- Most of the residential properties that have frontage to Horseshoe Bend are included within the Character Residential zone under the Council's current planning scheme. This residential strip contains several historical dwellings that are significant to the established character of the area. Further widening of this section of road may impact upon heritage values, pedestrian pathways, landscaping, building setbacks and the alignment of overhead powerlines.
- Alternative access routes might be possible, but are not without challenges arising from topography, current road design, land tenure and the need to ensure legibility (ease of wayfinding).

**Desired outcomes:**

- The access route from the new Gympie interchange to the Town Centre and on to the current Bruce Highway is direct, safe, and fit for purpose.
- Impacts on private property and heritage values resulting from any upgrade works are minimised.
- Active transport and pedestrian movement is supported and preserved where possible.
- Landscaping and street tree opportunities are optimised.
- Gympie Connection Road, including the intersection with Tin Can Bay Road, is adequate to cater for a significant increase in heavy transport and tourist traffic.

**Policy position:**

The need to upgrade the road corridors from the new Gympie interchange to the existing Bruce Highway and Tin Can Bay Road should be recognised as a priority by the State government.

**Actions:**

- Council engage with the Minister for Transport and Main Roads with a view to reaching agreement on the design and delivery of upgrades to these corridors.
- The intersections at Old Maryborough Road/Stewart Terrace and Gympie Connection Road/Tin Can Bay Road be the subject of reports to Council regarding the options for engineering solutions and a works program.

### **ISSUE 3: Curra Interchange**

#### **Discussion:**

The development of a new interchange in the Curra region in close proximity to the North Coast rail line was a factor in Council's decision to investigate the opportunity to deliver a new industrial precinct at this location. Preliminary planning investigations have confirmed that the interchange represents an opportunity to establish a consolidated industrial precinct ensuring a regionally significant and long term supply of land for business and employment generation.

The development of the industrial precinct will also facilitate the management of significant landscape areas along the highway adjacent to Curra Creek to retain scenic and ecological values.

As the interchange could develop to become the access to a transport modal change hub incorporating a range of land uses, clear directional signage will be crucial. Wayfinding to the Wide Bay Highway to connect to western townships including Kilkivan and Goomeri will also be important to users of this interchange.

#### **Desired Outcome:**

The proposed Curra industrial area is developed to take full advantage of the connectivity provided by the new highway interchange.

#### **Policy Position:**

The proposed Curra industrial precinct will constitute the long-term supply of industrial/employment land for the region.

#### **Action:**

Council continues to progress the planning investigations with respect to the Curra industrial precinct.

### **ISSUE 4: Walkability, pedestrian and active transport connections**

#### **Discussion:**

The "old highway" alignment includes the current Bruce Highway route through Gympie along the northern side of the Mary River and northwards to the Wide Bay Highway.

The current highway provides frontage or access to a number of destinations with the town:

- shopping centres
- fast food outlets
- various retail and service providers
- 'The Sands Park' trail head access to the River to Rail Trail
- netball courts in Rose Street
- Albert Park, Duck Ponds, Gympie Gold Mining and Historical Museum precinct

- large format retailers, service providers and industrial operators
- motels

The highway is currently being regularly used as a pedestrian linkage with consistent pedestrian usage observed along much of the corridor. A reduction of through-traffic, particularly heavy vehicle traffic, will present some opportunities for improved walkability and active transport outcomes. Consultation with the Department of Transport and Main Roads should be undertaken about future ownership/maintenance/improvement (eg revegetation) of their surplus but flood prone land.

Despite relatively high levels of usage the current pedestrian environment along the Bruce Highway offers little in the way of amenity, shade or pedestrian refuges. There is a piecemeal approach to pathways and no pedestrian paths from Aldi down to 'The Sands' and south to Alford Park. This section of the road is narrow and bounded on either side by steep embankments. The shoulder of the road is also tight to the guard rails. No refuge or alternative thoroughfare options are provided for pedestrians. Notwithstanding the road being a dangerous option for pedestrians, pedestrian use is regularly observed along this section. It is noted that alternative pedestrian routes are not apparent, and the current highway forms a clear desire line for access, despite the obvious safety issues.

The DTMR is currently in the design phase for a pedestrian footbridge adjacent to the Normanby Bridge, if delivered the footbridge will present an opportunity to complete a pedestrian linkage through to the Centro shopping centre via Hughes Terrace or Watts Street, noting that the gradients along parts of this route will discourage many pedestrians.

The pedestrian situation is somewhat better in the section from Excelsior Road to Monkland Street, but the footpath provision is inconsistent (as Albert Park is approached from the south the footpaths cease to exist) and little or no shade is on offer to pedestrians. A key opportunity to be capitalised on is strengthening the connection and relationship of Gympie with the Mary River. In this regard the transfer of DTMR land between Rose Street and Albert Park to Council for parking, open space, revegetation and beautification would be beneficial.

To the north of Channon Street provision remains inconsistent and seems to alternate from one side of the road to the other in an arbitrary fashion. Again, little or no shade is available to pedestrians.

From the number of pedestrians seen to be using the current highway corridor, it is clear the corridor reflects a strong desire line. It is also clear that the current situation presents an opportunity to provide improvements with respect to:

- the continuity of pedestrian paths
- safe bicycle paths
- shade and seating
- safe crossing points at intersections

**Desired outcomes:**

- Accessible and logical pedestrian connections to points of interest and local services.

- Safe routes that prioritise and implement ‘Crime Prevention Through Environmental Design’ (CPTED) principles in design outcomes.
- Resilient and locationally appropriate landscaping.
- Pedestrian shelter and shade.
- Adequate lighting for evening use in key locations.

**Policy position:**

Safe walking and active transport options should be consistently available along the urban extent of the existing Bruce Highway corridor.

**Actions:**

- Opportunities for pedestrian and active transport outcomes along the existing Bruce Highway corridor are to be investigated as part of the next review of the Gympie Region Walk and Cycle Strategy.
- Council consults with the Department of Transport and Main Roads in the review of the Gympie Region Walk and Cycle Strategy as it relates to State roads.
- Council negotiate with the DTMR for the transfer of land between Rose Street and Albert Park to council for the purposes of parking, open space, revegetation and beautification works.

**ISSUE 5: Entry points, wayfinding and landscaping**

**Discussion:**

The signage and wayfinding interventions currently in use on the existing approaches to Gympie may not create a consistent sense of arrival. This may be in part due to the somewhat dispersed nature of Gympie’s urban frame which has historically been dictated by flooding and/or topography.

The existing welcome to Gympie landmarks are located at Six Mile Creek rest stop when entering from the south and Chatworth rest stop from the north. In both instances the “entry statement” is followed by a tract of underutilised or vacant land before the traveller encounters the urban area proper diminishing the sense of “arrival” the entry features are intended to promote.

There are opportunities at other locations (i.e. at Lake Alford or between the Sands carpark and the Aldi supermarket when arriving from the south) that might be better positioned to create a sense of arrival. The approach from the north on the current highway alignment might be expected to carry less traffic but will likely remain the desired travel path from the Wide Bay Highway to Gympie and perhaps even some points south of Gympie. An entry statement near the golf course might generate a more immediate sense of arrival than the current location at Chatsworth.

New strategically located, signage and wayfinding interventions in the vicinity of the new highway interchanges will be important, particularly in the context of the new Gympie interchange. Changes will see an increase in local traffic entering the Gympie CBD and will

also be the new key exit point for vehicles accessing coastal settlements including Tin Can Bay, Cooloola Cove and Rainbow Beach.

On-highway wayfinding signage will also be important for the approaches to all highway interchanges to allow the travelling public to select the most convenient route to their destinations in and around Gympie and locations farther afield such as the Cooloola Coast or the Wide Bay Highway. Wayfinding will also be required within Gympie itself to allow traffic to flow smoothly. Some wayfinding signage is already in place; however, this will need to be reviewed for currency and for consistency with whatever stylistic cues are adopted for the new wayfinding signage.

As almost all of the roads where either entry statements or wayfinding will be required are State roads engagement with the DTMR with respect to the design and content of the signs/entry statements should be a priority.

Landscaping treatments along the existing urban Bruce Highway corridors are many and varied or, in several locations, non-existent. Establishing a consistent and sustainable (from a maintenance perspective) landscaping palette would create a sense of place, enhance the experience of visitors, support active transport (particularly pedestrian movements), simplify maintenance and promote Gympie as a place to visit, live and invest. The landscaping of the highway corridor also presents an opportunity to visually integrate the private and public domain further adding to the character and identity of the town.

It is noted that landscaping along this corridor is regularly impacted by flooding events of varying magnitudes. Landscape design will therefore need to be robust and highly resilient to inundation.

**Desired outcomes:**

- A sustainable and unifying landscape palette is developed and applied to the urban extent of the current highway corridor.
- Wayfinding and entry statements are integral components of the corridor's landscape design
- Residents and visitors are easily able to navigate to their desired destinations.

**Policy positions:**

- Landscaping and wayfinding treatments will be used within urban areas along the current Bruce Highway corridor to enhance the amenity of the town.
- On-highway wayfinding should be provided in a manner consistent with that provided elsewhere in support of the highway by-pass.

**Actions:**

- Engage with the DTMR to develop a landscaping, signage and wayfinding palette for the new highway corridor, the new highway interchanges, new routes into town and the urban extent of the current highway corridor.
- Work with the DTMR to implement the recommendations of the Bruce Highway Upgrade Response Strategy ( PSA Consulting May 2023).

- Review the landscaping provisions included in the planning scheme with a view to establishing a consistent approach between the public and private domains along the new routes into town and the urban extent of the current highway corridor.

## **ISSUE 6: Lot configuration of surplus land**

### **Discussion:**

In the preparing for the project, the state government acquired an extensive corridor of land, most of which will be physically required for the construction of the road or retained as environmental offsets. There will be some land that, at the completion of the project, will be surplus to requirements. This land will be, depending on location, available access, physical constraints or geometric characteristics be useful to varying degrees for a range of land uses.

In some instances, the land parcels may only be reasonably reincorporated to the properties from which they were originally acquired or amalgamated with adjoining lots.

Upon completion of the construction and handover phases of the highway upgrade project an audit of the remaining parcels will identify the most appropriate future disposition of these sites, both in terms of land tenure and future zoning.

### **Desired outcome:**

- The completion of the highway upgrade project avoids the creation of unsuitable parcels of land where the future use is uncertain.

### **Policy position:**

- The disposal of residual highway land by the DTMR should only occur after the future land use zoning and subdivision arrangements have been agreed with Council.

### **Actions:**

- Consult with DTMR to understand what remaining land will be surplus to the needs of the project.
- Assist the DTMR with a strategy for amalgamation and/or consolidation of land parcels to ensure they are reasonable in size for the intended development purposes.
- Review zoning under the planning scheme review to assess and resolve the most appropriate zone for the ultimate lot configuration for both individual parcels and/or group of lots.

## **ISSUE 7: Land Use and Zoning along the old highway**

### **Discussion:**

The current highway corridor will still carry a substantial volume of traffic following the opening of the upgraded section. Gympie itself will remain a significant traffic generator, as will other destinations such as Southside and points further west along the Wide Bay



Highway. It is expected that a significant proportion of the heavy vehicle traffic that currently passes through the Gympie urban area will bypass the town and improve the overall amenity of the town.

There is scope to review of the land use zoning of some sites along the current highway corridor to improve business opportunities and realise community benefit outcomes where constraints such as flooding can be overcome. Tactically, this review will be better undertaken with the experience of actual traffic flows as opposed to the flows forecast by traffic models.

It is not proposed to review the zoning of the non-urban component of the existing highway corridor. However, it will be important to ensure that land use, landscaping and signage on these lands continues to be managed to avoid adverse amenity impacts.

**Desired Outcomes:**

- Land use, landscaping (where included in development applications) and signage controls be maintained along the "by-passed" road corridor.

**Policy Positions:**

- Land use within the urban extent of the by-passed road corridor be reviewed considering actual rather than forecast traffic flow information.

**Action:**

- No action with respect to zoning required at this time.