AGENDA FOR ORDINARY MEETING
TO BE HELD IN COUNCIL CHAMBERS, BUNDABERG
ON TUESDAY 14 MARCH 2017, COMMENCING AT 10.00 AM

8 Community & Cultural Services

9 Economic Development

10 Confidential

T1 Sundry Debt Write-Off
T2 TEN/0097 - Joint procurement of Landfill Water Quality Testing and Reporting Services
T3 Hoffmans Road, Burnett Heads - Lot 5 on SP215893
T4 Request for water leak relief - Lot 1 on SP191796
T5 Resolution to adopt Temporary Local Planning Instrument (TLPI) 1/2017 - Protection of the Mon Repos Turtle Conservation Area
T6 Works 4 Queensland 2016-2017 Tender Consideration Plan
T7 Community Reference Group Appointment - Bundaberg CBD Revitalisation Project

11 General Business

12 Meeting Close

Item **14 March 2017**

Item Number:	File Number:	Part:
F1	fA41082	GOVERNANCE & COMMUNICATIONS

Portfolio:

Organisational Services

Subject:

Audit and Risk Committee Update

Report Author:

Anthony Keleher, Chief Financial Officer

Authorised by:

Anthony Keleher, Chief Financial Officer

Link to Corporate Plan:

Governance - 4.4.2 Open and transparent leadership

Background:

Minutes

The Audit and Risk Committee met on 7 February 2017 and the minutes are attached for Council's information.

Charter

In order for the Committee to fully understand its role and responsibilities and to operate effectively, best practice suggests the formation of an Audit and Risk Committee Charter. The Charter is reviewed annually. This Charter has been reviewed (with no changes) and endorsed by the Audit and Risk Committee and is now provided to Council for adoption.

Consultation:

Representatives of Audit and Risk Committee.

Legal Implications:

Complies with various sections of the *Local Government Regulation 2012*.

Policy Implications:

The recommendations within this report comply with Council's governance framework.

Financial and Resource Implications:

The annual budget provides for costs associated with the Committee of $4,000 per year. This is comprised of the total remuneration for the external committee members.

Risk Management Implications:

The audit issues identified will be addressed by Council.

Communications Strategy:

Communications Team consulted. A Communication Strategy is:

☒ Not required

☐ Required

Attachments:

⇩1 Audit & Risk Committee Minutes - 7 February 2017
⇩2 Audit & Risk Committee Charter

Recommendation:

That the:-

a) minutes of the Audit and Risk Committee meeting held on 7 February 2017 (as detailed on the 5 pages appended to this report) **be received and noted; and**

b) Audit & Risk Committee Charter (as detailed on the 8 pages appended to this report) **– be adopted.**

BUNDABERG
REGIONAL COUNCIL

AUDIT & RISK COMMITTEE

MINUTES

Tuesday, 7 February, 2017 – 10.00 am

ATTENDANCE

Council Representatives – Cr JM Dempsey and Cr HL Blackburn

External Representatives – Mr B Grogan and Ms E Habermann.

By Invitation –

* Council Staff – Mr PJ Byrne (Chief Executive Officer), Mr AJ Keleher (Acting General Manager Organisational Services), Mr C Joosen (Manager Governance), Mr J Kelly (Manager Sustainable Finance), Mr J McCullouch (Internal Auditor), Ms E Fortune (Risk & Insurance Officer), Mr J McMullen (IMS), Mr A Gardner (Co-ordinator Regulatory Services), Ms K Craft (Manager People and Culture); and Mr I Norvock (Chief Information Officer).
  Apology: Mr A Wyatt (Group Manager Projects).

* External Auditors (Pitcher Partners) – Mr J Evans and Mr C Russell (by teleconference).

* Queensland Audit Office - Mr D Byram (by teleconference).

BUSINESS OF MEETING

1. **WELCOME** – Mr Grogan welcomed all present.

2. **MINUTES** – It was agreed that the Minutes of the Meeting held on 25 October, 2016, be taken as read and confirmed.

   Noted that:-

   (1) further information on (a) Related Parties Disclosures; and the (b) Queensland Audit Office's Report on Long Term Sustainability of Local Government, specifically relating to this Council's long term financial situation - will be presented for consideration at the next Meeting of this Committee.

..2.

(2) a performance audit of SPER has been proposed by the Queensland Government in the 2017/2018 audit period.

3. **MAJOR PROJECTS UPDATES**

(a) Core Systems Replacement Programme - Mr Norvock gave an overview of the current status of the projects, and answered queries raised particularly in relation to cloud based solutions for both the Enterprise Asset Management and Enterprise Resource Planning projects.

It was agreed that the report be noted.

(b) Qunaba Animal Management Facility - Mr Gardner addressed the Meeting on this report; and answered queries raised.

It was agreed that the report be noted.

(c) Multi-Use Sports and Community Centre - In the absence of Mr Wyatt, Mr Byrne and Mr Keleher spoke to the report, and advised the PCYC would be moving in shortly and the contractor for Stage 2 has taken possession of the site.

It was agreed that the report be noted. (See note * below)

(d) Rubyanna Wastewater Treatment Plant - In the absence of Mr Wyatt, Mr Byrne, Mr Keleher and Mr Kelly spoke to the report, and answered queries raised particularly relating to electricity and funding.

It was agreed that the report be noted. (See note * below)

* It was noted that where the Project Manager is unavailable to attend Meetings of this Committee - the relevant General Manager or appropriate Senior Officer involved in managing the Project, should attend the Meeting to present the Report.

5. **LGAQ - INDUSTRIAL RELATIONS AUDIT** - Ms Craft addressed the Meeting on this report; and answered queries raised.

It was agreed that the report be noted.

..3.

6. **EXTERNAL AUDIT UPDATE**

(a) Pitcher Partners - Mr Evans provided an overview of the Briefing Note and Audit Plan for the 2017 Audit and outlined issues which will be addressed during the audit.

Discussion also took place on various aspects pertaining to the audit and its strategies.

It being noted:-

(1) The Key Engagement Milestones was signed and returned as requested by Pitcher Partners;

(2) Mr Evans and Mr Keleher are to review the date of the October 2017 Meeting to ensure it supports the Queensland Audit Office's new Assessment Criteria for Financial Statements.

(b) Queensland Audit Office - Mr Byram provided a brief overview of audit issues from the QAO's perspective.

7. **FINANCIAL REPORTING SCHEDULE** – It was agreed that the proposed timetable be agreed to; again noting that due to the Queensland Audit Office's new Assessment Criteria for Financial Statements - the date of the Audit Meeting scheduled for October 2017 will be reviewed (date to be advised).

8. **ASSESSMENT OF FINANCIAL INFORMATION**

(a) **Financial Position as at 3 January, 2017** - Mr Keleher addressed the Meeting on the Report that was presented to Council at its Meeting of 31 January, 2017; and it was agreed that the contents of this Report be noted by the Committee.

9. **ASSESSMENT OF RISKS**

(a) Update of Risk Management Programme - Ms Fortune provided an update on the Risk Management Programme, the current status of projects and the Risk Profile Report to December 2016. The various queries raised were answered.

- Noted that:-

(1) it was agreed that whilst more detailed reports on risks have been included in this report, further enhancements will be made for future reports;

..4.

(2) a copy of the amended Corporate Risk Register be circulated to all Members.

- It was agreed that the information contained in the Report be noted

(b) Finance Risk Register -- Mr Keleher addressed the Meeting on the status of the Financial Risk Register.

- Noted that further enhancements will be made to the reporting layout for future reports.

- It was agreed that the information contained in the Report be noted.

10. **INTERNAL AUDIT REPORTING**

(a) Internal Audit Strategy and Update - Mr McCulloch addressed the Meeting on the status of the Internal Audit Reporting process.

- Noted that a copy of the Audit & Risk Committee Charter will be circulated to all Members - for review and comment prior to next Meeting.

(b) Internal Audit Report - Cash Handling, Receipting and Banking Audit of Moore Park Beach Holiday Park - Mr McCullouch addressed the Meeting on Audit undertaken; and the various queries were addressed.

- It was agreed that the information contained in the Report be noted.

(c) Telephone Fraud Recovery Attempt - Mr McCullouch addressed the Meeting on Audit undertaken; and the various queries were addressed.

- It was agreed that the information contained in the Report be noted.

(d) Corporate Purchase Cards Review - Follow up review of Exceptions - Mr Keleher addressed the Meeting on the Exception Audit undertaken; and the various queries were addressed.

- Noted that further reports on investigations relating to the checking processes of Corporate Purchase Cards will be submitted to this Committee.

- It was agreed that the information contained in the Report be noted.

..5.

11. **INTERNAL QUALITY AUDIT REPORTS**

(a) Internal Quality Audit and Status Report of Corrective Action Requests - Mr McMullen addressed the status of the corrective actions arising from audits.

- It was agreed that the information contained in the Report be noted.

12. **EMERGENCY MANAGEMENT LEVY AUDIT** - Mr Keleher provided an overview of the Report; and it was agreed that the information contained in the Report be noted.

13. **GENERAL BUSINESS**

(1) Building Better Regions Fund Applications - Discussion took place on possible projects for submission for funding under the Building Better Regions Fund.

(2) Retirement - On behalf of the Committee, the Chairman thanked Peter Byrne for his service and dedication to Council, and wished him well on his Retirement and for the future.

14. **NEXT MEETING**

Tuesday, 13 June, 2017 - 10.00 am

15. **PROPOSED FUTURE MEETINGS**

Tuesday, 12 September, 2017 - 10.00 am
Tuesday, ## October, 2017 - 10.00 am - (Date to be advised)

There being no further business, the Meeting was closed at 12.35 pm.

_____
CHAIRMAN.

BUNDABERG
REGIONAL COUNCIL

AUDIT & RISK COMMITTEE CHARTER

MD-8-003 Rev.7 26/07/16 P1 of 8

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1. Introduction

The Audit and Risk Committee ('Committee') is established in accordance with the *Local Government Act 2009* ('Act') which requires that each large local government must establish an audit committee.

The Committee will act as an advisory service to Bundaberg Regional Council ('Council') in the effective discharge of the responsibilities prescribed in the Act, the *Local Government Regulation 2012* ('Regulation') and other relevant legislation and prescribed requirements. In doing so, it will provide independent comment, advice and counsel on audit and risk management issues covering all Council operations and projects reported and considered by the Committee at its regular meetings.

The Committee does not replace or replicate established management responsibilities and delegations, the responsibilities of other executive management groups within Council, or the reporting lines and responsibilities of the internal audit, external audit or risk management functions.

This Charter sets out the Committee's authority and independence, objectives, duties and responsibilities, relationships, membership, ethical practices, meetings, induction material and performance management.

2. Authority and Independence

In discharging its responsibilities, the Committee has the authority to:

- conduct or request investigations into matters within its scope of responsibility;
- access information, records and personnel of the Council for such purpose;
- request the attendance of any employee, including executive staff, at committee meetings;
- conduct meetings with the Council's internal and external auditors, as necessary; and
- seek advice from external parties to meet its responsibilities, as necessary.

Any request for additional audits (outside of the Annual Audit Plan), investigations or expenditure needs to be agreed to by the Committee and approved by Council.

3. Confidentiality

The Committee members are responsible and accountable for maintaining the confidentiality of the information they receive during the conduct of their function. All external committee members shall sign a confidentiality agreement upon commencement.

4. Objectives

The objective of the Committee is to assist Council and the Chief Executive Officer to discharge responsibilities imposed under the Act and other relevant legislation which includes the requirement to monitor and review:

- the integrity of financial documents;
- the internal audit function
- the effectiveness and objectivity of Council's Internal Auditor; and
- the effectiveness of Council's risk management and internal control frameworks.

The Committee also makes recommendations to Council and management about any matters that it considers need action or improvement.

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5. Duties and Responsibilities

In accordance with the principles for an Audit Committee set out in the Act, the Regulation and accepted best practices, the duties and responsibilities of the Committee are as follows:

Internal Audit

- Review the budget, staffing and skills of the internal audit function;
- Review and endorse the annual internal audit plan and the strategic 3 year internal audit plan to confirm the adequacy of planned coverage and work priorities covering areas of greatest risk;
- Regularly review the internal audit annual plan including the currency of its scope and progress, and monitor any difficulties or restrictions on scope of activities or significant disagreements with management. Approve any significant changes to the internal audit annual plan;
- Review the findings and recommendations of internal audit activities and management responses;
- Review the implementation of internal audit recommendations accepted by management;
- Monitor external audit reports, the Council's response to these reports and the implementation of recommendations accepted by management; and
- Review the Internal Audit Charter Governance Policy to ensure appropriate authority, access and reporting arrangements are maintained.

Financial Statements

- Review the appropriateness of accounting policies adopted by Council and ensure the accounting policies adopted are relevant to Council and its specific circumstances;
- Review the appropriateness of significant assumptions and judgments made by management, particularly around estimations which impact on reported amounts of assets, liabilities, income and expenses in the financial statements;
- Review the financial statements for compliance with prescribed accounting and other requirements;
- Review, with management and the external auditors, the results of the external audit and any significant issues identified;
- Exercise an appropriate level of skepticism by questioning and seeking full and adequate explanations for any unusual transactions and their presentation in the financial statements;
- Analyse the Council's financial performance and financial position and seek explanation for significant trends or variations from budget or forecasts;
- Ensure that assurance with respect to the accuracy and completeness of the financial statements is given by management; and
- Recommend approval of the Financial Statements (including sustainability ratios) to the CEO and Mayor.

Risk Management

- Review the risk management framework for identifying, monitoring and managing significant business risks, including fraud;
- Assess the impact of the Council's risk management framework on its control environment and insurance arrangements;
- Assess and contribute to the audit planning processes relating to the risks and threats to Council;
- Determine whether a sound and effective approach has been followed in establishing the Council's business continuity planning arrangements, including whether business continuity and disaster recovery plans have been periodically updated and tested;
- Review the process of developing and implementing the Council's fraud control arrangements and satisfy itself the entity has appropriate processes and systems in place to detect, capture and effectively respond to fraud-related information; and
- Review reports on fraud from the Council's Governance Manager that outline any identified

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allegations of fraud, the status of any ongoing investigations and any changes to identified fraud risk in the entity.

Internal Control Framework

- Review, through the internal and external audit functions, the adequacy of the internal control structure and systems, including information technology security and control; and
- Review, through the internal and external audit functions, whether relevant policies and procedures are in place, up-to-date and complied with, including those for the management and exercise of delegations.

External Audit

- Provide input and feedback on the external auditor's proposed audit strategy and audit plan including financial statements, and consult on audit fees for the year;
- Review the findings and recommendations of external audit and the response to them by management;
- Ensure that there is no material overlap between the internal and external audit functions; and
- Review any external audit reports / better practice guides to determine if there are any learnings that may relate to Council.

Compliance

- Determine whether management has considered legal and compliance risks as part of Council's risk assessment and management arrangements;
- Review the effectiveness of the system for monitoring the Council's compliance with relevant laws, regulations and policies; and
- Review the findings of any examinations by regulatory agencies, and any auditor observations.

Reporting

- The Committee must prepare prompt and timely meeting minutes and reports to Council outlining relevant matters that have been considered by it, as well as the Committee's opinions and recommendations thereon;
- Circulate minutes of the Committee meetings to the Chief Executive Officer, committee members and invited guests as appropriate;
- At least twice (2) a year, the Committee Chairperson will prepare a report to Council summarising the performance and achievements of the Committee for the previous period. An interim program of the Committee's activities for the coming period also will be provided; and
- A summary of the role and achievements of the Committee shall be included in the Annual Report of Council together with a statement that the Committee has observed the terms of its charter.

6. Relationships

Internal Audit

The Committee will act as a forum for Internal Audit and oversee its planning, monitoring and reporting processes. This process will form part of the governance processes that ensure that the Council's internal audit function operates effectively, efficiently and economically.

The Chair and relevant members may hold executive sessions with the Internal Auditor as required.

Sustainable Finance Manager and Governance Manager

The Committee is to liaise with and have access to the Sustainable Finance Manager to assist with supply of Internal Quality Audit information, issues or concerns.

The Governance Manager will provide assistance with the supply of risk management issues (including fraud related matters) or concerns.

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Council Executive Management Groups
The Committee will liaise closely with other Council executive management groups and ensure, to the extent practicable, that there is no material overlap between the internal and external audit functions. The Committee will ensure there is a frank and meaningful exchange of information between the groups where this is necessary or desirable.

Line Management
The role of the Committee with respect to line management will focus on whether the actions proposed to address audit concerns are satisfactory and cost-effective and will enhance the effectiveness and efficiency with which Council delivers its outputs and contributes to whole of Council priorities. The Committee does not have the authority or ability to direct line management.

External Audit
The Committee has no power of direction over external audit or the manner in which the external audit is planned or undertaken but will act as a forum for the consideration of external audit findings and will ensure they are balanced with the views of management. The Committee will consult with external audit on the functions proposed in the audit strategy and audit fees for each year and ensure that an integrated audit process occurs, to the extent practicable. The Committee will review letters and reports provided by an external auditor.

7. Committee Membership

The Committee will consist of two Councillors as per Chapter 5, Part 11, 'Auditing' of the Regulation and will be appointed by resolution by Council.

Collectively, the Committee shall possess:

- a thorough understanding of the core activities of Council and the environment in which it operates, including its strengths, weaknesses, opportunities and threats;
- a commitment to the continual improvement of the outputs Council delivers and that contribute to the achievement of Council's priorities;
- strong business acumen and management skills;
- a high level of understanding of best practice internal control, risk management and corporate governance;
- a sound knowledge of information systems and emerging technology;
- a high level of competency in financial and operational reporting and the ability to analyse complex financial reports, including Council's Operating Statement, Statement of Financial Position, Cash Flow Statement and Notes to and forming part of those statements;
- an inquiring attitude, objectivity and independence; and
- a strong, demonstrated sense of probity and ethical conduct.

To ensure independence and an appropriate mix of skills, two external members will be chosen and appointed to the Committee. When selecting an external member, Council must have regard to that person having appropriate accounting or similar background to provide additional expertise to Council.

Council members of the Committee should be given the opportunity to attend technical or professional development courses or training in relevant accounting, legislative or risk management areas to assist them in the performance of their role.

The membership of the Committee may be reviewed during the life of the Committee but will be reviewed following the completion of each general local government election.

Committee Chairperson
The Chairperson shall be elected by the Committee. To ensure independence, it is better practice

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that the Chairperson be an external committee member.

Committee Secretary

- The Secretary will be responsible for the preparation and circulation of the meeting agenda and accurately minuting all decisions of the Committee in consultation with its Chairperson;
- The Secretary will also be responsible for the timely tabling of all correspondence, reports and other information relevant to the Committee's activities and operations; and
- The Secretary is to be provided by the Chief Executive Officer.

8. Ethical Practices

Members of the Committee will, at all times in the discharge of their duties and responsibilities, exercise honesty, objectivity and probity and not engage knowingly in acts or activities that have the potential to bring discredit to Council.

Members also must refrain from entering into any activity that may prejudice their ability to carry out their duties and responsibilities objectively and must at all times act in a proper and prudent manner in the use of information acquired in the course of their duties. Members must not use Council information for any personal gain for themselves or their immediate families or in any manner that would be contrary to law or detrimental to the welfare and goodwill of Council. Further, members must not publicly comment on matters relative to activities of the Committee other than as authorised by Council.

Members who become aware of a conflict of interest or issues which may affect their objectivity on matters raised within the Committee should advise the Chairman immediately. Should the Chairperson experience such a conflict he / she is to advise the Chief Executive Officer.

9. Committee Meetings

Meetings shall be conducted on a formal basis and be effectively minuted by the Secretary as to proceedings and decisions. Meeting agendas must be prepared and distributed to all members of the Committee at least seven working days prior to a meeting. Minutes of meetings must be prepared and distributed to Committee members as soon as possible after the conclusion of the meeting and must be confirmed as an accurate record of the meeting at the next subsequent meeting of the Committee.

In the setting of the Committee agenda, there will be an emphasis on the most significant risks and threats to Council and the ongoing evaluation of what is being done to mitigate such risks. The Committee shall meet as often as it determines, desirably quarterly but no less than two times per year. In addition, the Committee Chairperson may call such additional meetings as may be necessary to address any matters referred to the Committee or in respect of matters that the Committee wishes to pursue.

A quorum shall consist of at least three members.

As far as practicable, decisions of the Committee shall be regarded as its collective decision or advice. However, where there is material dissension to a decision, a minority view may be placed before Council.

Other attendees at Committee Meetings

The Chairperson may invite a representative of external audit or other appropriate persons to attend any meeting of the Committee and to present and comment on appropriate items.

Where advice is required in relation to a matter subject to a Committee inquiry and it is considered sufficiently material to warrant the services of a specialist consultant external to Council, the Committee may request Council for such expert assistance.

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10. Induction Material

New Committee members will receive relevant information on their appointment to assist them to meet their Committee responsibilities.

11. Evaluation of Committee Activities

The Committee will assess its performance and achievements against this Charter on an annual basis. All committee members will be asked to individually and anonymously complete an online self-assessment questionnaire to assist the Committee identify its strengths and weaknesses and recognise areas for future improvement. The Committee shall take appropriate action in respect of areas where there is a perceived need for enhancement of its role, operational processes or membership.

Annually, the Committee Chairperson will provide each individual member of the Committee with feedback on that person's work performance and professional contributions to the Committee's activities for the year.

Membership of the Committee will be reviewed by Council following each local government Election with the aim of ensuring appropriate balance between continuity of membership, the contribution of fresh perspectives and a suitable mix of skills, knowledge and experience.

External and non-executive management members are to be limited to a maximum of two terms equivalent to two local government elections.

12. Review of the Charter

This Charter will be reviewed annually by the Committee to ensure it remains consistent with the Committee's authority, objectives and responsibilities.

13. Approval of the Charter

The Charter is endorsed by the Chair of the Committee and approved by Council.

14. References and Associated Documents

Local Government Act 2009
Local Government Regulation 2012
GP-3-002 Integrated Risk Management Governance Policy
GP-3-034 Internal Audit Charter Governance Policy

Item

14 March 2017

Item Number:	File Number:	Part:
F2	qA860	GOVERNANCE & COMMUNICATIONS

Portfolio:

Organisational Services

Subject:

Hervey Street, Elliott Heads - Request to Lease part of Lot 2 on RP120655

Report Author:

Nathan Powell, Property Leasing Officer

Authorised by:

Anthony Keleher, Chief Financial Officer

Link to Corporate Plan:

Governance - 4.4.6 A commonsense approach to planning, coordination and consultation

Background:

Correspondence has been received from Service Stream Mobile Communications (SSMC) on behalf of their client, Vodafone Network Pty Ltd, to enter into 2 x 10 year leases, to construct a new mobile phone base station, over part of land described as Lot 2 on RP120655, located at Hervey Street, Elliott Heads.

As part of its Bundaberg Regional Expansion Program and to coincide with the opening of its retail store, Vodafone's consultants SSMC are progressing six (6) new mobile telecommunication sites within Bundaberg, Bargara, Burnett Heads and Elliott Heads. They have advised this will provide a comprehensive new network across Bundaberg to the coast and enable the provision of a more competitive and diverse mobile communications market.

The proposed broad terms are consistent with Council's recent negotiations on the Childers Water Tower Lease, which are as follows:-

- Payment of an annual rent to Council of $14,000 per annum plus GST with 3% rental increase annually; and
- 20 year term (2 x 10 year leases).

The Lease is also in accordance with a previously negotiated lease to Vodafone at Burnett Heads Water Tower.

SSMC has provided drawings of the proposed site which have been reviewed by Council's Water and Wastewater Department and have advised in principle approval.

Water & Wastewater however would like noted that they object to the building of telecommunication infrastructure over Council infrastructure at any of their sites due to the problems it would cause when undertaking future maintenance and repairs.

SSMC has advised that under the *Telecommunications Act 1997* they must undertake community consultation for each site in accordance with its requirements.

Associated Person/Organization:

Service Stream Mobile Communications; Vodafone Network Pty Ltd

Consultation:

Portfolio Spokesperson: Cr Helen Blackburn has been advised of the request.

Divisional Councillor: Cr Scott Rowleson has been advised of the request.

Department of Infrastructure & Planning:

Water & Wastewater Department – Harry Ballinger and David Holloway.

Planning & Development, Planning Officer Scott Irwin.

General Manager Infrastructure & Planning, Andrew Fulton, recommends that the term of any lease should only be for a period of 10 years.

Legal Implications:

Should Council adopt the recommendation there would appear to be no legal implications. However, it should be noted that the *Telecommunications Act 1997* may hold provisions requiring local government to allow erection of Mobile Base Stations on Council owned assets (such as water towers) without prior approval under certain circumstances.

Policy Implications:

Council Policy OP-3-047 “Telecommunications Equipment on Council Water Towers” directly applies to this proposal.

Financial and Resource Implications:

Revenue generated from the commencing annual rental fee of $14,000 increasing by 3% annually.

Risk Management Implications:

Should Council adopt the recommendation there would appear to be no risk implications.

Communications Strategy:

Communications Team consulted. A Communication Strategy is:

☒ Not required

☐ Required

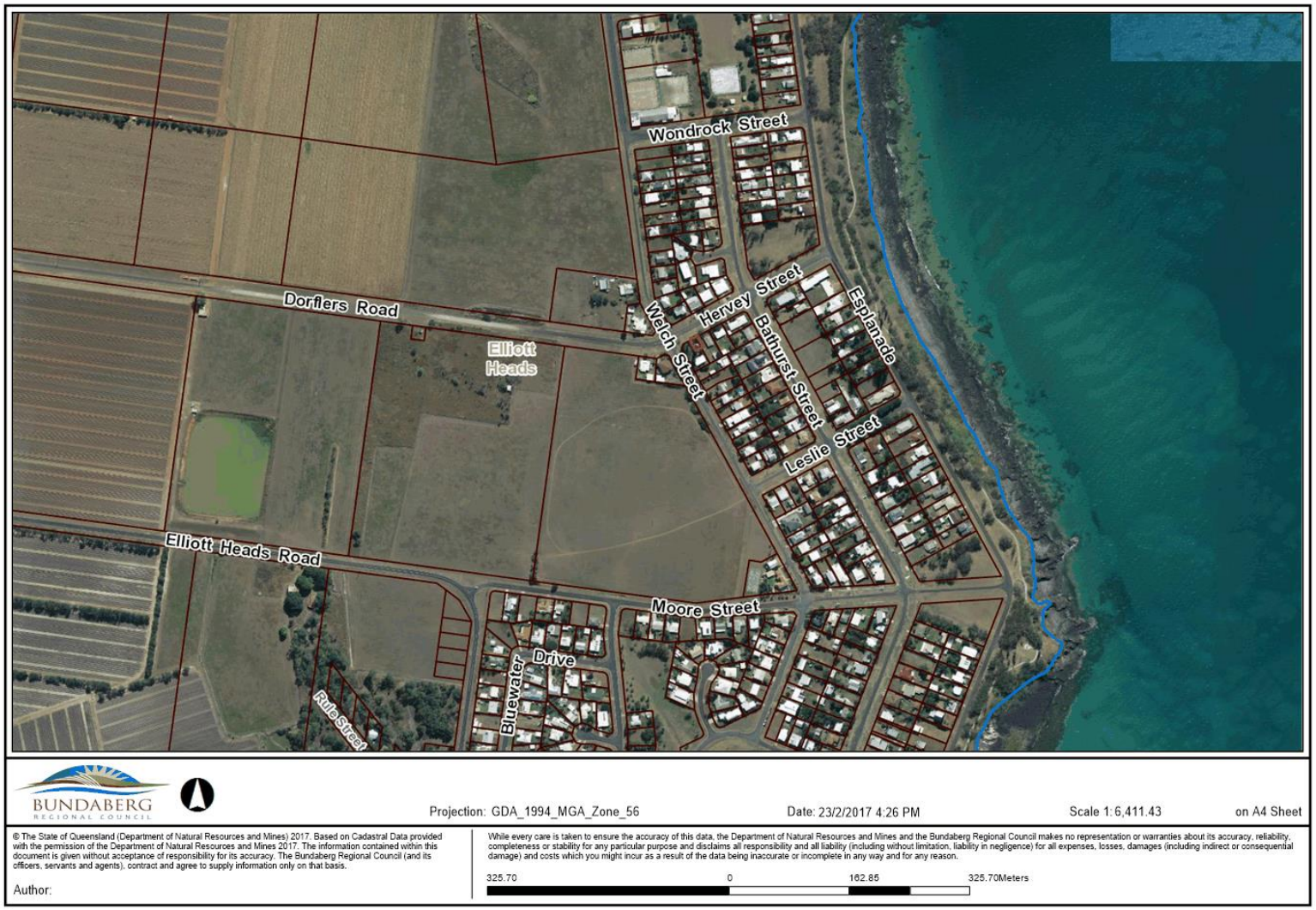
Attachments:

⇩1 Hervey Street Water Tower - Aerial Photo (wide)
⇩2 Hervey Street Water Tower - Aerial Photo (close)
⇩3 Hervey Street Water Tower - Preliminary Plan

Recommendation:

That the Chief Executive Officer be authorised to finalise a 10 year term lease over part of Lot 2 on RP120655, Hervey Street, Elliott Heads, subject to:-

1. **the final site plans being approved by the Water & Wastewater department;**
2. **installation being in accordance with Council Policy OP-3-047 "Telecommunications Equipment on Council Water Towers";**
3. **an annual fee of $14,000 + GST per annum with fixed 3% annual increase being paid.**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10.18 0 5.09 10.18 Meters

THESE DRAWINGS HAVE BEEN PRODUCED BASED VODAFONE ISSUED ON FR VERSION V2 DATED 13/09/16.

DATE OF ISSUE		15/11/16
DRAWING PACKAGE VERSION		1
GENERAL DRAWINGS		
G1	SITE AND LOCALITY PLANS	A
G2	SITE SETOUT PLAN	A
G3	SITE ELEVATION	A
G4	ANTENNA CONFIGURATION & ANCILLARIES TABLE	A
STRUCTURAL DRAWINGS		
ELECTRICAL DRAWINGS		
FITOUT ROOM DRAWINGS		
RF SCHEMATIC DIAGRAM		
RF1	RF SCHEMATIC DIAGRAM	A
TRANSMISSION DRAWINGS		
REFERENCE DRAWINGS		
DISTRIBUTION LIST		
VODAFONE		1

vodafone

VODAFONE AREA PM: _____
DATE: _____ SIGN: _____
VODAFONE RF ENGINEER: _____
DATE: _____ SIGN: _____

VODAFONE SITE 440256
ELLIOT HEADS

LOT2 RP120655
HERVEY STREET
ELLIOTS HEADS, QLD 4670

DRAFT

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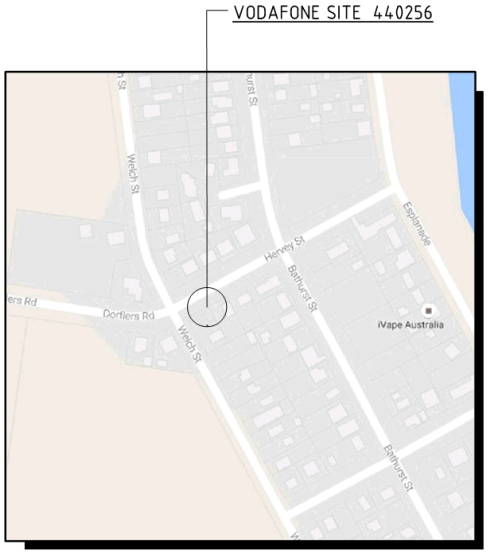
BUNDABERG REGIONAL EXPANSION PROGRAM

PRELIMINARY

DRAWING NO. 440256-00

A3



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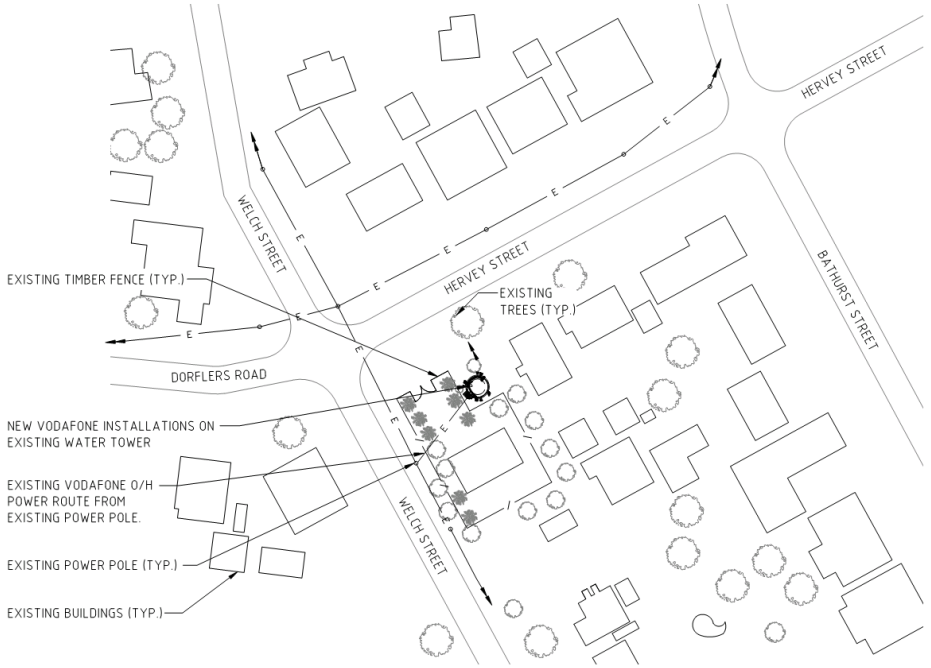
SITE LOCALITY PLAN

NOT TO SCALE



SITE ACCESS

SCALE 1:1000

RFNSA NUMBER: NEW SITE		
CARRIER	SITE NAME	SITE ID
VODAFONE	ELLIOT HEADS	440256

DRAFT

REV	DATE	REVISION DESCRIPTION	VENDOR	DRAWN	DESIGNED	APPRD
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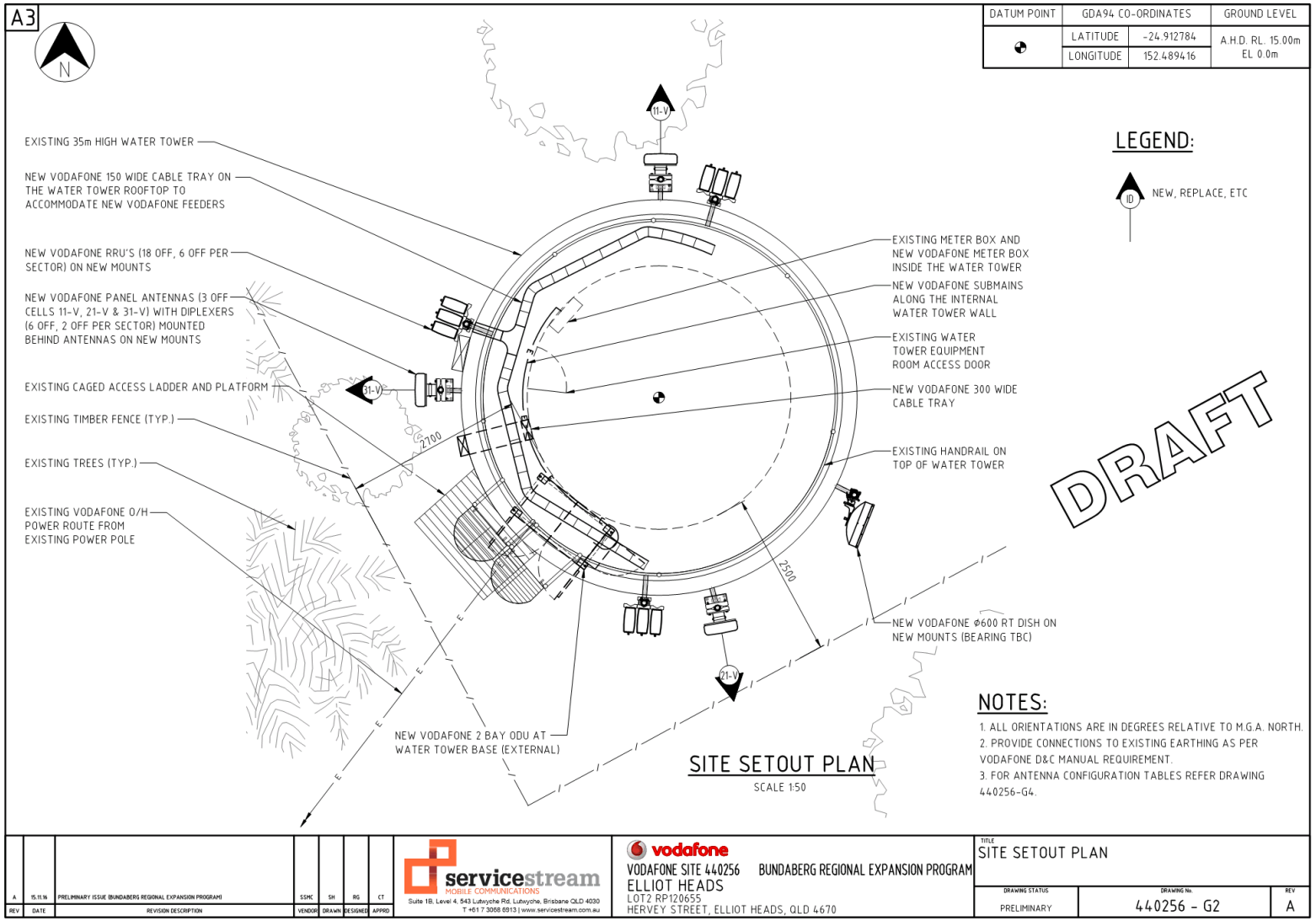
ELLIOT HEADS
LOT2 RP120655
HERVEY STREET, ELLIOT HEADS, QLD 4670

TITLE: SITE AND LOCALITY PLANS

DRAWING STATUS	DRAWING No.	REV
PRELIMINARY	440256 - G1	A


A3
N
DATUM POINT
GDA94 CO-ORDINATES
LATITUDE -24.912784
LONGITUDE 152.489416
GROUND LEVEL
A.H.D. RL. 15.00m
EL. 0.0m
EXISTING 35m HIGH WATER TOWER
NEW VODAFONE 150 WIDE CABLE TRAY ON THE WATER TOWER ROOFTOP TO ACCOMMODATE NEW VODAFONE FEEDERS
NEW VODAFONE RRU'S (18 OFF, 6 OFF PER SECTOR) ON NEW MOUNTS
NEW VODAFONE PANEL ANTENNAS (3 OFF CELLS 11-V, 21-V & 31-V) WITH DIPLEXERS (6 OFF, 2 OFF PER SECTOR) MOUNTED BEHIND ANTENNAS ON NEW MOUNTS
EXISTING CAGED ACCESS LADDER AND PLATFORM
EXISTING TIMBER FENCE (TYP.)
EXISTING TREES (TYP.)
EXISTING VODAFONE O/H POWER ROUTE FROM EXISTING POWER POLE
NEW VODAFONE 2 BAY ODU AT WATER TOWER BASE (EXTERNAL)
EXISTING METER BOX AND NEW VODAFONE METER BOX INSIDE THE WATER TOWER
NEW VODAFONE SUBMAINS ALONG THE INTERNAL WATER TOWER WALL
EXISTING WATER TOWER EQUIPMENT ROOM ACCESS DOOR
NEW VODAFONE 300 WIDE CABLE TRAY
EXISTING HANDRAIL ON TOP OF WATER TOWER
NEW VODAFONE Φ600 RT DISH ON NEW MOUNTS (BEARING TBC)
11-V
31-V
21-V
2700
2500
LEGEND:
NEW, REPLACE, ETC
DRAFT
SITE SETOUT PLAN
SCALE 1:50
NOTES:
1. ALL ORIENTATIONS ARE IN DEGREES RELATIVE TO M.G.A. NORTH.
2. PROVIDE CONNECTIONS TO EXISTING EARTHING AS PER VODAFONE D&C MANUAL REQUIREMENT.
3. FOR ANTENNA CONFIGURATION TABLES REFER DRAWING 440256-G4.
A 15.11.16 PRELIMINARY ISSUE (BUNDABERG REGIONAL EXPANSION PROGRAM) SSMC SH RG CT
REV DATE REVISION DESCRIPTION VENDOR DRAWN DESIGNED APPRD
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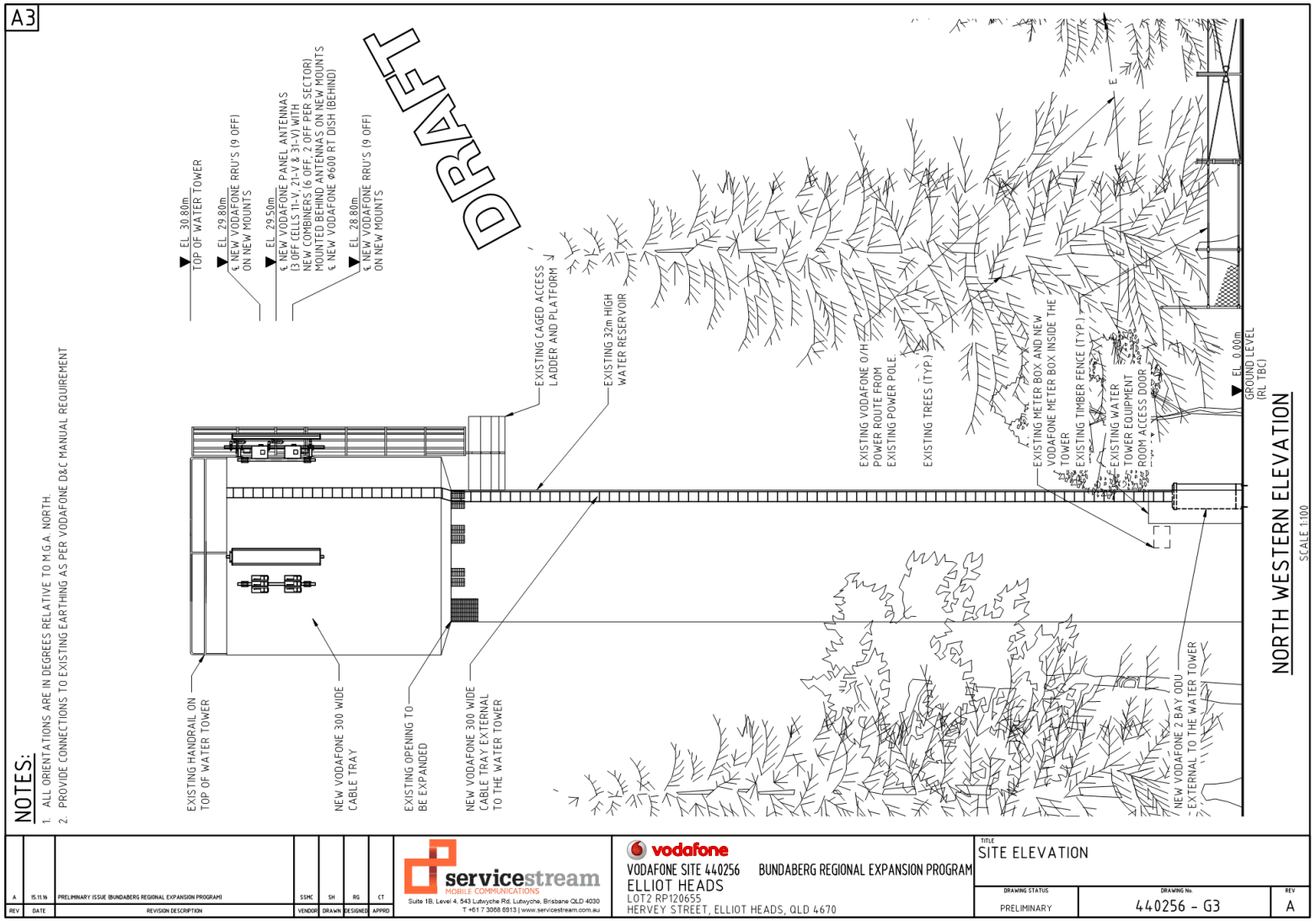
ELLIOT HEADS
LOT2 RP120655
HERVEY STREET, ELLIOT HEADS, QLD 4670
TITLE
SITE SETOUT PLAN
DRAWING STATUS
PRELIMINARY
DRAWING No.
440256 - G2
REV
A


A3
DRAFT
NOTES:
1. ALL ORIENTATIONS ARE IN DEGREES RELATIVE TO M.G.A. NORTH.
2. PROVIDE CONNECTIONS TO EXISTING EARTHING AS PER VODAFONE D&C MANUAL REQUIREMENT
EL 30.80m TOP OF WATER TOWER
EL 29.80m ℄ NEW VODAFONE RRU'S (9 OFF) ON NEW MOUNTS
EL 29.50m ℄ NEW VODAFONE PANEL ANTENNAS (3 OFF CELLS 11-V, 21-V & 31-V) WITH NEW COMBINERS (6 OFF, 2 OFF PER SECTOR) MOUNTED BEHIND ANTENNAS ON NEW MOUNTS ℄ NEW VODAFONE ø600 RT DISH (BEHIND)
EL 28.80m ℄ NEW VODAFONE RRU'S (9 OFF) ON NEW MOUNTS
EXISTING CAGED ACCESS LADDER AND PLATFORM
EXISTING 32m HIGH WATER RESERVOIR
EXISTING VODAFONE O/H POWER ROUTE FROM EXISTING POWER POLE
EXISTING TREES (TYP.)
EXISTING METER BOX AND NEW VODAFONE METER BOX INSIDE THE TOWER
EXISTING TIMBER FENCE (TYP.)
EXISTING WATER TOWER EQUIPMENT ROOM ACCESS DOOR
EL 0.00m GROUND LEVEL (RL TBC)
EXISTING HANDRAIL ON TOP OF WATER TOWER
NEW VODAFONE 300 WIDE CABLE TRAY
EXISTING OPENING TO BE EXPANDED
NEW VODAFONE 300 WIDE CABLE TRAY EXTERNAL TO THE WATER TOWER
NEW VODAFONE 2 BAY ODU - EXTERNAL TO THE WATER TOWER
NORTH WESTERN ELEVATION
SCALE 1:100
A | 15.11.16 | PRELIMINARY ISSUE (BUNDABERG REGIONAL EXPANSION PROGRAM) | SSMC | SH | RG | CT
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LOT2 RP120655
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TITLE
SITE ELEVATION
DRAWING STATUS
PRELIMINARY
DRAWING No.
440256 - G3
REV
A

A3

ANTENNA CONFIGURATION TABLE

		(1)-V						(2)-V						(3)-V						TOTAL
ANTENNA	SECTOR No.	1						2						3						
	AZIMUTH	0°						170°						270°						
	HEIGHT AT JCL ANTENNA	32.00m						32.00m						32.00m						
	ANTENNA TYPE	TQBM-D609017-Q172?17DER-65FT2						TQBM-D609017-Q172?17DER-65FT2						TQBM-D609017-Q172?17DER-65FT2						
	DIMENSIONS (L x W x D)	2680 x 500 x 158						2680 x 500 x 158						2680 x 500 x 158						
	STATUS	NEW						NEW						NEW						
	OPERATOR	VODAFONE						VODAFONE						VODAFONE						
	TECHNOLOGY	G	U	L	L	U	U	G	U	L	L	U	U	G	U	L	L	U	U	
	BAND (MHz)	850/900	850/900	1800	1800	2100	2100	900	850	1800	1800	2100	2100	900	850	1800	1800	2100	2100	
	PORTS	1&2	3&4	5&6	7&8	9&10	11&12	1&2	3&4	5&6	7&8	9&10	11&12	1&2	3&4	5&6	7&8	9&10	11&12	
	ELECTRICAL TILT	1°	1°	1°	1°	1°	1°	2°	2°	2°	2°	2°	2°	0°	0°	0°	0°	0°	0°	
	MECHANICAL TILT	0°						0°						0°						
ANCILLARIES	MHA	-						-						-						0
	RRU	3		1	1	1		3		1	1	1		3		1	1	1		18
	RET	YES						YES						YES						0
	COMBINER	1	1					1	1					1	1					6
	FIBRE BREAKOUT BOX	1 + 1 SHARED						1 + 1 SHARED						1 + 1 SHARED						4
FIBRE	FIBRE TYPE	HCA-1008-20S-040-VA-FIBRE						HCA-1008-20S-050-VA-FIBRE						HCA-1008-20S-045-VA-FIBRE						
	FIBRE LENGTH	40m						50m						45m						
	QUANTITY	1 + 1 SHARED						1 + 1 SHARED						1 + 1 SHARED						4
	STATUS	NEW						NEW						NEW						

TRANSMISSION LINKS - PARABOLIC ANTENNAS SCHEDULE

TAG	STATUS	LINK SITE NAME	SITE No.	AZIMUTH	ELEVATION	DIAMETER	MODEL	FEEDER TYPE	FEEDER LENGTH
A	NEW	BUNDABERG SOUTH	4745	TBC	32.00m	Ø600mm	MLTN	AVA6-50	45.00m

DRAFT

NOTES:

1. INFORMATION IN THE TABLES SUPPLIED AND VERIFIED BY VODAFONE.
2. ANCILLARIES REFER TO ITEMS AT THE ANTENNA.
3. FEEDER LENGTHS ARE ESTIMATED, ROUNDED UP TO THE NEXT 5m.
4. REFER TO DRG 440256-G2 FOR M.G.A. NORTH.
5. FOR CLARIFICATION ON FEEDER DETAILS THROUGHOUT ROUTE REFER TO DRG 440256-G2.

REV	DATE	REVISION DESCRIPTION	VENDOR	DRAWN	DESIGNED	APPRD
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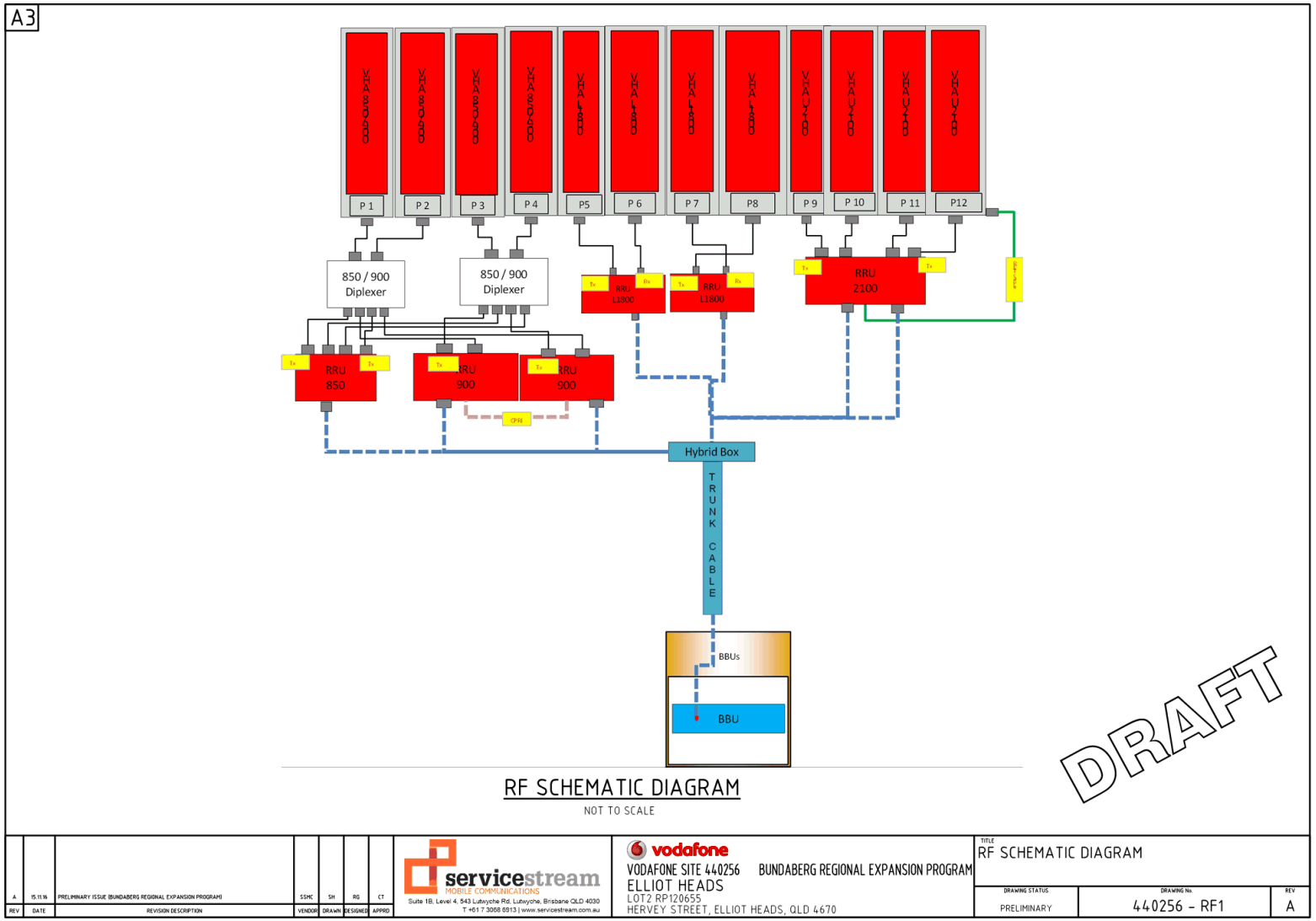
LOT2 RP120655
HERVEY STREET, ELLIOT HEADS, QLD 4670

TITLE: ANTENNA CONFIGURATION & ANCILLARIES TABLE

DRAWING STATUS	DRAWING No.	REV
PRELIMINARY	440256 - G4	A


A3
P 1
P 2
P 3
P 4
P5
P 6
P 7
P8
P 9
P 10
P 11
P12
850 / 900 Diplexer
850 / 900 Diplexer
RRU L1800
RRU L1800
RRU 2100
RRU 850
RRU 900
RRU 900
Hybrid Box
TRUNK CABLE
BBUs
BBU
DRAFT
RF SCHEMATIC DIAGRAM
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TITLE
RF SCHEMATIC DIAGRAM
DRAWING STATUS
PRELIMINARY
DRAWING No.
440256 – RF1
REV
A

Item

14 March 2017

Item Number:	File Number:	Part:
F3	qA860	GOVERNANCE & COMMUNICATIONS

Portfolio:

Organisational Services

Subject:

Turner Street, Avoca - Request to Lease part of Lots 1 & 2 on RP141590

Report Author:

Nathan Powell, Property Leasing Officer

Authorised by:

Anthony Keleher, Chief Financial Officer

Link to Corporate Plan:

Governance - 4.4.6 A commonsense approach to planning, coordination and consultation

Background:

Correspondence has been received from Service Stream Mobile Communications (SSMC) on behalf of their client, Vodafone Network Pty Ltd to enter into a 2 x 10 years lease, to construct a new mobile phone base station, over part of land described as Lots 1 and 2 on RP141590, located at 4 Turner Street, Avoca.

As part of its Bundaberg Regional Expansion Program and to coincide with the opening of its retail store, Vodafone's consultants SSMC are progressing six new mobile telecommunication sites within Bundaberg, Bargara, Burnett Heads and Elliott Heads. They have advised this will provide a comprehensive new network across Bundaberg to the coast and enable the provision of a more competitive and diverse mobile communications market.

The proposed broad terms are consistent with Council's recent negotiations on the Childers Water Tower Lease, which are as follows:

- Payment of an annual rent to Council of $14,000 per annum plus GST with 3% rental increase annually; and
- 20 year term (2 x 10 year leases).

The Lease is also in accordance with a previously negotiated lease to Vodafone at Burnett Heads Water Tower.

SSMC has provided drawings of the proposed site which have been reviewed by Council's Water and Wastewater Department and have advised in principle approval.

Water & Wastewater however would like noted that they object to the building of telecommunication infrastructure over Council infrastructure at any of their sites due to the problems it would cause when undertaking future maintenance and repairs. Council should also note that the water department would only accept the Turner Street Vodafone proposal if the works are all on the outside of the water tower structure – in line with the sketch plan provided. Council should consider their visual amenity in this location.

SSMC has advised that under the Telecommunications Act 1997 (Cwlth) they must undertake community consultation for each site in accordance with its requirements

Associated Person/Organization:

Service Stream Mobile Communications

Vodafone Network Pty Ltd

Consultation:

Portfolio Spokesperson: Cr Helen Blackburn has been advised of the request.

Divisional Councillor: Cr David Batt has been advised of the request.

Department of Infrastructure & Planning:

Water & Wastewater Department – Harry Ballinger and David Holloway.

Planning & Development, Planning Officer Scott Irwin.

General Manager Infrastructure & Planning, Andrew Fulton, recommends that the term of any lease should only be for a period of 10 years.

Legal Implications:

Should Council adopt the recommendation there would appear to be no legal implications. However it should be noted that the *Telecommunications Act 1997* may hold provisions requiring local government to allow erection of Mobile Base Stations on Council owned assets (such as water towers) without prior approval under certain circumstances.

Policy Implications:

Council Policy OP-3-047 “Telecommunications Equipment on Council Water Towers” directly applies to this proposal.

Financial and Resource Implications:

Revenue generated from the commencing annual rental fee of $14,000 increasing by 3% annually.

Risk Management Implications:

Should Council adopt the recommendation there would appear to be no risk implications.

Communications Strategy:

Communications Team consulted. A Communication Strategy is:

☒ Not required

☐ Required

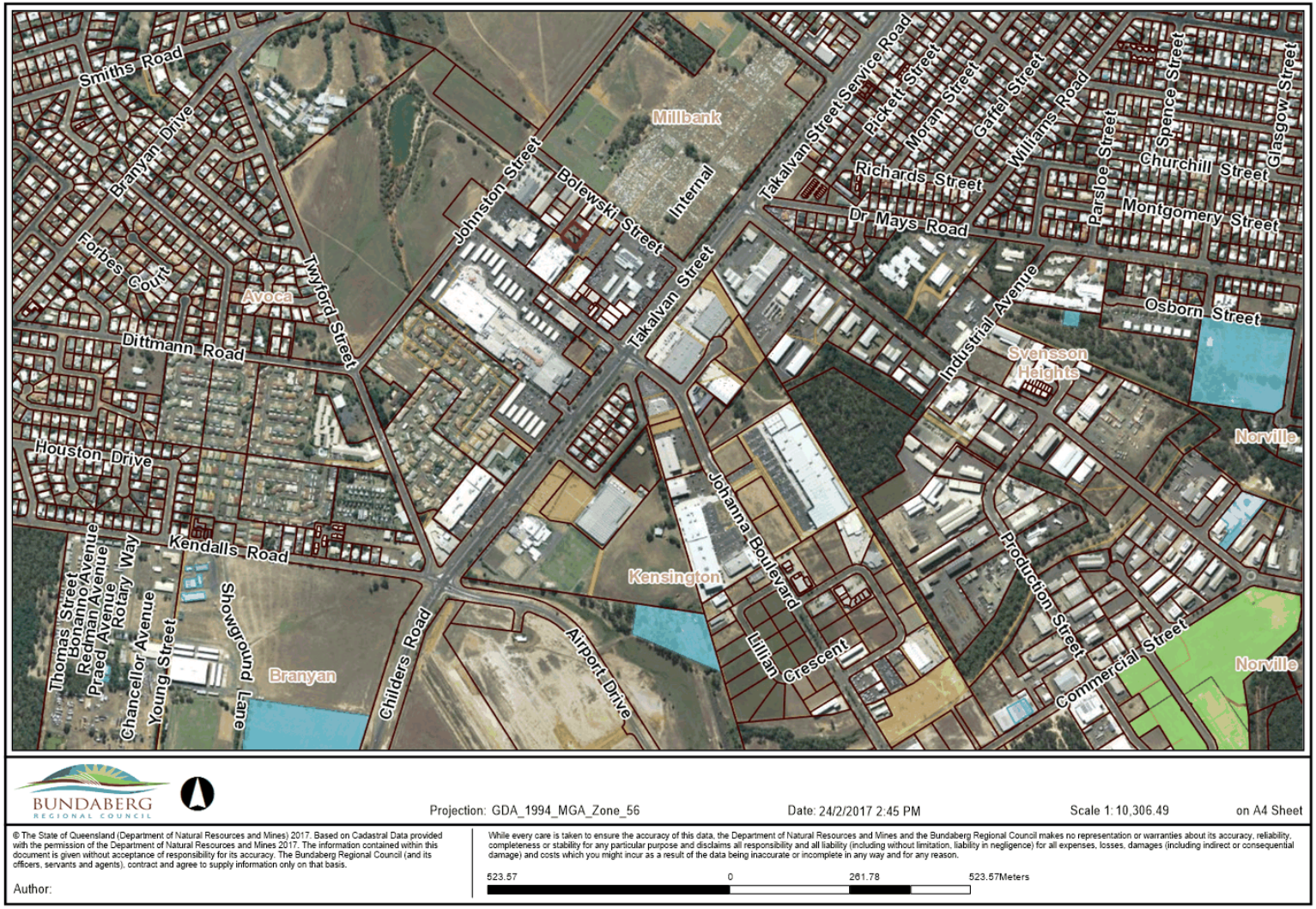
Attachments:

⇩1 Turner Street Water Tower - Aerial Photo (wide)
⇩2 Turner Street Water Tower - Aerial Photo (close)
⇩3 Turner Street Water Tower - Preliminary Plan

Recommendation:

That the Chief Executive Officer be authorised to finalise a 10 year term lease over part of Lots 1 and 2 on RP141590, 4 Turner Street, Avoca - subject to:

1. **the final site plans being approved by the Water & Wastewater department;**
2. **installation being in accordance with Council Policy OP-3-047 "Telecommunications Equipment on Council Water Towers";**
3. **an annual fee of $14,000 + GST per annum with fixed 3% annual increase being paid**.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Branyan Drive
Forbes Court
Twyford Street
Ayoca
Dittmann Road
Houston Drive
Kendalls Road
Thomas Street
Bonanno Avenue
Redman Avenue
Praed Avenue
Rotary Way
Chancellor Avenue
Young Street
Showground Lane
Branyan
Childers Road
Airport Drive
Johnston Street
Bolewski Street
Internal
Millbank
Takalvan Street
Takalvan Street Service Road
Pickett Street
Moran Street
Cattle Street
Williams Road
Richards Street
Dr Mays Road
Parsloe Street
Spence Street
Churchill Street
Glasgow Street
Montgomery Street
Osborn Street
Industrial Avenue
Svensson Heights
Norville
Johanna Boulevard
Kensington
Lillian Crescent
Production Street
Commercial Street
Norville
BUNDABERG
REGIONAL COUNCIL
Projection: GDA_1994_MGA_Zone_56
Date: 24/2/2017 2:45 PM
Scale 1:10,306.49
on A4 Sheet
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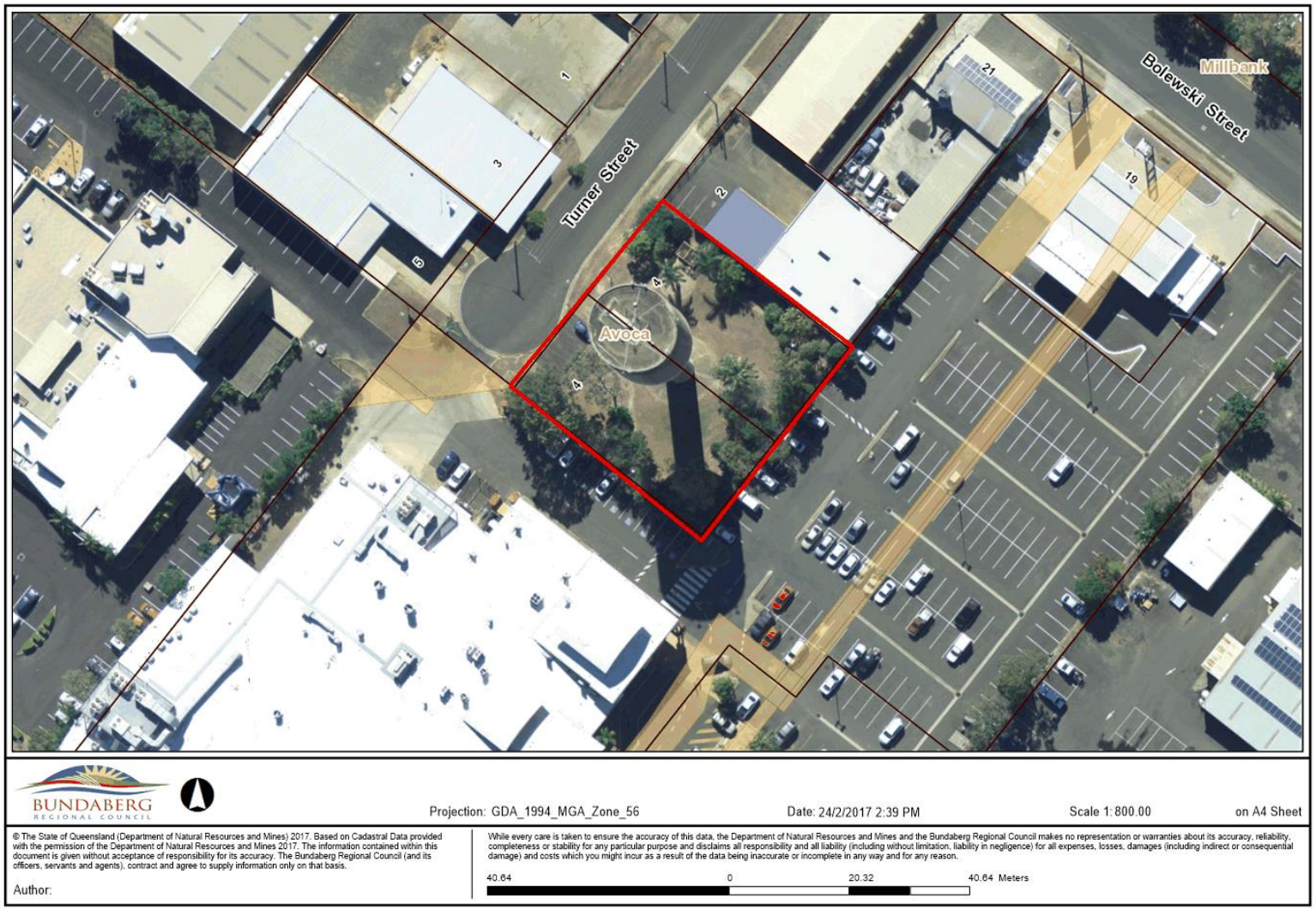
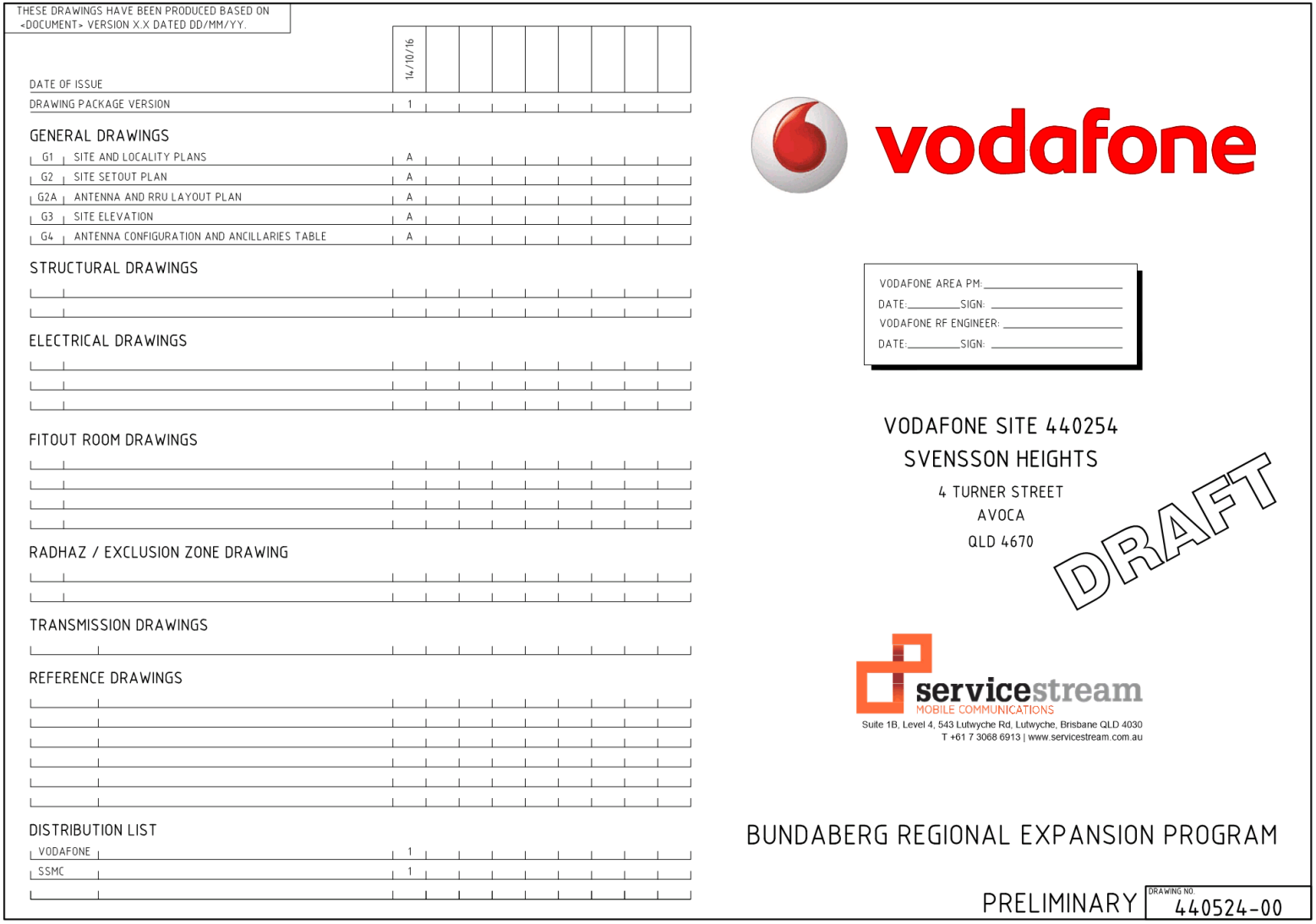


BUNDABERG REGIONAL COUNCIL

Projection: GDA_1994_MGA_Zone_56 Date: 24/2/2017 2:39 PM Scale 1:800.00 on A4 Sheet

Author:

40.64 0 20.32 40.64 Meters



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DATE OF ISSUE		14/10/16
DRAWING PACKAGE VERSION		1
GENERAL DRAWINGS		
G1	SITE AND LOCALITY PLANS	A
G2	SITE SETOUT PLAN	A
G2A	ANTENNA AND RRU LAYOUT PLAN	A
G3	SITE ELEVATION	A
G4	ANTENNA CONFIGURATION AND ANCILLARIES TABLE	A
STRUCTURAL DRAWINGS		
ELECTRICAL DRAWINGS		
FITOUT ROOM DRAWINGS		
RADHAZ / EXCLUSION ZONE DRAWING		
TRANSMISSION DRAWINGS		
REFERENCE DRAWINGS		
DISTRIBUTION LIST		
VODAFONE		1
SSMC		1

vodafone

VODAFONE AREA PM: _____
DATE: _____ SIGN: _____
VODAFONE RF ENGINEER: _____
DATE: _____ SIGN: _____

VODAFONE SITE 440254
SVENSSON HEIGHTS
4 TURNER STREET
AVOCA
QLD 4670

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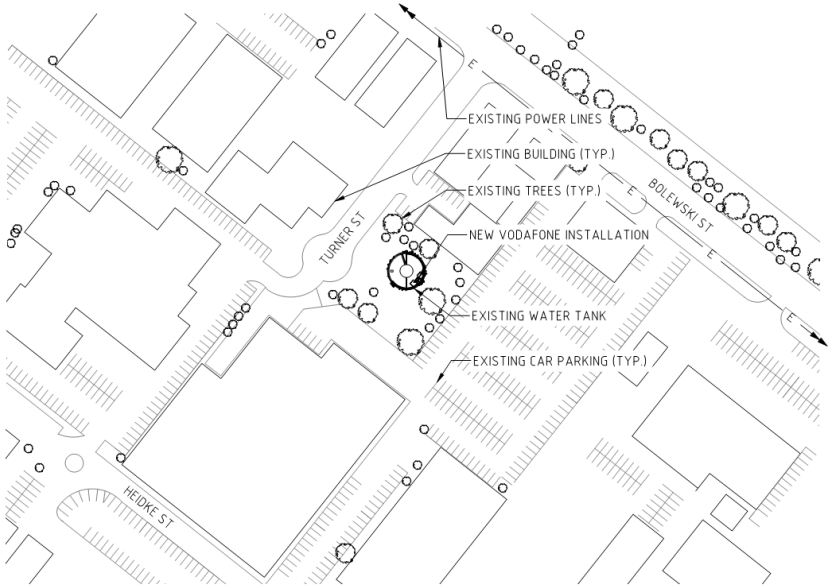
BUNDABERG REGIONAL EXPANSION PROGRAM

PRELIMINARY

DRAWING NO. 440524-00

A3

SITE LOCALITY PLAN
NOT TO SCALE



SITE ACCESS
SCALE 1:1500

RFNSA NUMBER: 4670057		
CARRIER	SITE NAME	SITE ID
VODAFONE	SVENSSON HEIGHTS	440524

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REV	DATE	REVISION DESCRIPTION	VENDOR	DRAWN	DESIGNED	APPRD
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SVENSSON HEIGHTS
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AVOCA, QLD 4670

TITLE: SITE AND LOCALITY PLANS

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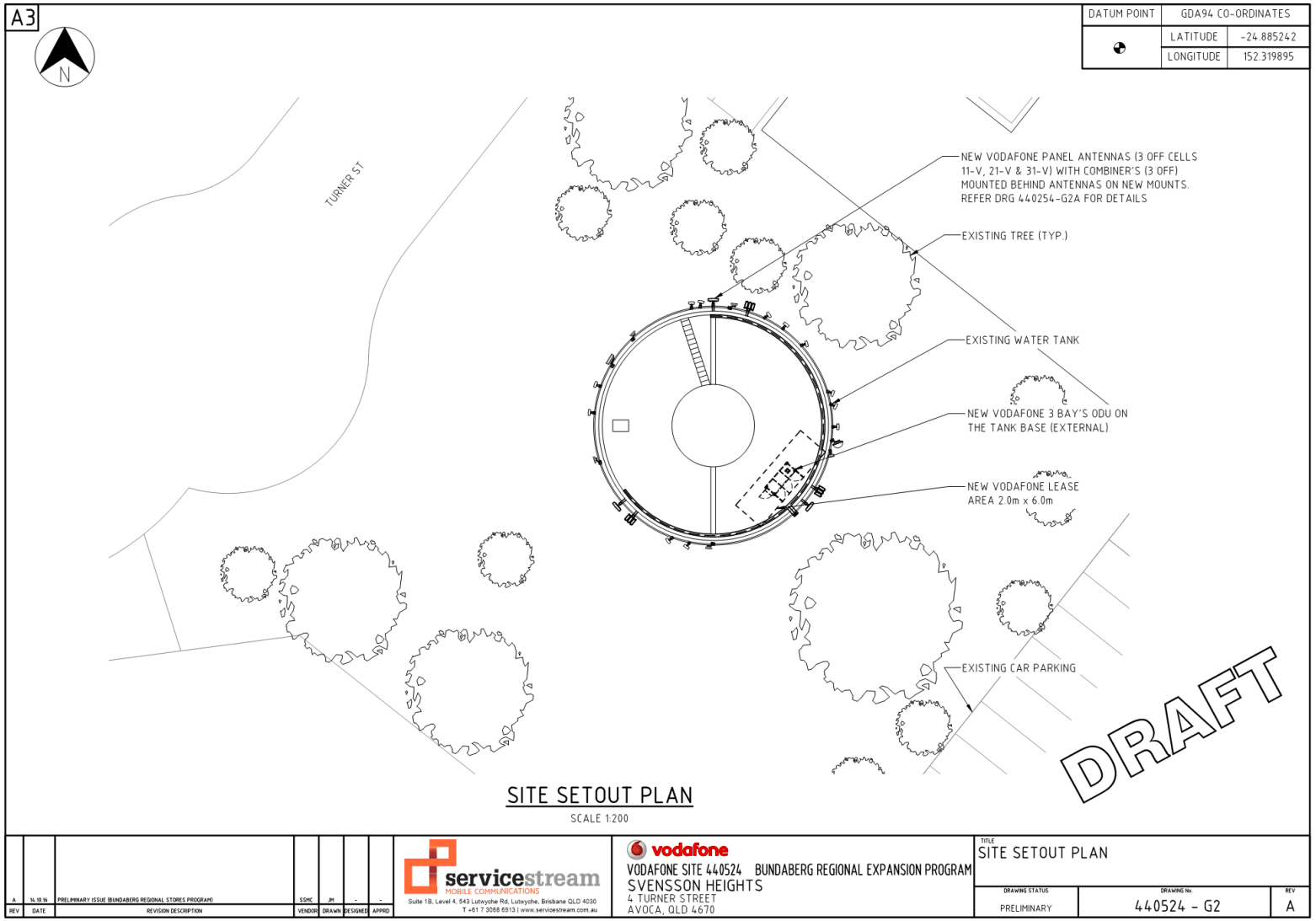
A3
N
DATUM POINT
GDA94 CO-ORDINATES
LATITUDE -24.885242
LONGITUDE 152.319895
TURNER ST
NEW VODAFONE PANEL ANTENNAS (3 OFF CELLS 11-V, 21-V & 31-V) WITH COMBINER'S (3 OFF) MOUNTED BEHIND ANTENNAS ON NEW MOUNTS. REFER DRG 440254-G2A FOR DETAILS
EXISTING TREE (TYP.)
EXISTING WATER TANK
NEW VODAFONE 3 BAY'S ODU ON THE TANK BASE (EXTERNAL)
NEW VODAFONE LEASE AREA 2.0m x 6.0m
EXISTING CAR PARKING
DRAFT
SITE SETOUT PLAN
SCALE 1:200
A 14.10.16 PRELIMINARY ISSUE (BUNDABERG REGIONAL STORES PROGRAM) SSMC JH - -
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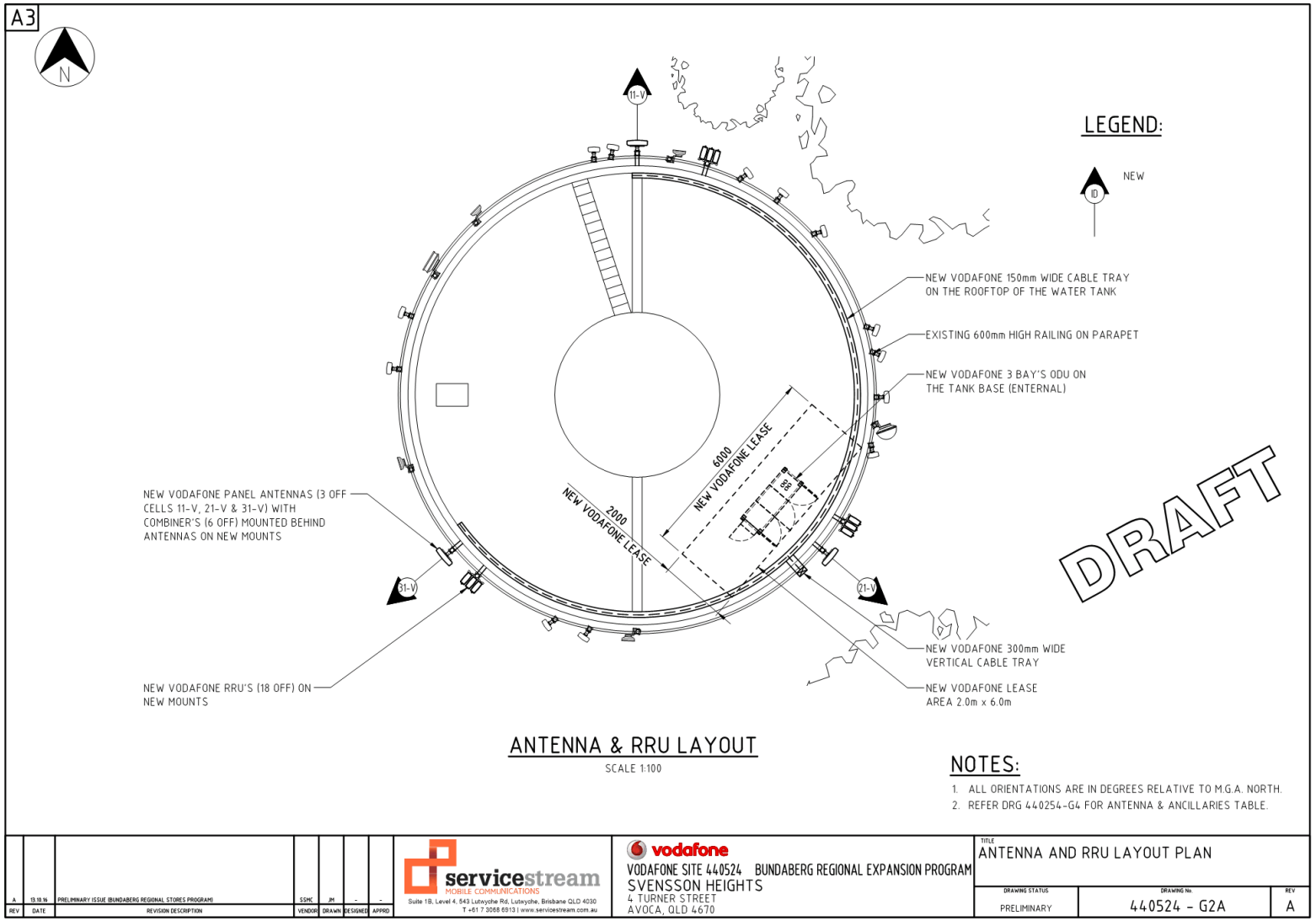
TITLE
SITE SETOUT PLAN
DRAWING STATUS
PRELIMINARY
DRAWING No.
440524 - G2
REV
A


A3
N
11-V
21-V
31-V
LEGEND:
NEW
ID
NEW VODAFONE 150mm WIDE CABLE TRAY ON THE ROOFTOP OF THE WATER TANK
EXISTING 600mm HIGH RAILING ON PARAPET
NEW VODAFONE 3 BAY'S ODU ON THE TANK BASE (ENTERNAL)
NEW VODAFONE PANEL ANTENNAS (3 OFF CELLS 11-V, 21-V & 31-V) WITH COMBINER'S (6 OFF) MOUNTED BEHIND ANTENNAS ON NEW MOUNTS
NEW VODAFONE RRU'S (18 OFF) ON NEW MOUNTS
6000
NEW VODAFONE LEASE
2000
NEW VODAFONE LEASE
NEW VODAFONE 300mm WIDE VERTICAL CABLE TRAY
NEW VODAFONE LEASE AREA 2.0m x 6.0m
DRAFT
ANTENNA & RRU LAYOUT
SCALE 1:100
NOTES:
1. ALL ORIENTATIONS ARE IN DEGREES RELATIVE TO M.G.A. NORTH.
2. REFER DRG 440254-G4 FOR ANTENNA & ANCILLARIES TABLE.
A
13.10.16
PRELIMINARY ISSUE (BUNDABERG REGIONAL STORES PROGRAM)
SSMC
JM
REV
DATE
REVISION DESCRIPTION
VENDOR
DRAWN
DESIGNED
APPRD
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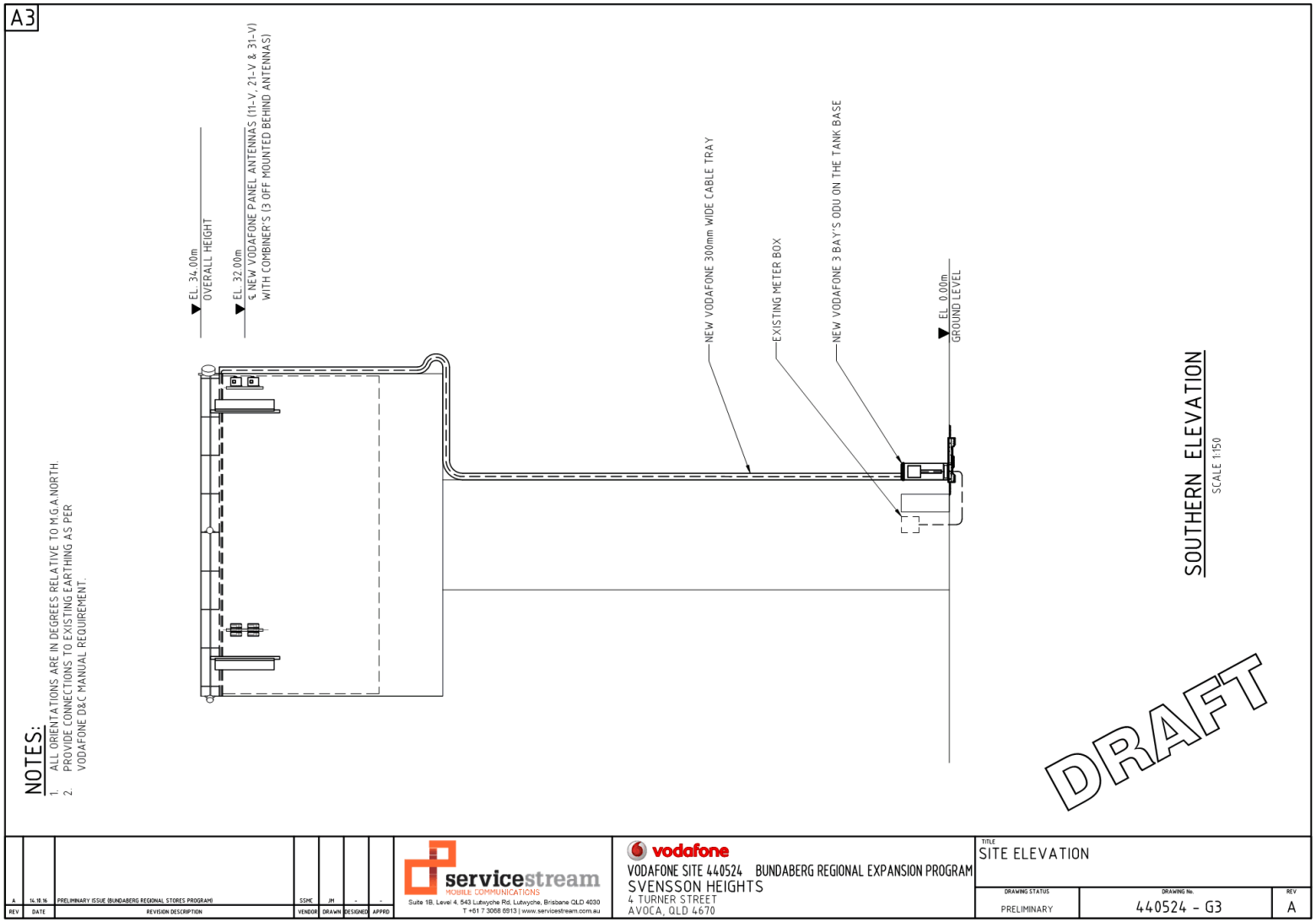
VODAFONE SITE 440524 BUNDABERG REGIONAL EXPANSION PROGRAM
SVENSSON HEIGHTS
4 TURNER STREET
AVOCA, QLD 4670
TITLE
ANTENNA AND RRU LAYOUT PLAN
DRAWING STATUS
PRELIMINARY
DRAWING No.
440524 - G2A
REV
A


A3
EL. 34.00m
OVERALL HEIGHT
EL. 32.00m
℄ NEW VODAFONE PANEL ANTENNAS (11-V, 21-V & 31-V)
WITH COMBINER'S (3 OFF MOUNTED BEHIND ANTENNAS)
NEW VODAFONE 300mm WIDE CABLE TRAY
EXISTING METER BOX
NEW VODAFONE 3 BAY'S ODU ON THE TANK BASE
EL. 0.00m
GROUND LEVEL
SOUTHERN ELEVATION
SCALE 1:50
NOTES:
1. ALL ORIENTATIONS ARE IN DEGREES RELATIVE TO M.G.A NORTH
2. PROVIDE CONNECTIONS TO EXISTING EARTHING AS PER VODAFONE D&C MANUAL REQUIREMENT.
DRAFT
A 14.10.16 PRELIMINARY ISSUE (BUNDABERG REGIONAL STORES PROGRAM) SSMC JH - -
REV DATE REVISION DESCRIPTION VENDOR DRAWN DESIGNED APPRD
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SVENSSON HEIGHTS
4 TURNER STREET
AVOCA, QLD 4670
TITLE
SITE ELEVATION
DRAWING STATUS
PRELIMINARY
DRAWING No.
440524 - G3
REV
A

A3

ANTENNA CONFIGURATION TABLE

ANTENNA	ANTENNA No.	11-V						21-V						31-V						TOTAL			
	SECTOR No.	1						2						3									
	AZIMUTH	0°						130°						230°									
	HEIGHT AT JCL ANTENNA	32.00m						32.00m						32.00m									
	ANTENNA TYPE	TONGYU TQBM-D609017 Q172717DEI-65FT2						TONGYU TQBM-D609017 Q172717DEI-65FT2						TONGYU TQBM-D609017 Q172717DEI-65FT2									
	DIMENSIONS (L x W x D)	2680 x 430 x 200						2680 x 430 x 200						2680 x 430 x 200									
	ANTENNA	1 OFF						1 OFF						1 OFF									
	TECHNOLOGY	G	U	G/L	G/L	U	U	G	U/G	G/L	G/L	U	U	G	U/G	G/L	G/L	U	U				
	BAND (MHz)	900	850	1800	1800	2100	2100	900	850	1800	1800	2100	2100	900	850	1800	1800	2100	2100				
	PORTS	1&2	3&4	5&6	7&8	9&10	11&12	1&2	3&4	5&6	7&8	9&10	11&12	1&2	3&4	5&6	7&8	9&10	11&12				
	ELECTRICAL TILT	2°	2°	0°	2°	0°	0°	2°	2°	0°	2°	0°	0°	2°	2°	0°	2°	0°	0°				
	MECHANICAL TILT	0°						0°						0°									
ANCILLARIES	MHA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	RRU	3		1	1	1		3		1	1	1		3		1	1	1		18			
	RET	EXTERNAL						EXTERNAL						EXTERNAL									
	COMBINER	1	1	-	-	-	-	1	1	-	-	-	-	1	1	-	-	-	-	6			
	FIBRE BREAKOUT BOX	1						1						1						3			
FEEDERS	FIBRE TYPE	HCA-1008-205-040-VA-FIBRE						HCA-1008-205-040-VA-FIBRE						HCA-1008-205-040-VA-FIBRE						-			
	FIBRE LENGTH	40m						40m						40m						420m			
	QUANTITY	1 + 1 SHARED						1 + 1 SHARED						1 + 1 SHARED						4			

DRAFT

NOTES:

1. INFORMATION IN THE TABLES SUPPLIED AND VERIFIED BY VODAFONE
2. ANCILLARIES REFER TO ITEMS AT THE ANTENNA.
3. FEEDER LENGTHS ARE ESTIMATED, ROUNDED UP TO THE NEXT 5m.
4. REFER TO DRG 440524-G2 FOR M.G.A. NORTH.

REV	DATE	REVISION DESCRIPTION	VENDOR	DRAWN	DESIGNED	APPRD
A	14.10.16	PRELIMINARY ISSUE (BUNDABERG REGIONAL STORES PROGRAM)	SSMC	JM	-	-

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4 TURNER STREET
AVOCA, QLD 4670

TITLE: ANTENNA CONFIGURATION AND ANCILLARIES TABLE

DRAWING STATUS	DRAWING No.	REV
PRELIMINARY	440524 - G4	A

Item

14 March 2017

Item Number:	File Number:	Part:
G1	311.2017.65353.1	INFRASTRUCTURE

Portfolio:

Infrastructure & Planning Services

Subject:

Bundaberg Vintage Vehicle Club - Request to Refund Plumbing Application Fees

Report Author:

Harry Ballinger, Manager Water & Wastewater Support Group

Authorised by:

Andrew Fulton, General Manager Infrastructure & Planning

Link to Corporate Plan:

Governance - 4.4.5 Responsible financial management and efficient operations

Background:

On 30 January 2017, a request was received from the Project Officer, of Bundaberg Vintage Vehicle Club Inc requesting Council consider refunding the Plumbing application fee of $971.

The application fee is for the plumbing and drainage assessment, and inspections of regulated plumbing and drainage associated with the new club house currently being built at 7 Kendalls Road, Branyan.

Associated Person/Organization:

Bundaberg Vintage Vehicle Club Inc

Consultation:

Nil

Legal Implications:

There appear to be no legal implications.

Policy Implications:

There appear to be no policy implications.

Financial and Resource Implications:

There appear to be no financial or resource implications.

Risk Management Implications:

There appears to be no risk management implications.

Communications Strategy:

A Communication Strategy is:

☒ Not required

Attachments:

⇩1 Letter requesting Refund

Recommendation:

That the Bundaberg Vintage Vehicle Club be advised it is regretted Council does not agree to the refund of the fees requested.

BUNDABERG VINTAGE VEHICLE
CLUB INC. 1A00859
18 CARRARA COURT
BUNDABERG Q 4670
Phone: 07 4152 7563 Mobile: 0400 471 492
Email: ic.pearson@bigpond.com

30 January, 2017

The Chief Executive Officer
Bundaberg Regional Council
PO Box 3130
BUNDABERG QLD 4670

Dear Sir,

I refer to the application by the Bundaberg Vintage Vehicle Club Inc. for the permit for the under-slab plumbing and drainage, for the new clubhouse, at the Bundaberg Recreational Precinct, 7 Kendalls Road, Branyan, Lot: 1 SP: 192983, approved by the Bundaberg Regional Council on 23 January, 2017. (Permit No. 311.66353)

The Bundaberg Vintage Vehicle Club Inc., being a non profit organisation with very limited funds, wishes to apply to have the cost of this permit, $971.00, refunded.

I thank you for your attention and kind response to this matter.

Yours faithfully

Ian C Pearson
BVVC Inc. Project Officer

BUNDABERG REGIONAL COUNCIL
Records Office
RECEIVED 30 JAN 2017
Objective ID:
Retention Cycle:
Box Number:

Item **14 March 2017**

Item Number:	File Number:	Part:
G2	-	INFRASTRUCTURE

Portfolio:

Infrastructure & Planning Services

Subject:

Fleet Management Advisory Committee

Report Author:

Valerie Andrewartha, Executive Assistant

Authorised by:

Andrew Fulton, General Manager Infrastructure & Planning

Link to Corporate Plan:

Governance - 4.4.5 Responsible financial management and efficient operations

Background:

In accordance with Council's resolution, the Fleet Management Advisory Committee met on 7 February 2017. The minutes and associated attachments from this meeting are submitted for Council's endorsement.

Associated Person/Organization:

Fleet Management Advisory Committee

Legal Implications:

There appear to be no legal implications.

Policy Implications:

There appear to be no policy implications.

Financial and Resource Implications:

The Committee approved plant purchases and retentions listed in the 2017/2018 Plant Replacement Program contained within the minutes

Risk Management Implications:

There appears to be no risk management implications.

Communications Strategy:

Communications Team consulted. A Communication Strategy is:

☒ Not required

☐ Required

Attachments:

1 Minutes of Meeting - 7 February 2017 - Confidential
2 Attachments - 7 February 2017 - Confidential

Recommendation:

That the minutes (and associated attachments) of the Fleet Management Advisory Committee meeting held on 7 February 2017, be received and noted.

Item

14 March 2017

Item Number:	File Number:	Part:
G3	.	INFRASTRUCTURE

Portfolio:

Infrastructure & Planning Services

Subject:

Long Term Asset Management Plan 2017 - 2026

Report Author:

Colin Warmington, Coordinator Asset Management Strategy & Support

Authorised by:

Andrew Fulton, General Manager Infrastructure & Planning

Link to Corporate Plan:

Governance - 4.4.5 Responsible financial management and efficient operations

Background:

In accordance with *Section 167 of the Local Government Regulation 2012*

1. A local government must prepare and adopt a long-term asset management plan.
2. The long-term asset management plan continues in force for:

   The period stated in the plan unless the local government adopts a new long-term asset management plan.
3. The period stated in the plan must be 10 years or more.

In accordance with *Section 168 of the Local Government Regulation 2012*

A local government's long-term asset management plan must—

a) Provide for strategies to ensure the sustainable management of the assets mentioned in the local government's asset register and the infrastructure of the local government; and

b) State the estimated capital expenditure for renewing, upgrading and extending the assets for the period covered by the plan; and

c) Be part of, and consistent with, the long-term financial forecast.

The attached "Long Term Asset Management Plan 2017 – 2026" satisfies those requirements.

Consultation:

Portfolio Spokesperson: Helen Blackburn; Group Manager Roads and Drainage; Group Manager Water and Wastewater; General Manager Infrastructure & Planning; Chief Financial Officer; Sustainable Finance Manager

Legal Implications:

There appear to be no legal implications as the requirements of the *Local Government Regulation 2012* have been met.

Policy Implications:

Long Term Asset Management Plan 2017 – 2026 constitutes part of Council's Asset Management Framework and underpins Council's adopted Asset Management Policy.

Financial and Resource Implications:

This report satisfies the requirements of *Sections 167 and 168* of the *Local Government Regulation 2012.* The Long Term Asset Management Plan 2017 – 2026 guides Council's financial sustainability decisions over the nominated budget years.

Risk Management Implications:

Long Term Asset Management Plan 2017 – 2026 constitutes a structured planning approach to managing risk decisions associated with:

- the selection of asset maintenance treatments; and
- funding of asset construction and renewal projects.

The risk discussions on these matters must consider both the options on the manner of preceding and the consequences of not addressing the issues.

Communications Strategy:

Communications Team consulted. A Communication Strategy is:

☒ Not required

☐ Required

Attachments:

⇩1 Long Term Asset Management Plan 2017 - 2026

Recommendation:

That the Long Term Asset Management Plan 2017 – 2026 (as detailed on the 67 pages appended to this report) **- be adopted by Council.**

BUNDABERG
REGIONAL COUNCIL

Long Term Asset Management Plan 2017 - 2026

Document Control		Scenario 1 Version 1		September 2016	
Document ID: 59 299 140531 nams plus3 amp template v3.1					
Rev No	Date	Revision Details	Author	Reviewer	Approver
1	September 2016	Long Term Asset Management Plan 2017-2016	Colin Warmington		
2	February 2017	Update Asset Management Improvement Plan	Colin Warmington	Anthony Keleher	
3	February 2017	Add to "Known Service Performance Deficiencies"	Colin Warmington	Andrew Fulton	

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY

Context

Bundaberg Regional Council is located on the east coast of Australia, Queensland within an agricultural area. It is located within the Wide Bay Burnet District and consists of a major urban centre, Bundaberg located along the Burnett River, the townships of Childers and Gin Gin, and the coastal communities of Burnett Heads, Mon Repos, Bargara, Innes Park, Coral Cove, Elliott Heads and Woodgate. Bundaberg experienced significant flooding in 2011 and again in 2012/2013 which required that substantial resources where focused on recovery projects till mid-2014.

The challenge for the future shall be to contain future operational and maintenance costs at the same level as 2017 in current day dollar terms. A major strategic direction from Council is that overall future recurrent costs do not increase in real terms, and shall require ongoing operational and maintenance strategic initiatives to be developed. Another challenge shall be to secure as much external funding (eg grants) as possible for new / upgrade capital works.

Council Assets

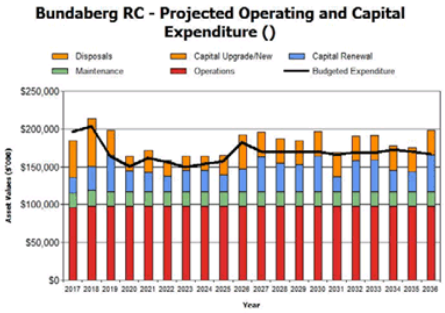
Council assets consists of infrastructure assets that deliver community services within the Water, Wastewater, Roads and Drainage businesses. It also consists of Councils Buildings stock from which a variety of services are provided to the community. These ranges from Airport terminals and hangars, Community Care facilities, Administration Centres, Halls, Caravan and Holiday Parks, Swimming Pools, Racecourse, Sporting Facilities, Recreational Precincts, Tourism Facilities, Libraries, Art Galleries, Theatres, SES sheds, Parks and Natural Areas facilities including shelters, playground equipment, toilet blocks and boardwalks, Waste and Recycling Facilities, Water and Wastewater Treatment Plant and Pumping buildings, Depots and bus shelters with a combined replacement value of $2,388,579 million.

What does it Cost?

The projected outlays necessary to provide the services covered by this Long Term Asset Management Plan (AM Plan) includes operations, maintenance, renewal and upgrade of existing assets over the 10 year planning period is $1,775,814 or $177,581 million on average per year. Estimated available funding for this period is $1,675,498 million or $167,550 million on average per year which is 94% of the cost to provide the service. This equates to a projected funding difference of $10,032 million on average per year.

This is due predominately to the difference in projected road seal and pavement capital renewals and the historic funding provision for these renewals. As part of the 2017 Comprehensive Revaluation of the Transport Class, this aspect will be analysed to determine if the current useful lives of road seal and pavement are appropriate, or need to be lengthened, or if the useful lives are correct and future funding of renewals should be increased.

Projected expenditure required to provide services in the AM Plan compared with planned expenditure currently included in the Long Term Financial Plan are shown in the graph below.



What we will do

We plan to undertake operation, maintenance, renewal and upgrade of Water, Wastewater, Transport and Stormwater Drainage services for the community to the stated community service levels. We also plan to provide community and tourism services for the following

- Operation, maintenance, renewal and upgrade of airport, Community Care, Community Development, Disaster Management, Libraries, Arts Theatres, Parks, Sport & Natural Areas, Tourism, Waste & Recycling, Depots and bus shelters to meet service levels set by Council in annual budgets.

Summary of Planned Renewals/Upgrades during the next 10 year period

- New Rubyanna Wastewater Treatment Plant, delivery rising main and river outfall pipeline.
- Hartnell Street Sewerage Pump Station Upgrade.
- New Burnett Heads Port Sewer installation
- North Wastewater Treatment Plant cross river link, and decommissioning and conversion of the plant to a Sewerage Pump station.
- New rising main from Watsons Road To Rubyanna Wastewater Treatment Plant
- Regional Sludge Handling Facility
- Woodgate Vacuum System upgrade, and Woodgate rising main duplication
- Gregory River Water Treatment Plant Upgrade
- Gin Gin WTP Upgrade
- Hummock to North Bargara water main duplication
- Upgrade of the Mellifont Booster Pump Station to supply water to Kalie WTP
- Kalkie WTP upgrade to improve water quality to the coastal region
- Burnett River Front Master plan works
- Bundaberg CBD Revitalisation
- Bargara Foreshore Revitalisation
- Burnett Heads CBD Revitalisation
- Elliott Heads Foreshore Revitalisation
- New Eggmolesse Street construction
- North South Link Road construction
- New Ring Road connection to Kay McDuff Drive
- Airport parallel Taxiway
- New community Multiplex facility
- New office accommodation at the Bundaberg Administration Centre
- New Aquatic Centre

What we cannot do

We do not have enough funding to provide both the required level of capital renewals when they are due and the desired level of new capital projects, and hence need to seek as much external funding (eg grants) and /or appropriate borrowings as required for new / upgrade capital works.

Managing the Risks

There are risks associated with providing the service and not being able to complete all identified activities and projects. We have identified major risks as:

- Fines from State Government for not meeting wastewater compliance standards
- Increase in water borne diseases in the community
- Water hydrant renewals not able to be prioritised in an appropriate timeframe
- Major culvert deterioration requiring renewal funding
- Deteriorating road conditions if the required level of pavement and seal renewal is not able to be funded.
- Road network capacity and functional restrictions (eg, improper road horizontal and vertical alignments) in relation to the adopted road hierarchy.
- Reduced levels of confidence from the community towards Council
- Loss of confidence by developers operating in the area.
- Reduction in Tourism numbers attracted to the Bundaberg Region

We will endeavour to manage these risks within available funding by:

- Developing new ways to contain future operational and maintenance costs at the same level as 2017 in current day dollar terms (eg, as per Councils "Transformational Change" strategic outcomes).

- Developing a regular inspection regime with defined intervention levels and repair response times based on identified priority areas and risk assessment of individual cases.
- Prioritising expenditure between renewal capital and new/upgrade capital.

- Seeking grant funding to contribute to the capital cost of constructing new capital infrastructure.
- Better preparing project submissions to external agencies to increase allocation of grant funds received.

Confidence Levels

This AM Plan is based on a medium level of confidence information.

The Next Steps

The actions resulting from this Long Term Asset Management Plan are:

- Improve linkages between asset register data and renewal programs for water assets,
- Improve linkages between asset register data and renewal programs for stormwater assets
- Develop separate Facility Asset and Services sub-plans for greater clarity on the facility services levels being provided and the required cost of providing those services.

Questions you may have

What is this plan about?

This asset management plan covers the infrastructure assets that deliver community services within the Water, Wastewater, Roads and Drainage businesses and also the buildings & structures assets that serve the Bundaberg Regional Council community's needs. These assets include airport, Community Care, Community Development, Disaster Management, Libraries, Arts Theatres, Parks, Sport & Natural Areas, Tourism, Waste & Recycling, Water & Wastewater facilities, Depots and bus shelters throughout the community area that enable people to benefit from these services.

What is an Asset Management Plan?

Asset management planning is a comprehensive process to ensure delivery of services from infrastructure is provided in a financially sustainable manner.

An asset management plan details information about infrastructure assets including actions required to provide an agreed level of service in the most cost effective manner. The plan defines the services to be provided, how the services are provided and what funds are required to provide the services.

Why is there a funding shortfall in future years?

There is a projected funding shortfall across the forward planning period.

Capital upgrade/new expenditure is to enhance existing levels of service or provide a new service. It is discretionary expenditure that commits the Council to ongoing future operational, maintenance, depreciation and renewal expenditure for the life of the service. Council must consider and fully fund the life cycle cost of all new services and asset proposals if it is to avoid adding to any existing funding gap.

New assets and significant upgrades to existing assets should be funded by subsequent future users through rates and user charges. As such it is misleading to think of needs for such assets in terms of a present funding gap. If provision of such new assets were funded to any significant extent from current operating income (ie, from income generated from persons who not currently receiving the benefits the asset would generate), it would result in inter-generational inequity. New and upgraded assets may be appropriately financed by either external funding and /or appropriate borrowing (loans). [1]

Our present funding levels from rates and user charges are insufficient to fund additional recurrent costs and both the predicted renewal capital works and the desired new capital construction in the short term. Council can fund all lifecycle costs of existing infrastructure from existing rates and user charges, however need to achieve additional grant funding or borrow more for the planned new/upgrade capital works.

As Council commits to acquiring new or upgraded assets Council will still need to source new income through rates or user charges that does not take funding away from operations, maintenance and depreciation expenses for all upgraded/new assets on an ongoing basis (unless Council explicitly decides to fund a new service by discontinuing or reducing an existing service). Additional strategies across the businesses need to be developed if Council is to (as currently desired) contain future operational and maintenance costs at the same level as 2017 in current day dollar terms.

[1] AIFMM, 2015, Sec 6.5

What options do we have?

Resolving any future funding shortfall involves several steps:

1. Improving asset knowledge so that data accurately records the asset inventory, how assets are performing and when assets are not able to provide the required service levels,
2. Improving our efficiency in operating, maintaining, renewing and replacing existing assets to optimise life cycle costs,
3. Identifying and managing risks associated with providing services from infrastructure,
4. Making trade-offs between service levels and costs to ensure that the community receives the best return from infrastructure,
5. Identifying assets surplus to needs for disposal to make saving in future operations and maintenance costs,
6. Consulting with the community to ensure that services and costs meet community needs and are affordable,
7. Developing partnership with other bodies, where available to provide services,
8. Seeking additional funding from governments and other bodies to better reflect a 'whole of government' funding approach to infrastructure services.

What can we do?

We can develop options, costs and priorities for future community services, consult with the community to plan future services to match the community service needs with ability to pay for services and maximise community benefits against costs.

Also rather than Council itself providing new or upgraded assets, there may be situations where it is appropriate for any increased community service levels to be generated by:

- Alternative methods of service delivery such as public private partnerships
- Partnerships where another organisation provides the service.

2. INTRODUCTION

2.1 Background

This asset management plan is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding needed to provide the required levels of service over a 20 year planning period.

The asset management plan follows the format for AM Plans recommended in Section 4.2.6 of the International Infrastructure Management Manual[1].

The asset management plan is to be read with the organisation's Asset Management Policy, Asset Management Strategy and the following associated planning and guidelines documents:

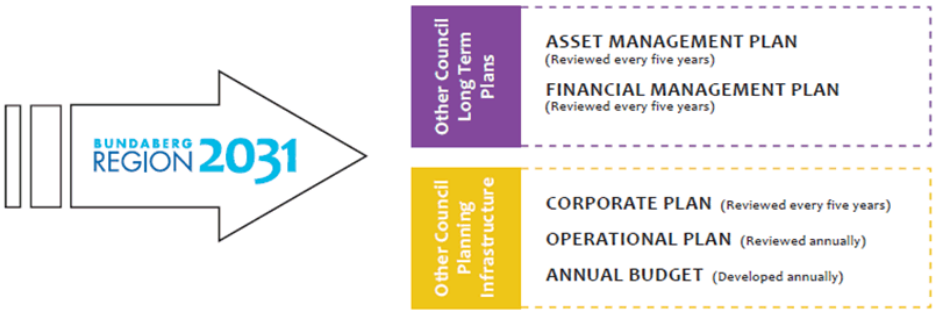
- Bundaberg Region 2031 – Long-term Strategic Plan
- Long Term Financial Management Plan (reviewed 5 years)
- Corporate Plan (for the next 5 years and reviewed annually)
- Short Term (3 years) Capex Funding Plan (reviewed annually)
- Annual Operational Plans and Annual Budgets
- International Infrastructure Management Manual (IPWEA)
- Australian Infrastructure Financial Management Guidelines

A shared vision

The Bundaberg regional community has a shared vision: that, in 2031, the spirit of the Bundaberg region is measured by its:

- **Community**, which is vibrant, inclusive and caring; its
- **Environment**, which is sustainable, managed and healthy; its
- **Economy**, which is strong and sustainable; and its
- **Governance**, which is responsive, cohesive, sustainable, ethical and accountable.

Council has made a commitment that each decision will consider this vision, and each planning document identifies how the vision will be achieved by the development, implementation and review of that plan.



Strategic and Operational Plans of Bundaberg Regional Council

[1] IPWEA, 2011, Sec 4.2.6, *Example of an Asset Management Plan Structure*, pp 4|24 – 27.

This infrastructure assets covered by this asset management plan are shown in Table 2.1. These assets are used to provide walking and cycling services to the community.

Table 2.1: Assets covered by this Plan

Asset category	Number or Dimension	Replacement Value ($)
WATER		
Bore & Casing	23	1,053,605
Civil Structure	232	71,158,566
Electrical	207	10,399,356
Mechanical	189	9,123,908
Pipework & Valves	316	12,011,314
Telemetry	91	2,705,929
Reservoir Roof	4	361,422
Water Mains	910.2 km	225,296,784
WASTEWATER		
Sewer Manholes	10,232 each	$69,781,300
Sewer pressure pipe	101.8 km	$30,892,481
Sewer gravity pipe	548 km	$142,348,740
Sewer vacuum pipe	30.7km	$4,331,161
Bore & casing	1	$28,221
Civil Structure	310	$88,054,538
Electrical	289	$14,892,520
Mechanical	268	$20,180,222
Pipework & Valves	300	$13,976,391
Telemetry	108	$2,769,381
TRANSPORT		
Formation	3127 km	$175,234,066
Unsealed Pavement	1159 km	$62,678,039
Sealed Pavement	1968 km	$574,738,192
Asphalt Seal	312km	$152,467,113
Spray Seal	1656	$422,271,079
Kerb	814km	$63,871,527
Traffic Management Devices	789	$11,890,864
Bridges	70	$37,133,879
Major Culverts	122	$16,296,000
Minor Culverts	4294	$12,318,525
STORMWATER DRAINAGE		
Stormwater Pipes	5107 km	$206,573,050
Stormwater Pits	12402	$37,172,883
FOOTPATHS	270.6 km	$49,848,925
BUILDINGS & STRUCTURES		
Buildings	798	$45,760,000
Structures	435	$191,240,000
TOTAL		**2,388,579,000**

Key stakeholders in the preparation and implementation of this asset management plan are: Shown in Table 2.1.1.

Table 2.1.1: Key Stakeholders in the AM Plan

Key Stakeholder	Role in Asset Management Plan
Councillors	• Represent needs of community/shareholders, • Allocate resources to meet the organisation's objectives in providing services while managing risks, • Ensure organisation is financial sustainable.
CEO/General Manager	Strategy
Water & Wastewater Management	Manage implementation and funding
Operational Staff	Operation/maintenance and construction
Insurers	Safe facility to reduce risk of claims

2.2 Goals and Objectives of Asset Management

The organisation exists to provide services to its community. Some of these services are provided by infrastructure assets. We have acquired infrastructure assets by 'purchase', by contract, construction by our staff and by donation of assets constructed by developers and others to meet increased levels of service.

Our goal in managing infrastructure assets is to meet the defined level of service (as amended from time to time) in the most cost effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Providing a defined level of service and monitoring performance,
- Managing the impact of growth through demand management and infrastructure investment,
- Taking a lifecycle approach to developing cost-effective management strategies for the long-term that meet the defined level of service,
- Identifying, assessing and appropriately controlling risks, and
- Having a long-term financial plan which identifies required, affordable expenditure and how it will be financed.[2]

2.3 Plan Framework

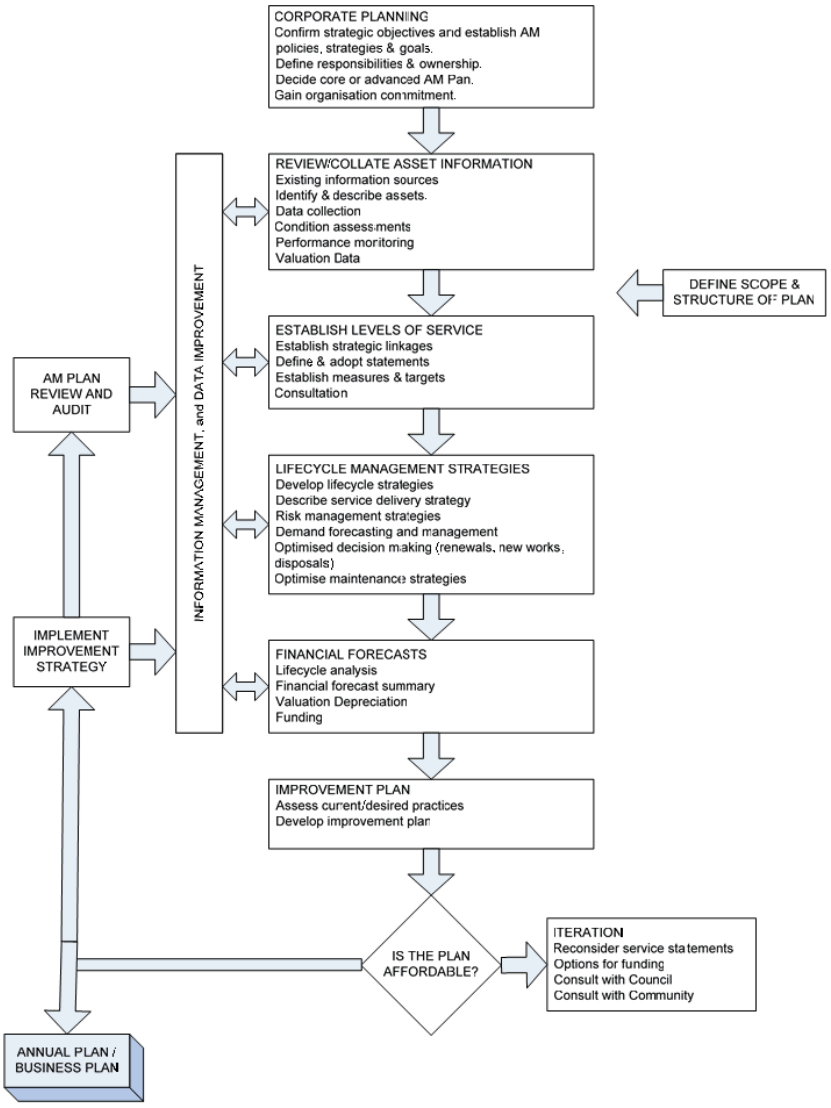
Key elements of the plan are

- Levels of service – specifies the services and levels of service to be provided by the organisation,
- Future demand – how this will impact on future service delivery and how this is to be met,
- Life cycle management – how Council will manage its existing and future assets to provide defined levels of service,
- Financial summary – what funds are required to provide the defined services,
- Asset management practices,
- Monitoring – how the plan will be monitored to ensure it is meeting organisation's objectives,
- Asset management improvement plan.

[2] Based on IPWEA, 2011, IIMM, Sec 1.2 p 1|7.

A road map for preparing an asset management plan is shown below.

Road Map for preparing an Asset Management Plan
Source: IPWEA, 2006, IIMM, Fig 1.5.1, p 1.11.



2.4 Core and Advanced Asset Management

This asset management plan is prepared as a 'core' asset management plan over a 20 year planning period in accordance with the International Infrastructure Management Manual[3]. It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long term financial planning and reporting. Medium level asset management planning is both a 'top down' and a 'bottom up' approach where analysis is applied at the 'system' or 'network' level, as well as the individual asset level.

Future revisions of this asset management plan will move more towards 'medium' asset management using a 'bottom up' approach for gathering asset information for individual assets to support the optimisation of activities and programs to meet agreed service levels in a financially sustainable manner.

2.5 Community Consultation

This 'core' asset management plan is prepared to facilitate community consultation initially through feedback on public display of draft asset management plans prior to adoption by the Council/Board. Future revisions of the asset management plan will incorporate community consultation on service levels and costs of providing the service. This will assist the Council/Board and the community in matching the level of service needed by the community, service risks and consequences with the community's ability and willingness to pay for the service.

[3] IPWEA, 2011, IIMM.

3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

The organisation has not carried out any research on customer expectations of water supply specifically however periodically we participate in the Local Government Customer Satisfaction surveys. This telephone survey polls a sample of residents on their level of satisfaction with Council's services. The most recent community satisfaction survey reported on the provision of a suite of services and firstly ask how important the service is and then follow it up with asking how well the Council is performing at it.

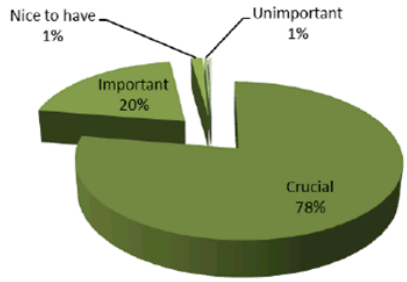
The scores are given on the following scales:

IMPORTANCE		PERFORMANCE	
Crucial	(5)	Very Good	(5)
Important	(4)	Good	(4)
Nice to Have	(3)	Fair Only	(3)
Not Very Important	(2)	Poor	(2)
Quite Unimportant	(1)	Very Poor	(1)

The feedback from the last survey (2014) is shown below and as water supply is one of the three areas mentioned it can be concluded it is important or crucial to 98% of the surveyed citizens. It can also be concluded that 35% of surveyed citizens think council is only fair at providing the service while 26% believe council is doing a good job with it.

How important is it for Council to…

Provide infrastructure/water mains/sewer/roads



How well are Council doing at…

Providing infrastructure/water mains/sewer/roads

3.2 Strategic and Corporate Goals

This asset management plan is prepared under the direction of the organisation's vision, mission, goals and objectives.

Our vision is:

Bundaberg Region – Vibrant, Progressive, Connected and Sustainable

Our mission is:

"To connect, unite and inspire our communities through open transparent effective leadership and efficient management practices"

Relevant organisational goals from the Corporate plan is:

Outcome: **The provision of quality infrastructure that meets the region's current and future needs**
Strategies:
Ensure a coordinated and integrated approach to regional infrastructure planning, implementation and maintenance.
Support the rehabilitation and/or the preservation of the environmental amenity of the region.
Maintain and establish predictive modelling and scenario analysis for reviews and capital forcasting.
Apply financial sustainability principles in planning, funding, creating and maintaining infrastructure.

The organisation will exercise its duty of care to ensure public safety is accordance with the infrastructure risk management plan prepared in conjunction with this AM Plan. Management of infrastructure risks is covered in Section 5.2

3.3 Legislative Requirements

The organisation has to meet many legislative requirements including Australian and State legislation and State regulations and guidelines. These are listed in Table 3.3

Table 3.3: Legislative Requirements

Legislation	Requirement
Queensland Local Government Act 2009	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long term financial plan supported by asset management plans for sustainable service delivery.
Queensland Workplace Health and Safety Act 1995	Regulate WH&S
Sustainable Planning Act 2009 and regulations	Manage the process by which development takes place.
Queensland Environmental Protection Act 1994	Set requirements for asset management plans include: description of the maintenance program; timing of program; maintenance expense per asset class and sub-class
Australian Infrastructure Financial Management Guideline	Provide guidelines regarding financial aspects of the assets, such as depreciation, fair value, ext.
The Water Supply (Safety and Reliability) Act 2008	Regulates providers of drinking water in Queensland.
Environmental Protection Act 1994	Sets licence conditions for Environmentally Relevant Activities (ERA's) under the Act.
Great Barrier Reef Marine Park Act 1975, and Great Barrier Reef Marine Park Regulations 1993, and Sewage Discharge Policy March 2005	Tertiary treatment standard, as defined in the Regulation, required for discharge of effluent from fixed structures on islands into the Great Barrier Reef Marine Park.
Health Act 1937	Provision of water and sewerage services including reuse.
Plumbing and Drainage Act 2002	Technical standards specified in Queensland Plumbing and Wastewater Code.
Waste Reduction and Recycling Act 2011, and Regulations	Contains a suite of measures to reduce waste generation and landfill disposal and encourage recycling.
Queensland Road Traffic and Safety Acts	Sets out the role and responsibilities of road authorities and the rights of members of the public who use public roads.
Disability Services Act	Sets out principles to be applied with respect to persons with disabilities and objectives for service providers and researches, and provides for funding of appropriate disability services and research and development activities.
Disability Discrimination Act Disability Discrimination and Other Human Rights Legislation	Sets out responsibilities to ensure persons with disabilities have the same rights and access to the provision of goods, facilities and services.
Environmental Planning and Assessment Act	Sets out the responsibilities for environmental planning between the different levels of government in the state in managing, developing and conserving resources to promote social and economic welfare of the community and a better environment.
BRC Local Laws	Sets out the roles and responsibilities for communities in relation to Council local laws.
Queensland Department of Local Government	Specifies the minimum requirements for Asset Management Plans.

The organisation will exercise its duty of care to ensure public safety in accordance with the infrastructure risk management plan linked to this AM Plan. Management of risks is discussed in Section 5.2.

3.4 Community Levels of Service

Service levels are defined service levels in two terms, customer levels of service and technical levels of service.

Community Levels of Service measure how the community receives the service and whether the organisation is providing community value.

Community levels of service measures used in the asset management plan are:

Quality	How good is the service?
Function	Does it meet users' needs?
Capacity/Utilisation	Is the service over or under used?

Refer to the individual category Asset Management Plans for information on the agreed expected community levels of service based on resource levels in the current long-term financial plan and community consultation/engagement.

3.5 Technical Levels of Service

Technical Levels of Service - Supporting the community service levels are operational or technical measures of performance. These technical measures relate to the allocation of resources to service activities that the organisation undertakes to best achieve the desired community outcomes and demonstrate effective organisational performance.

Technical service measures are linked to annual budgets covering:

- Operations – the regular activities to provide services such as operating plant, cleaning, electricity, inspections, etc.
- Maintenance – the activities necessary to retain an asset as near as practicable to an appropriate service condition (eg planned maintenance, asset repairs),
- Renewal – the activities that return the service capability of an asset up to that which it had originally (eg road component renewal, pipeline replacement and building component replacement),
- Upgrade – the activities to provide a higher level of service (eg increasing venue capacity) or a new service that did not exist previously (eg an additional new community facility).

Service and asset managers plan, implement and control technical service levels to influence the customer service levels.[4]

Table 3.5 shows the technical levels of service expected to be provided under this LTAMP. The agreed sustainable position in the table documents the position agreed by the Council following community consultation and trade-off of service levels performance, costs and risk within resources available in the long-term financial plan.

[4] IPWEA, 2011, IIMM, p 2.22

Table 3.5: *Technical Levels of Service*

Service Attribute	Service Objective	Activity Measure Process	Current Performance *	Desired for Optimum Lifecycle Cost **	Agreed Sustainable Position ***
TECHNICAL LEVELS OF SERVICE					
Operations	The regular activities to provide services such as staffing, cleansing, mowing, energy etc.	Budget	$95,854,000	$97,754,000 (this increase accounts for increased net cost incurred when Rubyanna WWTP comes on line, and East, North and Coral Cove WWTP are decommissioned)	$97,754,000
Maintenance	Works to retain an asset as near as practicable to its original condition (eg road patching, unsealed road grading, building and structure repairs)	Budget	$19,456,000	$19,456,000	$19,456,000
Renewal	Works that return the service capability of an asset up to that which it had originally (eg road resurfacing, pavement reconstruction, pipeline relining, building component replacement)	Asset renewal funding ratio	65%	100% over 20yr timeframe	100% over 20yr timeframe
		Budget	$22,000,000	$32,747,000 average over 20yr timeframe	$32,747,000 average over 20yr timeframe
Upgrade/New	Works to provide a higher level of service (eg widening a road, replacing a pipeline with a larger size) or a new service that did not previously exist (eg a new aquatic centre)	Ability for Council to fund new / upgrade capital out of new customer connections, and/or through external grants, and/or through appropriate borrowings			
		Budget	Average $92,000,000	Average $40,000,000	Average $40,000,000

Note: * *Current activities and costs (currently funded).*
** *Desired activities and costs to sustain current service levels and achieve minimum life cycle costs (not currently funded).*
*** *Activities and costs communicated and agreed with the community as being sustainable (funded position following trade-offs, managing risks and delivering agreed service levels).*

4. FUTURE DEMAND

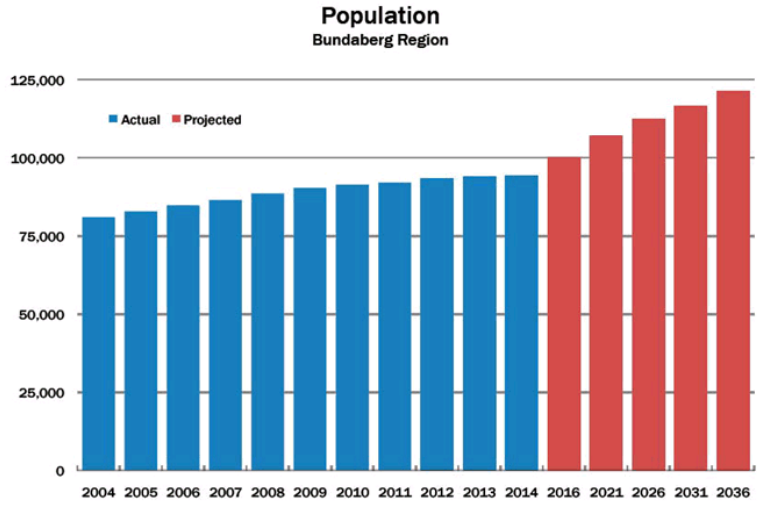
4.1 Demand Drivers

Drivers affecting demand include population change, changes in demographics, seasonal factors, consumer preferences and expectations, technological changes, economic factors, agricultural practices, environmental awareness, etc.

4.2 Demand Forecast

Population

The estimated population of the Bundaberg Region was 94,283 persons in 2014, which represented an increase of 405 persons, or 0.4% from the level recorded in 2013. The population growth in the Bundaberg Region in 2013 was below the averages for the Wide Bay Burnett region (0.8%) and Queensland (1.5%).



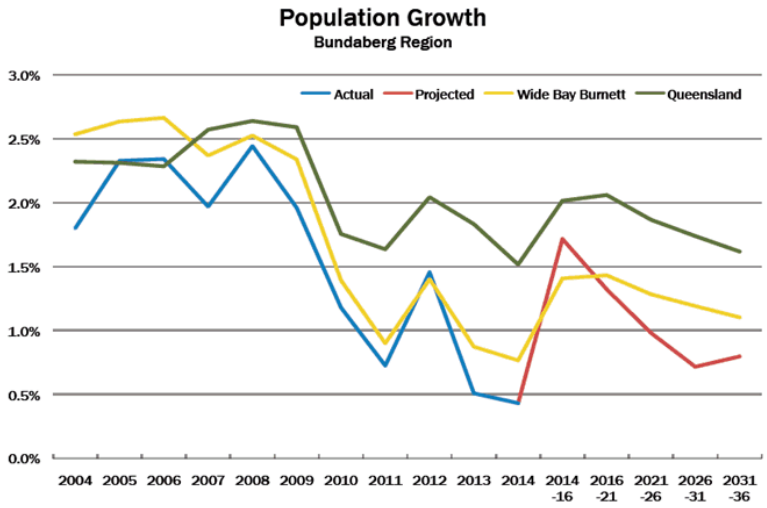
Source: ABS 3218.0, OESR

Over the past five years, the population of the Bundaberg Region has increased by 3,948 persons, or an average annual rate of 0.9%.

Population				
	Level 2014	Ann % chg	Level 2036	Avg ann % chg (2014-36)
Bundaberg Region	94,283	0.4	121,191	1.1
Wide Bay Burnett	288,597	0.8	385,119	1.3
Queensland	4,722,447	1.5	7,095,177	1.9

Source: ABS 3218.0, OESR

Projections to the year 2036 show that the population of the Bundaberg Region is expected to increase by 26,908 persons – or average annual growth of 1.1% – to a population of approximately 121,191 persons.



Note: Changes are average annual % changes for 2014-36
Source: ABS 3218.0, OESR

The present position and projections for demand drivers that may impact future service delivery and utilisation of assets were identified and are documented in Table 4.3.

4.3 Demand Impact on Assets

The impact of demand drivers that may affect future service delivery and utilisation of assets are shown in Table 4.3.

Table 4.3: Demand Drivers, Projections and Impact on Services

Demand drivers	Present position	Projection	Impact on services
Growing population	Overall growth rate approximately 1.5 – 2%. Existing population approximately 100 000	Existing growth rate will be maintained and result in a projected population of approximately 150 000.	Utilisation of most facilities should improve with increased population.
Growing population	Overall growth rate approximately 1.5 – 2%. Existing population approximately 100 000	Existing growth rate will be maintained and result in a projected population of approximately 150 000.	Water consumption will increase as the network and number of connections increases. Allocations and pumping and storage will be stretched and pressure and flow will be impacted.
Growing population	Overall growth rate approximately 1.5 – 2%. Existing population approximately 100 000	Existing growth rate will be maintained and result in a projected population of approximately 150 000.	Wastewater treatment capacity requirements (EP) will increase as the network and number of connections increases. Designated priority development areas at Kalkie and the coastal area between Burnett Heads and Elliott Heads will require greatly increased treatment capacity in this area.
Growing population	Overall growth rate approximately 1.5 – 2%. Existing population approximately 100 000	Existing growth rate will be maintained and result in a projected population of approximately 150 000.	More users create more opportunities for trips and falls, hence, to maintain a low fall and claim scenario service levels will have to rise, resulting in more funding requirements in future.
Increased affordability of swimming pools at home	1 in 25 properties	1 in 20	Increased water usage
Ageing population	Average age is 41	Will increase as a proportion of overall population to 45 in 2031. (4.5 years more than Queensland average)	More trips and falls resulting in more claims. Thus service standards will have to rise to maintain acceptable level of falls and claims. More funding will be required as LOS is raised.
Travel behaviour changes (non-recreational)	Walking and cycling is a declining mode	Without sustained effort from authorities this trend will continue. However it is expected that efforts will be made in future to grow this mode of travel.	Federal and State programs to grow walking and cycling will require new and upgrade of assets with a particular focus on safety.
Travel behaviour changes – Mobility Scooters	Mobility scooter use is beginning to becoming a common mode of transport for the elderly	Mobility scooters use will increase	Footpaths are not specifically designed to accommodate mobility scooters especially slopes and curves which require very low grades due to the high centre of gravity of mobility scooters.

Personal health - walking	Recreational walking is a popular and growing exercise for inhabitants – especially the mature and elderly – supporting wellbeing	The growing trend will continue as personal health is promoted.	The demand on Council to provide safe quality footpaths will increase in the future, requiring more funding than allocated
Personal health - cycling	Recreational cycling is a popular and growing exercise and participants varies from the serious sportsmen and woman to families.	The growing trend will continue as personal health is promoted and safe facilities are being provided.	The demand on Council to provide safe quality cycleways will increase in the future, requiring more funding than allocated.
Increased tourist numbers			Increased visitation numbers to tourism facilities

4.4 Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

Non-asset solutions focus on providing the required service without the need for the organisation to own the assets and management actions including reducing demand for the service, reducing the level of service (allowing some assets to deteriorate beyond current service levels) or educating customers to accept appropriate asset failures[5].

Opportunities identified to date for demand management are shown in Table 4.4. Further opportunities will be developed in future revisions of this asset management plan.

[5] IPWEA, 2011, IIMM, Table 3.4.1, p 3|58.

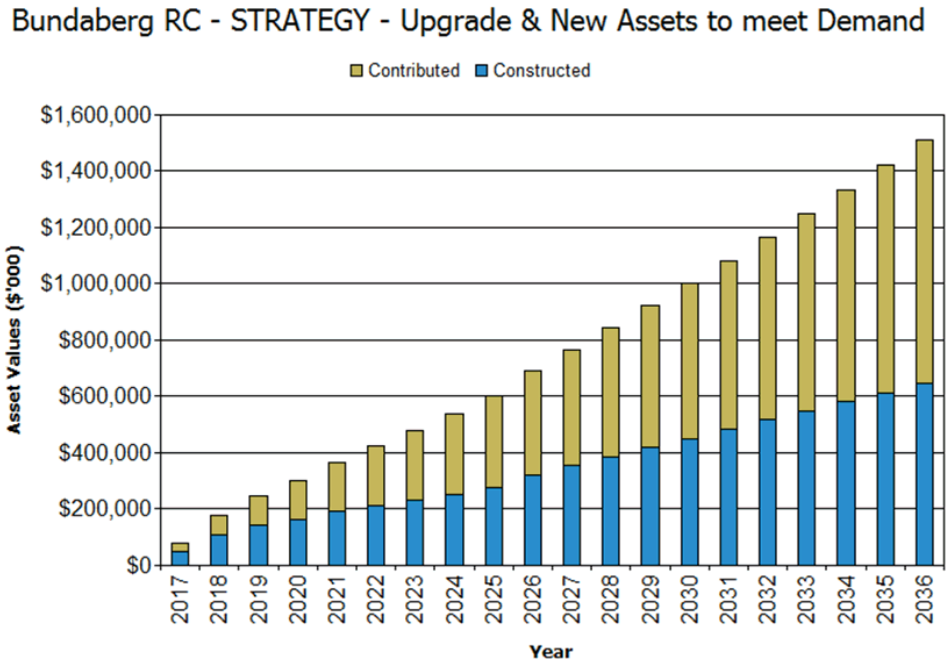
Table 4.4: Demand Management Plan Summary

Demand Driver	Impact on Services	Demand Management Plan
Population Increase due to higher density housing	Increased demand on wastewater treatment capacity	Currently Council is actively encouraging additional growth in the region and hence the need for increased service capacity from new connections into the future. Rubyanna Stage 2 is planned to cater for this future growth in the coastal corridor.
Population Increase due to development of new estates	Increased demand on wastewater treatment capacity	
Population Increase due to higher density housing	Increased demand on water supply	Promote and support water week. Education Packs provided to school students during visits by water officers. Water Wise poster competition. Tiered billing for water consumption as part of rates bill.
Population Increase due to development of new estates	Increased demand on water supply	
Reduction in the cost of construction of swimming pools.	Increased demand on water supply	
Population Increase	Facility utilisation	Investigate options for community groups to take over facility costs
Population Increase	Facility utilisation	Increased population numbers may increase utilisation of existing facilities
Ageing population	More trips and falls resulting in more claims. Thus service standards will have to rise to maintain acceptable level of falls and claims. More funding will be required as LOS is raised.	Develop an asset condition and intervention level identification scheme which ensures that walking routes and spaces of the elderly are well defined and targeted with providing higher level of services in safety, quality and response times on identified risks/hazards.
Growing population	More users create more opportunities for trips and falls, hence, to maintain a low fall and claim scenario service levels will have to rise, resulting in more funding requirements in future.	As above, but with a more appropriate (lower) level of service and manage funding requirements through proper development of strategic plans and priority setting (Eg Multi Modal ...) and the financial (budget) system of Council. (E.g, LTFP, Corporate Plan, Operational Plan ext.)
Travel behaviour changes (non-recreational)	Federal and State programs to grow walking and cycling will require new and upgrade of assets with a particular focus on school commute routes.	Maximize funding opportunities from State and Federal governments.
Travel behaviour changes – Mobility Scooters	Footpaths are not specifically designed to accommodate mobility scooters especially slopes and curves which require very low grades due to the high centre of gravity of mobility scooters.	Create an awareness of the safe use footpaths by mobility scooters through e.g. Workshops at retirement villages. Identify safe and non-safe routes.
Personal health - walking	The demand on Council to provide safe quality footpaths will increase in the future, requiring more funding than allocated	Develop with the walking community/groups priority focus areas to ensure limited resources are spend where the greatest needs are
Personal health - cycling	The demand on Council to provide safe quality cycleways will increase in the future, requiring more funding than allocated.	Develop with the cycling community/groups priority focus areas to ensure limited resources are spend where the greatest needs are
Renewal and maintenance	Increased cost as asset age.	Ensure a credible asset condition system is in place to inform renewal decisions accurately
Maintenance	Increase maintenance as asset base grow and asset age	Ensure new assets are constructed taking in account future maintenance cost to ensure the lowest life cycle cost.
Increased tourism numbers	Tourism facility utilisation	Increased tourism numbers may increase utilisation of existing facilities

4.5 Asset Programs to meet Demand

The new assets required to meet growth will be acquired free of cost from land developments and constructed/acquired by the organisation. New assets constructed/acquired by the organisation are discussed in Section 5.5. The cumulative value of new contributed and constructed asset values are summarised in Figure 1.

Figure 1: Upgrade and New Assets to meet Demand



Acquiring these new assets will commit the organisation to fund ongoing operations, maintenance and renewal costs for the period that the service provided from the assets is required. These future costs are identified and considered in developing forecasts of future operations, maintenance and renewal costs in Section 5. However, a major strategic direction from Council is that overall future recurrent costs do not increase in real terms, and shall require ongoing operational and maintenance strategic initiatives to be developed to achieve this. The challenge for the future shall be to contain future operational and maintenance costs at the same level as 2017 in current day dollar terms.

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how the organisation plans to manage and operate the assets at the agreed levels of service (defined in Section 3) while optimising life cycle costs.

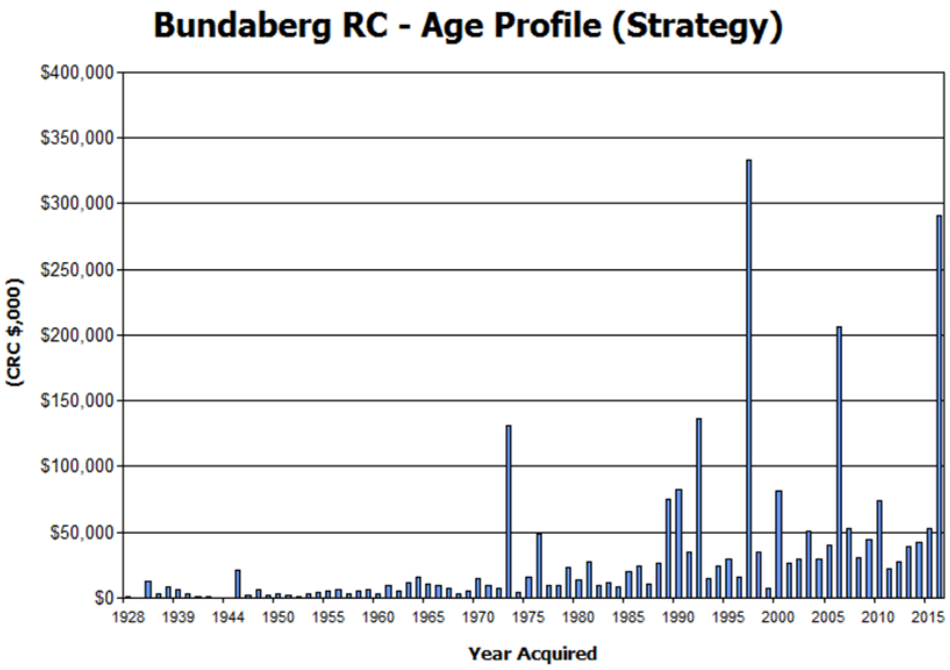
5.1 Background Data

5.1.1 Physical parameters

The assets covered by this asset management plan are shown in Table 2.1.

The age profile of the assets include in this AM Plan is shown in Figure 2.

Figure 2: Asset Age Profile



5.1.2 Asset capacity and performance

The organisation's services are generally provided to meet design standards where these are available.

Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

Table 5.1.2: Known Service Performance Deficiencies

Location	Service Deficiency
Gregory Water Treatment Plant	Capacity and Quality issues
Kalkie Water Treatment Plant	Capacity and Quality issues
Wallaville Water Treatment Plant	Quality Issues
East Wastewater Treatment Plant	Capacity and Treatment Quality issues
Coral Cove Wastewater Treatment Plant	Treatment Quality issues
Childers Wastewater Treatment Plant	Capacity Issues
Gin Gin Wastewater Treatment Plant	Capacity Issues
Road Network	Road capacity and functionality issues (eg, improper horizontal and vertical alignments for the stated road hierarchy)
Stormwater Drainage	Capacity Issues
City Centre of Bundaberg – Footpaths	Displaced pavers due street tree roots causing an unacceptable high risk
City Centre of Childers – Footpaths	Sections have a slip risk
School walking and cycling routes	Shortfall of paths
Uneven joints on concrete paths	Differential displacement between slabs create trip hazards
Uneven pathway surfaces due to roots	Street tree roots damage footpaths and cause trip hazards

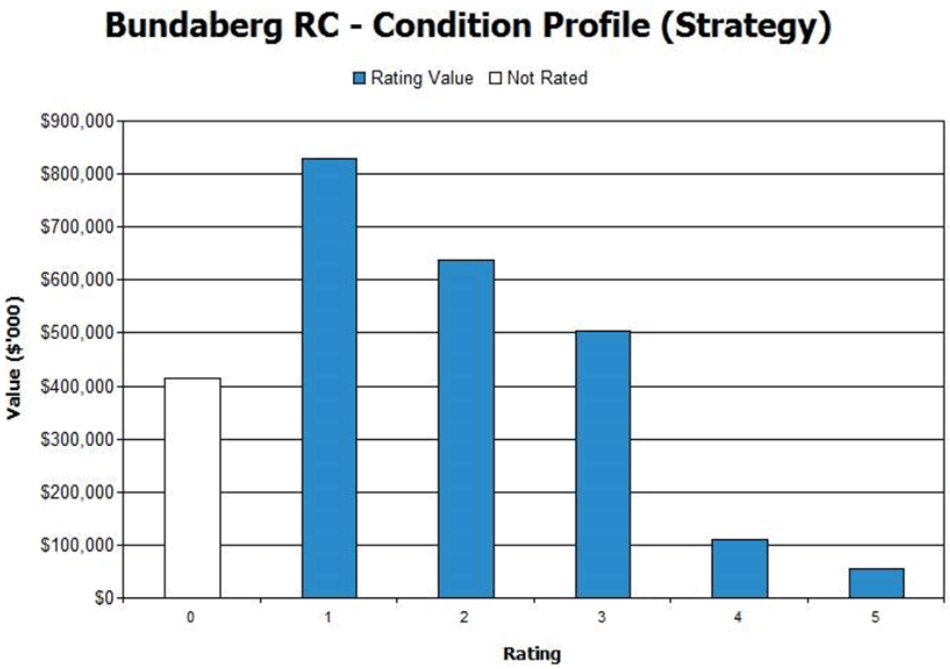
The above service deficiencies were identified from feedback from operational and technical staff as well as assessing the complaints logged at Council.

5.1.3 Asset condition

Condition of assets is monitored through assessments made by council officers undertaking maintenance activities at an equipment level. At appropriate intervals these scores are averaged and rolled up to the fixed asset register level for financial valuations.

The condition profile of our assets is shown in Figure 3.

Fig 3: Asset Condition Profile



Condition is measured using a 0-10 grading system[6] and converted to 1-5 for benchmarking purposes.as detailed in Table 5.1.3.

Table 5.1.3: Simple Condition Grading Model

Condition Grading	Description of Condition
0	**New Asset**: Not previously inspected for condition
1	**Near New:** Asset obviously new. No sign of wear and tear. First or second condition inspection
2	**Excellent**: Minor wear and tear signs. Obviously not new any longer. No maintenance issues.
3	**Very Good**: Some wear and tear. Minor maintenance issues
4	**Good**: Signs of deterioration evident. Deterioration affecting performance and maintenance requirements increasing beyond minor.

[6] IPWEA, 2011, IIMM, Sec 2.5.4, p 2|79.

Condition Grading	Description of Condition
5	**Fair**: Significant maintenance required. Significant performance issues.
6	**Poor:** Maintenance requirements now large and increasing. Large issues with performance. (Not yet requiring capital renewal)
7	**Very Poor**: High maintenance requirements. Significant renewal/rehabilitation required (should be in next budget consideration)
8	**Extremely Poor:** Heavy loss of serviceability. Very High demands on maintenance (Should be in current budget for renewal/upgrade)
9	**Approaching Failure**: Imminent failure expected. Equipment approaching no longer serviceable (Maybe only assets with run to failure strategy should reach a 9)
10	**Failed:** Equipment failed and removed from service

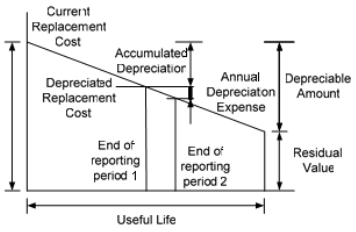
The 0-10 scoring regime is an extension of the 1-5 system recommended in the IIMM and was developed to compliment the valuation side of managing assets. A conversion formula is used for benchmarking purposes to convert to 1–5 scores if required bearing in mind the loss of resolution.

5.1.4 Asset valuations

The value of assets recorded in the asset register as at 2014 covered by this asset management plan is shown below. Assets were last revalued at 2013. Assets are valued at depreciated replacement cost.

Current Replacement Cost	$2.389 Billion
Depreciable Amount	$1.996 Billion
Depreciated Replacement Cost[7]	$1.605 Billion
Annual Depreciation Expense	$41.377M

(Note: this depreciation excludes fleet depreciation)



Useful lives are reviewed annually.

Key assumptions made in preparing the valuations are:

- Straight line depreciation

Various ratios of asset consumption and expenditure have been prepared to help guide and gauge asset management performance and trends over time.

Rate of Annual Asset Consumption (Depreciation exp/Depreciable Amount)	=	2.1%
Rate of Annual Asset Renewal (Capital renewal exp/Depreciable amount)	=	1.6%

[7] Also reported as Written Down Current Replacement Cost (WDCRC).

In 2017 the organisation plans to renew assets at 79.3% of the rate they are being consumed and will be increasing its asset stock by 2% in the year.

5.2 Infrastructure Risk Management Plan

An assessment of risks[8] associated with service delivery from infrastructure assets has identified critical risks that will result in loss or reduction in service from infrastructure assets or a 'financial shock' to the organisation. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the Infrastructure Risk Management Plan, together with the estimated residual risk after the selected treatment plan is operational are summarised in Table 5.2. These risks are reported to management and Council.

Table 5.2: Critical Risks and Treatment Plans

Risk No.**	Asset providing the Service	What can happen?	Risk Rating	Risk Treatment Plan	Residual Risk*	Treatment Cost
1	Reservoir	Contamination of Water Supply	Medium	Improve security on vulnerable sites	Low	150 k
2	Chlorine Dosing Station	Chlorine leak affecting nearby residents.	Medium	Change from gas to liquid dosing for sites near built up areas	low	100k
3	Buildings	Flood damage	Low	Insurance coverage	Low	
4	Concrete footpath	Personal injury from to trip and fall due to uneven joints caused by roots	High	Develop and implement an inspection regime with appropriate intervention levels and priority. Find a permanent solution to resolve the cause of the problem.	Medium	
5	Concrete footpath	Mobility scooter can fall over	High	Review design code for footpaths to include mobility scooters and start a upgrade program to improve	Medium	
6	Unmade paths	Trip and fall	High	Ensure final inspection of new homes include inspection of driveway for compliance	Medium	
7	Pathways	Pedestrian accident can occur being forced onto the road surface	High	Expand approval letter for "works on road reserves" to make Utilities aware of their responsible to accommodate pedestrians safely.	Medium	

Risk No.**	Asset providing the Service	What can happen?	Risk Rating	Risk Treatment Plan	Residual Risk*	Treatment Cost
8	Unmade paths	Pedestrian accident can occur on medium to high pedestrian traffic routes (such as school routes) should pedestrians walk on the road surface due to unmade sidewalk	High	Provide sufficient funding in LTFP and annual capex budget to construct new footpaths	Medium	
9	Asphalt pathway	Personal injury due to trip and fall	High	Create an inspection regime	Medium	
10	Pathways	Trip and fall	High	Ensure design and specification of new and renewal of paving reduce risk of ants and water blasting damage	Medium	
11	Pathways	Slip and fall	High	Identify risk areas for slip, prioritize, fund and upgrade	Medium	
12	Pathways	Disabled getting injured	High	Develop a prioritized upgrade plan, fund and implement	Medium	
13	Cycleway	Cyclist crash with vehicles at road crossings	High	Implement ongoing safety reviews of intersections and conflict points	Medium	
14	Concrete pathways	Trip and fall	High	Review design of concrete pathways to resolve joint issue	Medium	

Note * The residual risk is the risk remaining after the selected risk treatment plan is operational. **Risk No. Refers to Risk Management Matrix numbers.

5.3 Routine Operations and Maintenance Plan

Operations include regular activities to provide the facility type and level of service.

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

5.3.1 Operations and Maintenance Plan

Operations activities affect service levels including quality of service and clean and amenable facilities

Maintenance includes all actions necessary for retaining an asset as near as practicable to an appropriate service condition including regular ongoing day-to-day work necessary to keep assets operating, but excluding rehabilitation or renewal. Maintenance may be classified into reactive, planned and specific maintenance work activities.

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions.

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

Specific maintenance is replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, etc. This work falls below the capital/maintenance threshold but may require a specific budget allocation.

Some planned maintenance is undertaken dependent upon condition intervention levels relative to the asset category hierarchy.

Actual past maintenance expenditure is shown in Table 5.3.1.

Year	Maintenance Expenditure
	Planned and Specific Unplanned (Separate Planned/Unplanned in future)
2015/2016	$19,456,000

5.3.2 Operations and Maintenance Strategies

The organisation will operate and maintain assets to provide the defined level of service to approved budgets in the most cost-efficient manner. The operation and maintenance activities include:

- Scheduling operations activities to deliver the defined level of service in the most efficient manner,
- Undertaking maintenance activities through a planned maintenance system to reduce maintenance costs and improve maintenance outcomes. Undertake cost-benefit analysis to determine the most cost-effective split between planned and unplanned maintenance activities (50 – 70% planned desirable as measured by cost),
- Maintain a current infrastructure risk register for assets and present service risks associated with providing services from infrastructure assets and reporting Very High and High risks and residual risks after treatment to management and Council/Board,
- Review current and required skills base and implement workforce training and development to meet required operations and maintenance needs,
- Review asset utilisation to identify underutilised assets and appropriate remedies, and over utilised assets and customer demand management options,
- Maintain a current hierarchy of critical assets and required operations and maintenance activities,
- Develop and regularly review appropriate emergency response capability,
- Review management of operations and maintenance activities to ensure Council is obtaining best value for resources used

Critical Assets

Critical assets are those assets which have a high consequence of failure but not necessarily a high likelihood of failure. By identifying critical assets and critical failure modes, organisations can target and refine investigative activities, maintenance plans and capital expenditure plans at the appropriate time.

Operations and maintenances activities may be targeted to mitigate critical assets failure and maintain service levels. These activities may include increased inspection frequency, higher maintenance intervention levels, etc. Critical assets failure modes and required operations and maintenance activities are detailed in Table 5.3.2.1. (This section to be workshopped as part of next review of AMP)

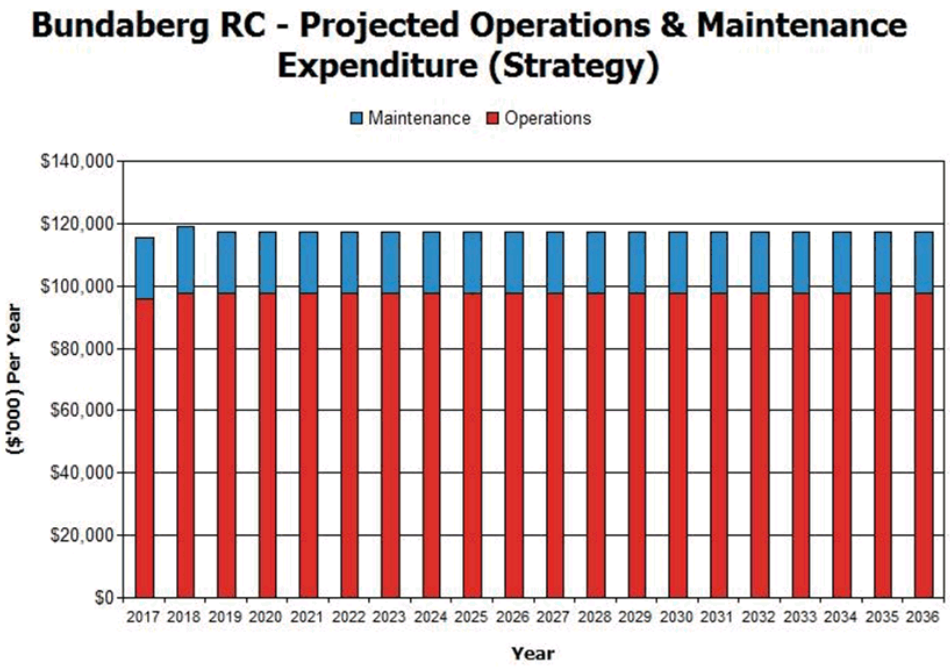
Table 5.3.2.1: Critical Assets and Service Level Objectives

Critical Assets	Critical Failure Mode	Operations & Maintenance Activities
Paving in City Centres	Street tree roots displace pavers which create a trip hazard	Reactive spot repairs (Sustainable plan to resolve issue are in trail phase)
Concrete footpaths	Street tree roots cause differential movement at joints which create trip hazards	Planned and reactive grinding of joints to align paths
Bundaberg Airport	Superstructure failure	
Bundaberg Airport	Air conditioning failure	Routine scheduled maintenance inspections

5.3.3 Summary of future operations and maintenance expenditures

Future operations and maintenance expenditure is forecast to trend in line with the value of the asset stock as shown in Figure 4. Note that all costs are shown in current 2017 dollar values (i.e. real values).

Figure 4: Projected Operations and Maintenance Expenditure



Deferred maintenance, ie works that are identified for maintenance and unable to be funded are to be included in the risk assessment and analysis in the infrastructure risk management plan.

Maintenance is funded from the maintenance budget where available. This is further discussed in Section 6.2.

5.4 Renewal/Replacement Plan

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original or lesser required service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure.

5.4.1 Renewal plan

Assets requiring renewal/replacement are identified from one of three methods provided in the 'Expenditure Template'.

- Method 1 uses Asset Register data to project the renewal costs using acquisition year and useful life to determine the renewal year, or
- Method 2 uses capital renewal expenditure projections from external condition modelling systems (such as Pavement Management Systems), or
- Method 3 uses a combination of average *network renewals* plus *defect repairs* in the *Renewal Plan* and *Defect Repair Plan* worksheets on the 'Expenditure template'.

Method 1 was used for this asset management plan.

The useful lives of assets used to develop projected asset renewal expenditures are shown in Table 5.4.1. Asset useful lives were last reviewed on April 2014.[9]

Future reviews will be documented and included or linked to in this section.

Table 5.4.1: Useful Lives of Assets

Asset (Sub)Category	Useful life (Years)
Stormwater Pipe	80
Stormwater pits	80
Lined Open Channel	80
Formation	Non Depreciating
Unsealed Pavement	15-80
Sealed Pavement	80
Asphalt Seal	25
Spray Seal	15
Kerb	70
Traffic Management Devices	50-80
Bridges – Rail	40
Bridges – Structure	80-100
Bridges – Surface	15-80
Major Culverts	80
Minor Culverts	80
Footpath - Concrete	60
Footpath - Pavers	30
Footpath - Asphalt	20
Footpath - Bitumen	20
Footpath - Gravel	10
Sewer Manholes	80
Sewer pressure pipe	50 - 90

[9]

Asset (Sub)Category	Useful life (Years)
Sewer gravity pipe	70
Sewer vacuum pipe	80
Bore & Casing	80
Civil Structure	80
Communications Tower	50
Electrical	30
Mechanical	40
Pipework & Valves	50
Poly Tank	80
Reservoir Roof	40
Telemetry	20
Water Mains	70 - 100
Building – Sub structure	20-80
Building – Super Structure	20-80
Building – Roof	10-65
Building – Fitouts	10-50
Building – Floorcoverings	10-50
Building – Fire services	10-60
Building – Air conditioner	15-40
Building – Lift	30
Structures	8-100

5.4.2 Renewal and Replacement Strategies

The organisation will plan capital renewal and replacement projects to meet level of service objectives and minimise infrastructure service risks by:

- Planning and scheduling renewal projects to deliver the defined level of service in the most efficient manner,
- Undertaking project scoping for all capital renewal and replacement projects to identify:
  - the service delivery 'deficiency', present risk and optimum time for renewal/replacement,
  - the project objectives to rectify the deficiency,
  - the range of options, estimated capital and life cycle costs for each options that could address the service deficiency,
  - and evaluate the options against evaluation criteria adopted by the organisation, and
  - select the best option to be included in capital renewal programs,
- Using 'low cost' renewal methods (cost of renewal is less than replacement) wherever possible,
- Maintain a current infrastructure risk register for assets and service risks associated with providing services from infrastructure assets and reporting Very High and High risks and residual risks after treatment to management and Council/Board,
- Review current and required skills base and implement workforce training and development to meet required construction and renewal needs,
- Maintain a current hierarchy of critical assets and capital renewal treatments and timings required ,
- Review management of capital renewal and replacement activities to ensure Council is obtaining best value for resources used.

Renewal Ranking Criteria

Asset renewal and replacement is typically undertaken to either:

- Ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate, or
- To ensure the infrastructure is of sufficient quality to meet the service.[10]

It is possible to get some indication of capital renewal and replacement priorities by identifying assets or asset groups that:

- Have a high consequence of failure,
- Have a high utilisation and subsequent impact on users would be greatest,
- The total value represents the greatest net value to the organisation,
- Have the highest average age relative to their expected lives,
- Are identified in the AM Plan as key cost factors,
- Have high operational or maintenance costs, and
- Where replacement with modern equivalent assets would yield material savings.[11]

A formal ranking criteria to determine the priority of identified renewal and replacement proposals still needs to be developed and will feature in the next updated version of the this AM plan. Council has implemented a Project Decision Framework around the governance of projects, and a Stage 2 of this will consider the requirements for capital project prioritisation. Standards and specifications governing renewal work will documented in future reviews of this AM plan.

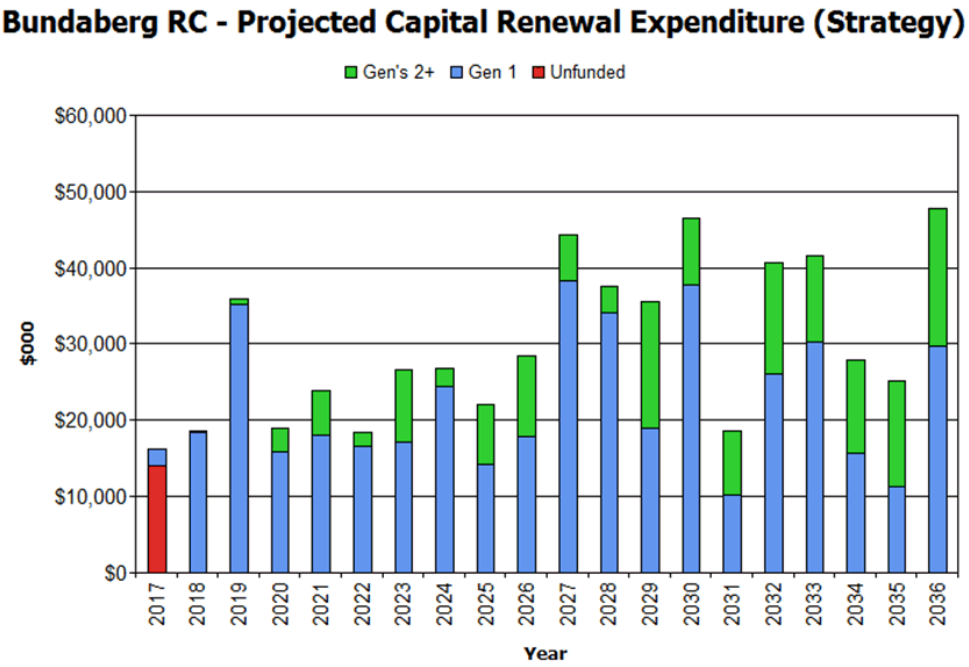
5.4.3 Summary of future renewal and replacement expenditure

Projected future renewal and replacement expenditures are forecast to increase over time as the asset stock increases from growth. The expenditure is summarised in Fig 5. Note that all amounts are shown in real values.

The projected capital renewal and replacement program is shown in Appendix B.

[10] IPWEA, 2011, IIMM, Sec 3.4.4, p 3|60.
[11] Based on IPWEA, 2011, IIMM, Sec 3.4.5, p 3|66.

Fig 5: Projected Capital Renewal and Replacement Expenditure



Renewals and replacement expenditure in the organisation's capital works program will be accommodated in the long term financial plan. This is further discussed in Section 6.2.

5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist, or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the organisation from land development. These assets from growth are considered in Section 4.4.

5.5.1 Selection criteria

New assets and upgrade/expansion of existing assets are identified from various sources such as councillor/executive or community requests, proposals identified by strategic plans or partnerships with other organisations. Candidate proposals are inspected to verify need and to develop a preliminary renewal estimate. Verified proposals are ranked by priority and available funds and scheduled in future works programmes. Council has implemented a Project Decision Framework around the governance of projects, and a Stage 2 of this will consider the requirements for capital project prioritisation. New assets priority ranking criteria will be developed in the next review of the AMP.

5.5.2 Capital Investment Strategies

The organisation will plan capital upgrade and new projects to meet level of service objectives by:

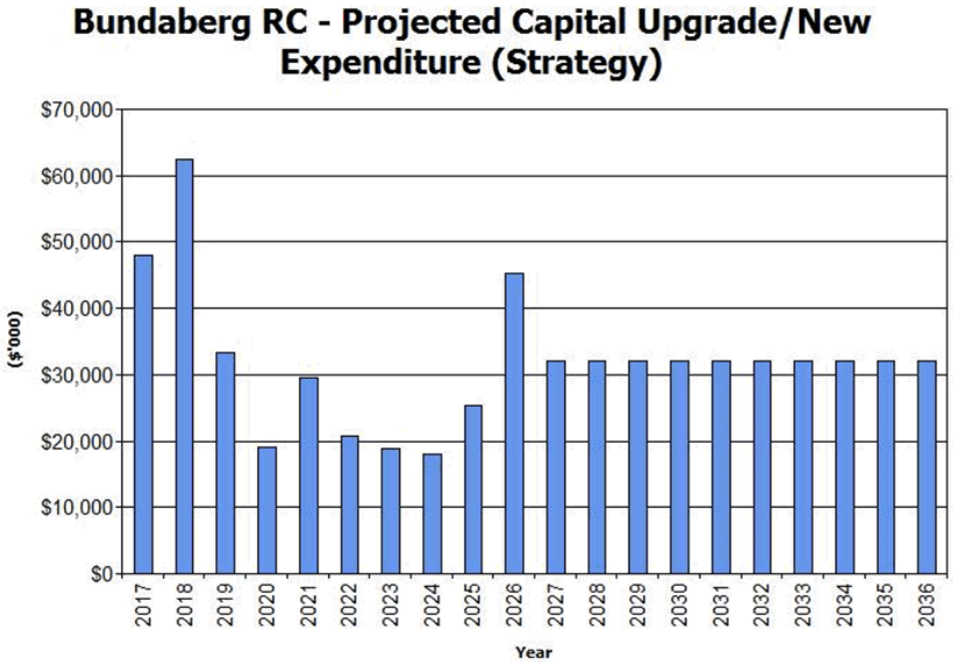
- Planning and scheduling capital upgrade and new projects to deliver the defined level of service in the most efficient manner,
- Undertake project scoping for all capital upgrade/new projects to identify:
  - the service delivery 'deficiency', present risk and required timeline for delivery of the upgrade/new asset,
  - the project objectives to rectify the deficiency including value management for major projects,
  - the range of options, estimated capital and life cycle costs for each options that could address the service deficiency,
  - management of risks associated with alternative options,
  - and evaluate the options against evaluation criteria adopted by Council, and
  - select the best option to be included in capital upgrade/new programs,
- Review current and required skills base and implement training and development to meet required construction and project management needs,
- Review management of capital project management activities to ensure Council is obtaining best value for resources used.

Standards and specifications for new assets and for upgrade/expansion of existing assets are the same as those for renewal shown in Section 5.4.2.

5.5.3 Summary of future upgrade/new assets expenditure

Projected upgrade/new asset expenditures are summarised in Fig 6. The projected upgrade/new capital works program is shown in Appendix C. All amounts are shown in real values.

Fig 6: Projected Capital Upgrade/New Asset Expenditure



Expenditure on new assets and services in the organisation's capital works program will be accommodated in the long term financial plan. This is further discussed in Section 6.2.

5.6 Disposal Plan

Disposal includes any activity associated with disposal of a decommissioned asset including sale, demolition or relocation. Assets identified for possible decommissioning and disposal are shown in Table 5.6, together with estimated annual savings from not having to fund operations and maintenance of the assets. These assets will be further reinvestigated to determine the required levels of service and see what options are available for alternate service delivery, if any. Any revenue gained from asset disposals is accommodated in Council's long term financial plan.

Where cashflow projections from asset disposals are not available, these will be developed in future revisions of this asset management plan.

Council is currently undertaking a review of facility assets that may be able to be disposed. Results from this process will be listed in the next review of the AMP.

Table 5.6: Assets Identified for Disposal

Asset	Reason for Disposal	Timing	Disposal Expenditure	Operations & Maintenance Annual Savings
Review currently being undertaken	To be advised	To be advised	To be advised	To be advised

5.7 Service Consequences and Risks

More work is required to adequately develop this section in future versions of the AMP.

The organisation has prioritised decisions made in adopting this AM Plan to obtain the optimum benefits from its available resources. Decisions were made based on the development of 3 scenarios of AM Plans.

Scenario 1 - What we would like to do based on asset register data

Scenario 2 – What we should do with existing budgets and identifying level of service and risk consequences (ie what are the operations and maintenance and capital projects we are unable to do, what is the service and risk consequences associated with this position). This may require several versions of the AM Plan.

Scenario 3 – What we can do and be financially sustainable with AM Plans matching long-term financial plans.

The development of scenario 1 and scenario 2 AM Plans provides the tools for discussion with the Council and community on trade-offs between what we would like to do (scenario 1) and what we should be doing with existing budgets (scenario 2) by balancing changes in services and service levels with affordability and acceptance of the service and risk consequences of the trade-off position (scenario 3).

5.7.1 What we cannot do

There are some operations and maintenance activities and capital projects that are unable to be undertaken within the next 10 years. These include:

- Undertake all the desired new / upgrade capital works unless external grant funding or appropriate borrowing is available for some of the projects

5.7.2 Service consequences

Operations and maintenance activities and capital projects that cannot be undertaken will maintain or create service consequences for users. These include:

- Less new facilities that some sections of the community may desire

5.7.3 Risk consequences

The operations and maintenance activities and capital projects that cannot be undertaken may maintain or create risk consequences for the organisation. These include:

- Reputational risk for Council

These risks have been included with the Infrastructure Risk Management Plan summarised in Section 5.2 and risk management plans actions and expenditures included within projected expenditures.

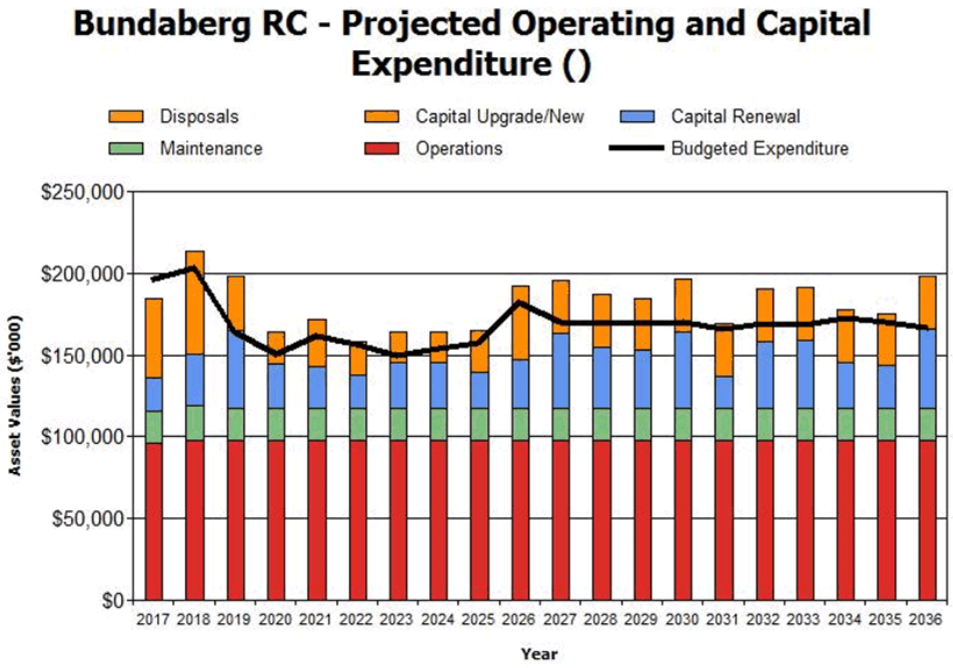
6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Statements and Projections

The financial projections are shown in Fig 7 for projected operating (operations and maintenance) and capital expenditure (renewal and upgrade/expansion/new assets). Note that all costs are shown in real values.

Fig 7: Projected Operating and Capital Expenditure



6.1.1 Sustainability of service delivery

There are four key indicators for service delivery sustainability that have been considered in the analysis of the services provided by this asset category, these being the asset renewal funding ratio, long term life cycle costs/expenditures and medium term projected/budgeted expenditures over 5 and 10 years of the planning period.

Asset Renewal Funding Ratio

Asset Renewal Funding Ratio[12] = 65%

The Asset Renewal Funding Ratio is the most important indicator and reveals that over the next 10 years, Council is forecasting that it will have 65% of the funds required for the optimal renewal and replacement of its assets.

Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the asset life cycle. Life cycle costs include operations and maintenance expenditure and asset consumption (depreciation expense). The life cycle cost for the services covered in this asset management plan is $165.15M per year (average operations and maintenance expenditure plus depreciation expense projected over 10 years).

Life cycle costs can be compared to life cycle expenditure to give an initial indicator of affordability of projected service levels when considered with age profiles. Life cycle expenditure includes operations, maintenance and capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure over the 10 year planning period is $135.47M per year (average operations and maintenance plus capital renewal budgeted expenditure in LTFP over 10 years).

A shortfall between life cycle cost and life cycle expenditure is the life cycle gap. The life cycle gap for services covered by this asset management plan is -$29.678M per year (-ve = gap, +ve = surplus).

Life cycle expenditure is 82% of life cycle costs.

The life cycle costs and life cycle expenditure comparison highlights any difference between present outlays and the average cost of providing the service over the long term. If the life cycle expenditure is less than that life cycle cost, it is most likely that outlays will need to be increased or cuts in services made in the future.

Knowing the extent and timing of any required increase in outlays and the service consequences if funding is not available will assist organisations in providing services to their communities in a financially sustainable manner. This is the purpose of the asset management plans and long term financial plan.

Medium term – 10 year financial planning period

This asset management plan identifies the projected operations, maintenance and capital renewal expenditures required to provide an agreed level of service to the community over a 10 year period. This provides input into 10 year financial and funding plans aimed at providing the required services in a sustainable manner.

These projected expenditures may be compared to budgeted expenditures in the 10 year period to identify any funding shortfall.

The projected operations, maintenance and capital renewal expenditure required over the 10 year planning period is $145.5M on average per year.

Estimated (budget) operations, maintenance and capital renewal funding is $135.47M on average per year giving a 10 year funding shortfall of $10.032M per year. This indicates that Council expects to have near to 93% of the projected expenditures needed to provide the services documented in the asset management plan, unless additional funding is obtained.

[12] AIFMG, 2012, Version 1.3, Financial Sustainability Indicator 4, Sec 2.6, p 2.16

Medium Term – 5 year financial planning period

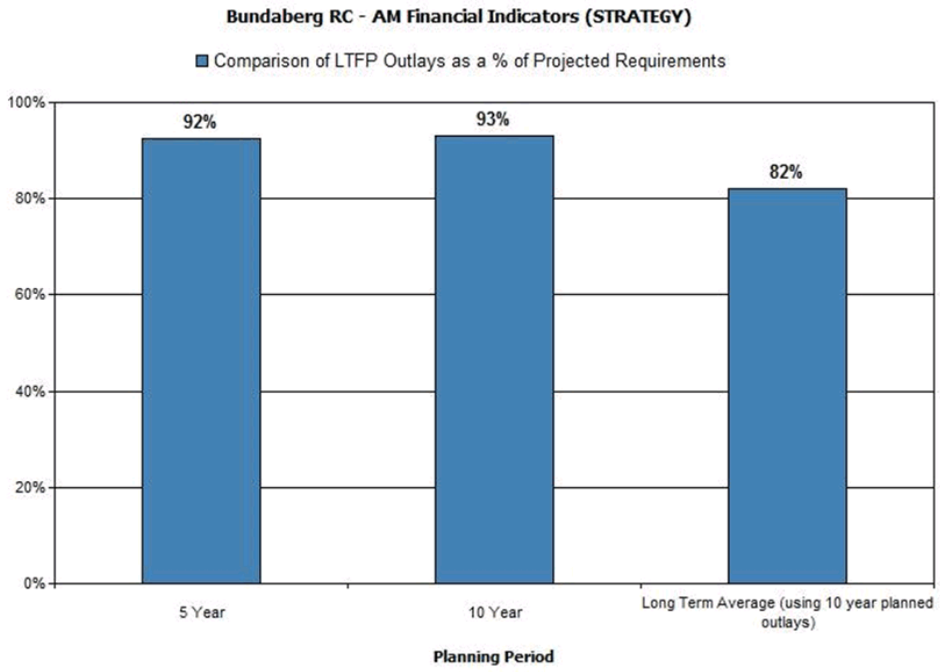
The projected operations, maintenance and capital renewal expenditure required over the first 5 years of the planning period is $147.9M on average per year.

Estimated (budget) operations, maintenance and capital renewal funding is $136.8M on average per year giving a 5 year funding deficit of $11.1M per year. This indicates that Council expects to have near to 92% of projected expenditures required to provide the services shown in this asset management plan, unless additional funding is obtained.

Asset management financial indicators

Figure 7A shows the asset management financial indicators over the 10 year planning period and for the long term life cycle.

Figure 7A: Asset Management Financial Indicators



Providing services from infrastructure in a sustainable manner requires the matching and managing of service levels, risks, projected expenditures and financing to achieve a financial indicator of approximately 100% for the first years of the asset management plan and ideally over the 10 year life of the Long Term Financial Plan.

The current difference is due predominately to the difference in projected road seal and pavement capital renewals and the historic funding provision for these renewals. As part of the 2017 Comprehensive Revaluation of the Transport Class, this aspect will be analysed to determine if the current useful lives of road seal and pavement are appropriate, or need to be lengthened, or if the useful lives are correct and future funding of renewals should be increased.

Figure 8 shows the projected asset renewal and replacement expenditure over the 20 years of the AM Plan. The projected asset renewal and replacement expenditure is compared to renewal and replacement expenditure in the capital works program, which is accommodated in the long term financial plan

Figure 8: Projected and LTFP Budgeted Renewal Expenditure

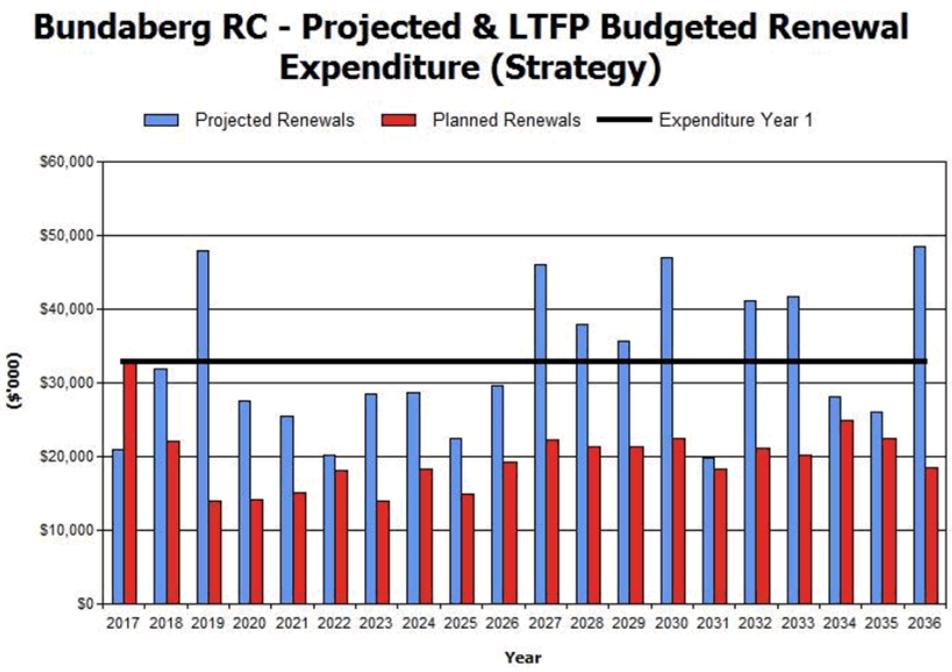


Table 6.1.1 shows the shortfall between projected renewal and replacement expenditures and expenditure accommodated in long term financial plan. Budget expenditures accommodated in the long term financial plan or extrapolated from current budgets are shown in Appendix D.

Table 6.1.1: Projected and LTFP Budgeted Renewals and Financing Shortfall

Year End June 30	Projected Renewals ($'000)	LTFP Renewal Budget ($'000)	Renewal Financing Shortfall (- gap, + surplus) ($'000)	Cumulative Shortfall (- gap, + surplus) ($'000)
2017	$20,997	$32,805	$11,808	$11,808
2018	$31,948	$22,106	$-9,842	$1,966
2019	$47,974	$13,898	$-34,076	$-32,110
2020	$27,502	$14,231	$-13,271	$-45,381
2021	$25,416	$15,119	$-10,297	$-55,678
2022	$20,195	$18,081	$-2,114	$-57,792
2023	$28,411	$14,035	$-14,376	$-72,168
2024	$28,606	$18,358	$-10,248	$-82,416
2025	$22,527	$14,945	$-7,582	$-89,998
2026	$29,565	$19,240	$-10,325	$-100,323
2027	$45,961	$22,245	$-23,716	$-124,039
2028	$37,880	$21,370	$-16,510	$-140,549
2029	$35,681	$21,348	$-14,333	$-154,882
2030	$46,947	$22,467	$-24,480	$-179,362
2031	$19,816	$18,383	$-1,433	$-180,795
2032	$41,057	$21,136	$-19,921	$-200,716
2033	$41,649	$20,166	$-21,483	$-222,199
2034	$28,125	$24,917	$-3,208	$-225,407
2035	$26,114	$22,459	$-3,655	$-229,062
2036	$48,567	$18,485	$-30,082	$-259,144

Note: A negative shortfall indicates a financing gap, a positive shortfall indicates a surplus for that year.

Providing services in a sustainable manner will require matching of projected asset renewal and replacement expenditure to meet agreed service levels with **the corresponding** capital works program accommodated in the long term financial plan.

6.1.2 Projected expenditures for long term financial plan

Table 6.1.2 shows the projected expenditures for the 10 year long term financial plan.

Expenditure projections are in 2017 real values.

Table 6.1.2: Projected Expenditures for Long Term Financial Plan ($000)

Year	Operations	Maintenance	Projected Capital Renewal	Capital Upgrade/New	Disposals
2017	$95,854	$19,456	$20,997	$48,096	$0
2018	$97,754	$21,156	$31,948	$62,548	$0
2019	$97,754	$19,456	$47,974	$33,292	$0
2020	$97,754	$19,456	$27,502	$19,085	$0
2021	$97,754	$19,456	$25,416	$29,462	$0
2022	$97,754	$19,456	$20,195	$20,790	$0
2023	$97,754	$19,456	$28,411	$18,805	$0
2024	$97,754	$19,456	$28,606	$18,055	$0
2025	$97,754	$19,456	$22,527	$25,365	$0
2026	$97,754	$19,456	$29,565	$45,275	$0
2027	$97,564	$19,626	$45,961	$32,077	$0
2028	$97,564	$19,626	$37,880	$32,077	$0
2029	$97,564	$19,626	$35,681	$32,077	$0
2030	$97,564	$19,626	$46,947	$32,077	$0
2031	$97,564	$19,626	$19,816	$32,077	$0
2032	$97,564	$19,626	$41,057	$32,077	$0
2033	$97,564	$19,626	$41,649	$32,077	$0
2034	$97,564	$19,626	$28,125	$32,077	$0
2035	$97,564	$19,626	$26,114	$32,077	$0
2036	$97,564	$19,626	$48,567	$32,077	$0

All dollar values are in ($'000)'s

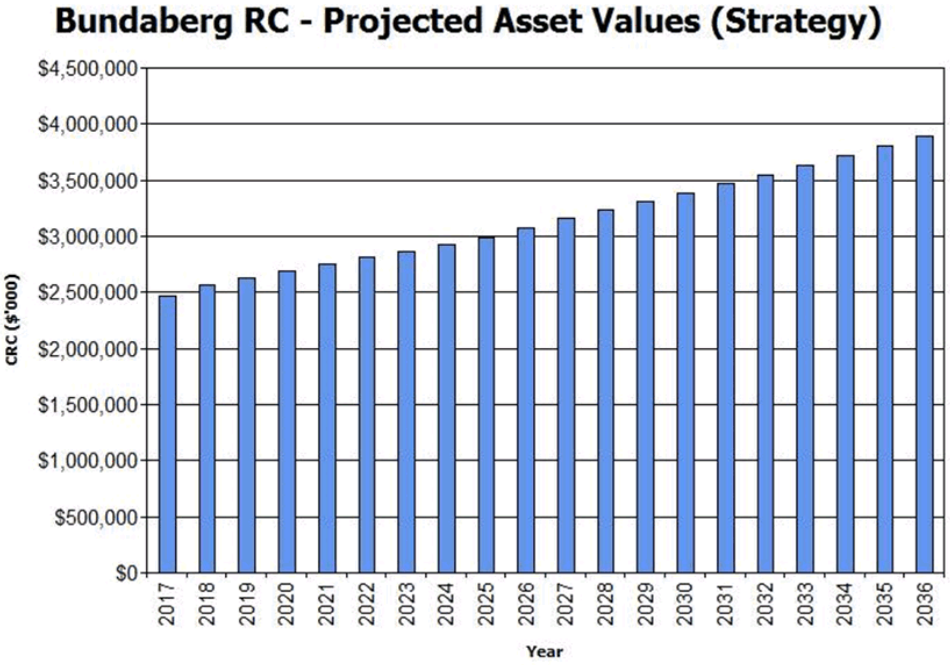
6.2 Funding Strategy

After reviewing service levels, as appropriate to ensure ongoing financial sustainability projected expenditures identified in Section 6.1.2 will be accommodated in the Council's 10 year long term financial plan.

6.3 Valuation Forecasts

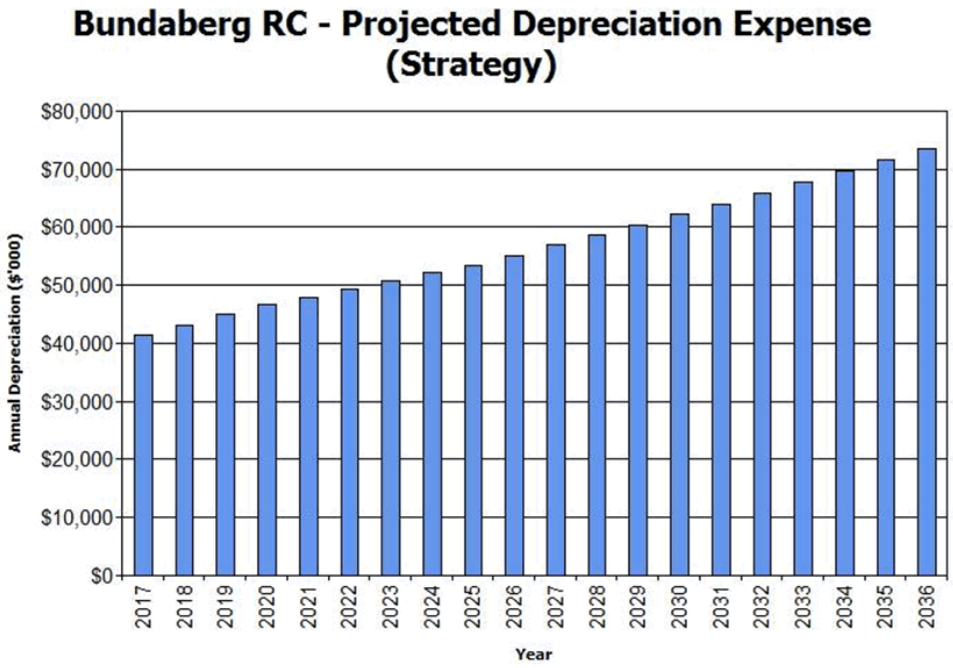
Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council. Figure 9 shows the projected replacement cost asset values over the planning period in real values.

Figure 9: Projected Asset Values



Depreciation expense values are forecast in line with asset values as shown in Figure 10.

Figure 10: Projected Depreciation Expense

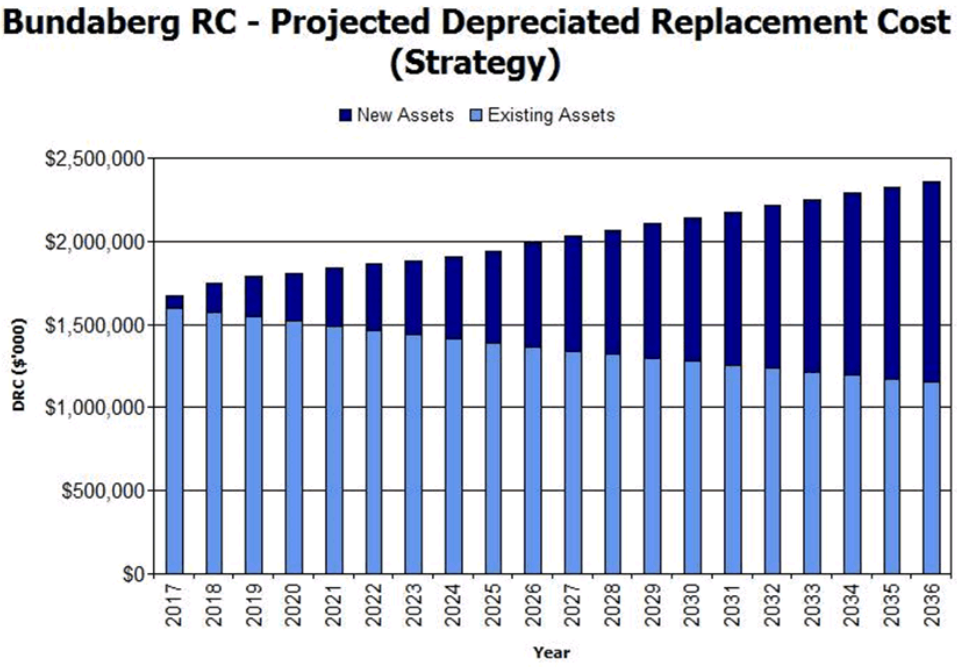


Note: Does not include Fleet Depreciation expense

As the depreciation expense increases from the addition of new and donated assets, Council will have to make decisions about how to fund this increasing depreciation expense.

The depreciated replacement cost will vary over the forecast period depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets. Forecast of the assets' depreciated replacement cost is shown in Figure 11. The depreciated replacement cost of contributed and new assets is shown in the darker colour and in the lighter colour for existing assets.

Figure 11: Projected Depreciated Replacement Cost



6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan and risks that these may change are shown in Table 6.4.

Table 6.4: Key Assumptions made in AM Plan and Risks of Change

Key Assumptions	Risks of Change to Assumptions
Passive asset condition data is reflective of the majority of the physical state of assets	Timing of the renewal profile for existing assets will change and hence subsequent funding profile
New / Upgrade capital requirements for the Community & Environment Directorate into future years is not visible in the forward 10 year capex plan so only those projects specifically identified has currently been included in this AMP	Historically, new projects that were not previously visible in the 10 year plan end up being presented in the 1-3 year capex requests. If accepted this will add to the funding requirements.
A major strategic direction from Council is that overall future recurrent costs do not increase in real terms, and shall require ongoing operational and maintenance strategic initiatives to be developed.	If the business units cannot achieve this strategic requirement, Council will still need to source new income through rates or user charges that does not take funding away from existing operations, maintenance and depreciation expenses on an ongoing basis (unless Council explicitly decides to discontinue or reduce existing services).

6.5 Forecast Reliability and Confidence

The expenditure and valuations projections in this AM Plan are based on best available data. Currency and accuracy of data is critical to effective asset and financial management. Data confidence is classified on a 5 level scale[13] in accordance with Table 6.5.

Table 6.5: Data Confidence Grading System

Confidence Grade	Description
A Highly reliable	Data based on sound records, procedures, investigations and analysis, documented properly and recognised as the best method of assessment. Dataset is complete and estimated to be accurate ± 2%
B Reliable	Data based on sound records, procedures, investigations and analysis, documented properly but has minor shortcomings, for example some of the data is old, some documentation is missing and/or reliance is placed on unconfirmed reports or some extrapolation. Dataset is complete and estimated to be accurate ± 10%
C Uncertain	Data based on sound records, procedures, investigations and analysis which is incomplete or unsupported, or extrapolated from a limited sample for which grade A or B data are available. Dataset is substantially complete but up to 50% is extrapolated data and accuracy estimated ± 25%
D Very Uncertain	Data is based on unconfirmed verbal reports and/or cursory inspections and analysis. Dataset may not be fully complete and most data is estimated or extrapolated. Accuracy ± 40%
E Unknown	None or very little data held.

The estimated confidence level for and reliability of data used in this AM Plan is shown in Table 6.5.1.

Table 6.5.1: Data Confidence Assessment for Data used in AM Plan

Data	Confidence Assessment	Comment
Demand drivers – Buildings	C Uncertain	Somewhat uncertain until the specific facility sub-plans are completed
Demand drivers – All other Infrastructure	B Reliable	Business units understand the demand drivers well
Growth projections	B Reliable	Projections were sourced from government agencies
Operations expenditures	A Highly reliable	Previous years actual expenditure figures were used
Maintenance expenditures	A Highly reliable	Previous years actual expenditure figures were used
Projected Renewal exps. - Asset values	B Reliable	Derived from the asset register data
- Asset residual values	B Reliable	Residual values held in the audited asset register were used
- Asset useful lives	B Reliable	Useful lives used for the audited financials were used.
- Condition modelling	B Reliable	Best known condition values from the most recent comprehensive revaluation were used.
- Network renewals	B Reliable	Predicted from asset register data
- Defect repairs	B Reliable	Annual maintenance inspections being undertaken
Upgrade/New expenditures	C Uncertain	Little visibility currently of building managers desired requirements
Disposal expenditures	C Uncertain	Not well known – currently being reviewed

Over all data sources the data confidence is assessed as Medium confidence level for data used in the preparation of this AM Plan.

[13] IPWEA, 2011, IIMM, Table 2.4.6, p 2|59.

7. PLAN IMPROVEMENT AND MONITORING

7.1 Status of Asset Management Practices

7.1.1 Accounting and financial systems

BRC uses Civica's Authority corporate financial system for the majority of the corporate operations such as CRM, payroll, accounts payable etc. The assets are held in Assetic's MyData software and the asset financials including depreciation is calculated by MyData and manually entered into the GL which is held in Authority.

Accountabilities for financial systems

The Chief Financial Officer is accountable for the accounting and financial systems. The Manager of Strategic Finance is accountable for the strategic capital and operational budgeting processes and systems.

Accounting standards and regulations

AASB 116 – Property, Plant and Equipment

AASB 13 – Fair Value Measurement

AASB 136 – Impairment of Assets

AASB 108 – Accounting Policies, Changes in Accounting Estimates and Errors

Non-Current Asset Policies for the Public Sector – Recognition of Assets (issued by the Qld Government)

Local Government Regulation 2012 & Local Government Act 2012

Capital/maintenance threshold

Capital / maintenance threshold policy is as per Council's "Non-Current Asset Recognition Policy" (GP-3-037)

Required changes to accounting financial systems arising from this AM Plan

There are no identified changes to the accounting financial systems arising from the AMP.

7.1.2 Asset management system

The Asset Management System comprises the Asset Management Policy, Asset Management Strategy, individual Asset Management Plans, an overall Council Infrastructure Long Term Asset Management Plan, and Long Term Financial Forecast.

Asset registers

The asset register is held within MyData.

Linkage from asset management to financial system

Currently manual reconciliation occurs annually between the MyData asset register and the General Ledger in the Authority financial system. The individual infrastructure category Asset Management Plans are summarised in the Council Long Term Asset Management Plan which informs the Long Term Financial Forecast.

Accountabilities for asset management system and data maintenance

The Coordinator of Asset Management Strategy and Support is responsible for maintaining the asset management system and asset data maintenance.

Required changes to asset management system arising from this Long Term Asset Management Plan

Required changes to the asset management system arising out of this LTAMP are listed in the improvement plan in Table 7.2.

7.2 Improvement Plan

The asset management improvement plan generated from this long term asset management plan is shown in Table 7.2.

Major components of items 1-20 are already in place but are listed in their entirety here to present the overall suggested timing of the plan.

Task No	Task	Responsibility	Resources Required	Timeline
LTAMP ENABLERS				
1	Review Asset Management Policy – Undertake review of AM Policy including roles and responsibilities, governance and external influences such as demand, funding and revenue	ELT		June - October 2016
2	Review Asset Management Strategy – Undertake review of AM strategy, implementation plan and performance	GM – Infrastructure & Planning		June - October 2016
3	Facilitate Councillor Asset Management Workshops – Keep Councillors informed, improve communication and alignment. Streamline budgeting and approvals	CEO		Oct 2016 - March 2017
4	Asset Management Maturity – Assess the organisation understanding of the objectives, processes and progress in implementing Asset Management	CEO		Oct 2016 – March 2017
5	Review Asset Management Improvement Plan – review the plan to improve organisational AM knowledge, responsibilities, processes and practices to deliver organisational objectives	CEO		Jan – March 2017
6	Assess Asset Management training needs – undertake a skills and training needs analysis	CEO		Jan – March 2017
7	Implement Asset Management training and awareness program – train staff and raise awareness of asset management, associated financial activities and legislative requirements	CEO		June - Dec 2017
8	Assess Asset Management resourcing needs – assess the resourcing requirements to deliver asset management practices across council	CEO		Jan – March 2017
9	Implement Asset Management resourcing plan – implement the organisation structure and acquire the resources as allocated in the approved and adopted resourcing plan	CEO		June - Dec 2017
10	Asset Management Steering Committee – Implement steering committee structure effective in supporting asset management delivery	CEO		June – Oct 2016
11	Review asset ownership / roles and responsibilities – are AM roles and responsibilities clearly defined and understood by staff. Is there clear ownership of all assets?	CEO		June – Oct 2016
12	Implement strategic / continuous improvement initiatives – implement the approved and adopted LTAMP improvement plan	CEO		June 2016 – July 2017

LTAMP CRITERIA	Task	Responsibility	Resources Required	Timeline
13	Community Consultation – Is Council meeting Ratepayer's needs and does the community understand the limitations or trade-offs? Undertake community consultations to determine satisfaction with current Levels of Service (LOS) and desired LOS	CEO		June – Oct 2016
14	Review Service Plans – Is Council delivering the right services at the right level? Update Council's levels of service documentation	CEO		Sept - Oct 2016
15	Review Corporate and Community Plan – undertake review ensuring there is enough detail to define the community service levels	GM – Organisational Services		Oct - Dec 2016
16	Review of prior AM performance – Did Council (through AMPS) deliver? Assess Corporate performance in delivering AM objectives	CEO		June - Sept 2016
17	Review risk and criticality – Is Council exposed and adequately focussed on high risk and critical activities? Review Infrastructure risk and opportunities	CEO		June - Sept 2016
18	Review funding – Can Council afford its current service levels in the longer term? Review the Long Term Financial Forecast expenditure and revenue estimates	CEO		Sept – Dec 2016
LTAMP Assessment	**Task**	**Responsibility**	**Resources Required**	**Timeline**
19	Assess Capex – Use the Project Decision Framework (PDF) to assess New/Upgrade projects and Renewal Projects to ensure they are desirable, deliverable and affordable	Project Governance Working Group		Oct - Dec 2016
20	Prioritise Capex – Assess the priority of all CAPEX projects in delivering Council's objectives, adopted service levels and budget constraints	Project Governance Working Group		Feb - March 2017
21	Assess OPEX – Are the levels of operational and maintenance funding appropriate and is the reactive vs planned maintenance balance correct. Review the levels of maintenance activity against levels of service. Review the costs of Asset Management activities against AM benefits.	GM – Infrastructure & Planning		Jan – March 2017
22	Review Category AMPS – Update models, works programs, expenditure forecasts and commentary in the category AMPS based on the latest data, information and organisational changes	GM – Infrastructure & Planning		Dec 2016 - March 2017
23	Model whole of Council asset management in the LTAMP – Undertake a review of the funding distribution across all services and re-allocate funding based on corporate priorities	Strategic Finance		Jan 2016 – May 2017
24	Consolidate Portfolio – Consolidate all CAPEX, OPEX expenditure and revenue to create the annual budget submission and supporting 10 Year forecasts and AMPS	Strategic Finance		Mar – April 2017
25	Councillor Review – Detailed assessment of the Annual Budget	CEO		May 2017
26	Adopt Budget – Council discuss, amend and resolve to adopt the annual budget	GM – Organisational Services		June 2017

27	Amend AMPS to reflect the Budget adopted by Council	GM – Infrastructure & Planning		June 2017
28	Finalise LTAMP – amend plan to reflect the Budget adopted by Council	GM – Infrastructure & Planning		June 2017
29	Amend Service Plans to reflect the Budget adopted by Council	Business Unit Managers		June 2017
30	Amend Long Term Asset Management Plan to reflect the Budget adopted by Council	GM – Infrastructure & Planning		June 2017
BUILDINGS	**Task**	**Responsibility**	**Resources Required**	**Timeline**
31	Complete Facility Asset & Service Management Sub-plans for all building service areas	Building Managers		Dec 2017
32	As part of task 2 above complete review of assets that may be able to be disposed of.	Building Managers		Dec 2017
33	Determine critical building assets	Building Managers		Dec 2017
34	Develop Buildings service consequence and risk in future	Building Managers		Dec 2017
35	Clarify expectations of new / upgrade assets in future years from task 2 above, and make clear as part of overall 10 year capex plan	Building Managers		Dec 2017
36	Determine known Building Asset capacity and performance deficiencies as part of task 2 above	Building Managers		Dec 2017
37	Complete Buildings Risk Management Plan and update critical risks	Building Managers		Dec 2017
38	Determine strategies to hold operational and maintenance costs at 2017 levels (in real & terms)	Building Managers		Dec 2017
WATER	**Task**	**Responsibility**	**Resources Required**	**Timeline**
39	Known Water Service Performance Deficiencies to be workshopped with Water staff	W&WW	W&WW key Staff	June 2017
40	Refer to organisations risk management plan in next review	W&WW	Risk Management Plan	June 2017
41	Develop Water asset service level hierarchy in next review	Assets, W&WW		June 2017
42	Workshop critical Water assets with W&WW staff	Assets, W&WW		June 2017
43	Document and refer to Water assets UL review process	Assets		June 2017
44	Look at Water disposal plan in future	Assets		June 2017
45	Develop Water service consequence and risk in future	Assets, W&WW		June 2017
46	Develop Water Life Cycle cost detail in future	Assets, W&WW		June 2017
47	Update key Water assumptions for future AMP	Assets, W&WW		June 2017
48	Develop status of Water AM practices section in future	Assets, W&WW		June 2017
49	Clarify expectations of Water contributed assets in future years as development progresses in the coastal area upon completion of the Rubyanna Wastewater Treatment Plant	Assets, W&WW		Dec 2018
WASTEWATER	**Task**	**Responsibility**	**Resources Required**	**Timeline**
50	Known Wastewater Service Performance Deficiencies to be workshopped with Water staff	W&WW	W&WW key Staff	June 2017

51	Refer to organisations risk management plan in next review	W&WW	Risk Management Plan	June 2017
51	Develop Wastewater asset service level hierarchy in next review	Assets, W&WW		June 2017
53	Document and refer to Wastewater UL review process	Assets		June 2017
54	Look at Wastewater disposal plan in future	Assets		June 2017
55	Develop Wastewater service consequence and risk in future	Assets, W&WW		June 2017
56	Develop Wastewater Life Cycle cost detail in future	Assets, W&WW		June 2017
57	Update key assumptions for future Wastewater AMP	Assets, W&WW		June 2017
58	Develop status of Wastewater AM practices section in future	Assets, W&WW		June 2017
59	Clarify expectations of Wastewater contributed assets in future years as development progresses in the coastal area upon completion of the Rubyanna Wastewater Treatment Plant	Assets, W&WW		Dec 2018
TRANSPORT	**Task**	**Responsibility**	**Resources Required**	**Timeline**
60	Develop Community Level of Services and associated performance measures.	Strategic Planning	Public consulting team	Unsure
61	Re-asses the useful life of the various Transport assets	R&D Management	External Valuer	Dec 2016
62	Re- assess Transport assets remaining useful life in asset register based on revised useful life and credible condition assessment	R&D Service and Operation Managers	External Valuer	Dec 2016
63	Develop and implement a Transport replacement and renewal selection and prioritize system	R&D Management	Refocus of efforts only	Dec 2016
64	Investigate how Transport disposal costs will be accommodated and reported	Assets	Refocus only	July 2017
65	Develop and cost solutions to the key risks identified in the Transport Infrastructure Risk Management Plan	R&D Service Manager	Refocus only	Dec 2016
66	Finalise a Transport 10 year upgrade and new program	R&D Planning Manager	Refocus only	Dec 2016
67	Complete Transport Technical Levels of Service	R&D Management	Refocus efforts	Dec 2016
68	Improve state of the Transport assets graph to include function and utilisation/capacity sections.	R&D, Assets	Refocus, update	Dec 2017
STORMWATER	**Task**	**Responsibility**	**Resources Required**	**Timeline**
69	Develop Stormwater Community Level of Services and associated performance measures.	Strategic Planning	Public consulting team	Unsure
70	Re-asses the useful life of the various Stormwater assets	R&D Management	External Valuer	Dec 2016
71	Re- assess remaining useful life in Stormwater asset register based on revised useful life and credible condition assessment	R&D Service and Operation Managers	External Valuer	Dec 2016
72	Develop and implement a Stormwater replacement and renewal selection and prioritize system	R&D Management	Refocus of efforts only	Dec 2016
73	Investigate how Stormwater disposal costs will be accommodated and reported	Assets	Refocus only	July 2017
74	Develop and cost solutions to the key risks identified in the Stormwater Infrastructure Risk Management Plan	R&D Service Manager	Refocus only	Dec 2016

75	Finalise a Stormwater 10 year upgrade and new program	R&D Planning Manager	Refocus only	Dec 2016
76	Complete Stormwater Technical Levels of Service	R&D Management	Refocus efforts	Dec 2016
77	Improve state of the Stormwater assets graph to include function and utilisation/capacity sections.	R&D, Assets	Refocus, update	Dec 2017
FOOTPATHS	**Task**	**Responsibility**	**Resources Required**	**Timeline**
78	Develop Footpath Community Level of Services and associated performance measures.	Strategic Planning	Public consulting team	Unsure
79	Re-asses the Footpath useful life of the various (concrete, asphalt, ext.) assets	R&D Management	External Valuer	Dec 2016
80	Re- assess Footpath remaining useful life in asset register based on revised useful life and credible condition assessment	R&D Service and Operation Managers	External Valuer	Dec 2016
81	Develop and implement a Footpath replacement and renewal selection and prioritize system	R&D Management	Refocus of efforts only	Dec 2016
82	Investigate how Footpath disposal costs will be accommodated and reported	Assets	Refocus only	July 2017
83	Develop and cost solutions to the key risks identified in the Footpath Infrastructure Risk Management Plan (e.g. root problem - City Centre and concrete joints)	R&D Service Manager	Refocus only	Dec 2016
84	Develop maintenance specifications for footpaths	R&D Operations Manager	Refocus only	Dec 2016
85	Finalise a 10 year upgrade and new footpath program based on Multi Modal Strategy	R&D Planning Manager	Refocus only	Dec 2016
86	Complete Footpath Technical Levels of Service	R&D Management	Refocus efforts	Dec 2016
87	Complete status of Footpath asset management practices section	R&D Management	Refocus only	Dec 2016
88	Improve state of the Footpath assets graph to include function and utilisation/capacity sections.	R&D, Assets	Refocus, update	Dec 2017

Table 7.2: Improvement Plan

7.3 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget planning processes and amended to recognise any material changes in service levels and/or resources available to provide those services as a result of budget decisions.

The AM Plan will be updated annually to ensure it represents the current service level, asset values, projected operations, maintenance, capital renewal and replacement, capital upgrade/new and asset disposal expenditures and projected expenditure values incorporated into the organisation's long term financial plan.

The LTAM Plan is due for complete revision and updating within 12 months or as soon as the updated field asset data has been collected and verified. Thereafter it will be submitted to Council.

7.4 Performance Measures

The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the required projected expenditures identified in this asset management plan are incorporated into Council's long term financial plan,
- The degree to which 1-5 year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plans,

- The degree to which the existing and projected service levels and service consequences (what we cannot do), risks and residual risks are incorporated into the Council's Strategic Plan and associated plans,
- The Asset Renewal Funding Ratio achieving the target of 1.0.

8. REFERENCES

IPWEA, 2006, 'International Infrastructure Management Manual', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/IIMM

IPWEA, 2008, 'NAMS.PLUS Asset Management', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/namsplus.

IPWEA, 2009, 'Australian Infrastructure Financial Management Guidelines', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/AIFMG.

IPWEA, 2011, 'International Infrastructure Management Manual', Institute of Public Works Engineering Australasia, Sydney, www.ipwea.org/IIMM

Sample Council, 'Strategic Plan 20XX – 20XX',

Sample Council, 'Annual Plan and Budget'.

9. APPENDICES

Appendix A	Maintenance Response Levels of Service
Appendix B	Projected 10 year Capital Renewal and Replacement Works Program
Appendix C	Projected 10 year Capital Upgrade/New Works Program
Appendix D	LTFP Budgeted Expenditures Accommodated in AM Plan
Appendix E	Abbreviations
Appendix F	Glossary

Appendix A Maintenance Response Levels of Service

Appendix B Projected 10 year Capital Renewal and Replacement Works Program

Refer to the individual Asset Management Plans

Appendix C Projected Upgrade/Exp/New 10 year Capital Works Program

	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026
Strategic Projects Major Projects (as below)	$ 11,350,000	$ 27,000,000	$ 6,500,000	$ 3,000,000	$ 5,900,000	$ 3,000,000	$ 4,000,000	$ 3,000,000	$ -	$ 25,000,000
Multi Plex	$ 5,500,000	$ 27,000,000								
Rec Precinct	$ 750,000									
Office Accommodation - Preliminary	$ 1,000,000									
Office Accommodation - Fitout		$ 6,500,000								
Office Accommodation - Car Parking		$ 3,000,000								
River Front Masterplan Wks	$ 150,000	$ 5,000,000	$ 5,000,000							
Bundaberg CBD Revitalisation	$ 200,000			$ 3,000,000	$ 3,000,000					
Bargara Foreshore Revitalisation								$ 3,000,000		
Eggmolesse Street Construction	$ 1,500,000	$ 1,000,000								
North South Link Road						$ 3,000,000	$ 4,000,000			
Ring Road Connection	$ 2,600,000									
Bundaberg CBD Parklets	$ 150,000									
Future Strategic Projects	$ 100,000									
Airport Parallel Taxiway		$ 2,000,000	$ 1,500,000							
Burnett Heads CBD Revitalisation		$ 1,000,000								
Elliott Heads Foreshore					$ 2,900,000					
Aquatic Centre	$ -									$ 25,000,000
Roads & Drainage Major Projects (as below)	$ 24,268,000	$ 25,869,420	$ 26,750,502	$ 27,663,268	$ 28,608,928	$ 24,642,050	$ 30,604,036	$ 31,656,168	$ 32,746,564	$ 33,876,706
Roads - Major Projects	$ 5,076,000	$ 5,222,100	$ 5,378,763	$ 5,540,126	$ 5,705,330	$ 5,877,520	$ 6,053,865	$ 6,235,460	$ 6,422,524	$ 6,615,200
Roads - Minor Projects inc Crossings	$ 2,626,000	$ 2,000,000	$ 2,060,000	$ 2,121,800	$ 2,185,454	$ 2,521,018	$ 2,318,548	$ 2,388,105	$ 2,459,748	$ 2,533,540
Roads - Preconstruction	$ 1,000,000	$ 1,200,000	$ 1,236,000	$ 1,273,080	$ 1,311,272	$ 1,350,611	$ 1,391,129	$ 1,432,863	$ 1,475,849	$ 1,520,124
Roads - Rehabilitation	$ 5,000,000	$ 5,150,000	$ 5,304,500	$ 5,463,635	$ 5,627,544	$ 579,670	$ 5,970,261	$ 6,149,369	$ 6,333,850	$ 6,523,866
Roads - Resurfacing	$ 5,000,000	$ 5,250,000	$ 5,512,500	$ 5,788,125	$ 6,077,531	$ 6,381,408	$ 6,700,478	$ 7,035,502	$ 7,387,277	$ 7,756,641
Footpaths - Major Projects	$ 1,518,000	$ 1,563,540	$ 1,610,446	$ 1,658,760	$ 1,708,522	$ 1,759,779	$ 1,812,571	$ 1,866,949	$ 1,922,957	$ 1,980,646
Footpaths - Minor Projects	$ 250,000	$ 257,500	$ 265,225	$ 273,182	$ 281,377	$ 289,819	$ 298,513	$ 307,468	$ 316,693	$ 326,193
Footpaths - Preconstruction	$ 50,000	$ 51,500	$ 53,045	$ 54,636	$ 56,275	$ 57,964	$ 59,703	$ 61,494	$ 63,339	$ 65,239
Drainage - Major Projects	$ 2,128,000	$ 3,500,000	$ 3,605,000	$ 3,713,150	$ 3,824,545	$ 3,939,281	$ 4,057,459	$ 4,179,183	$ 4,304,559	$ 4,433,695
Drainage - Minor Projects	$ 1,426,000	$ 1,468,780	$ 1,512,843	$ 1,558,229	$ 1,604,976	$ 1,653,125	$ 1,702,719	$ 1,753,800	$ 1,806,414	$ 1,860,607
Drainage - Preconstruction	$ 200,000	$ 206,000	$ 212,180	$ 218,545	$ 225,102	$ 231,855	$ 238,810	$ 245,975	$ 253,354	$ 260,955
Support Services Major Projects (as below)	$ 4,266,400	$ 4,197,662	$ 4,323,592	$ 4,453,300	$ 4,586,899	$ 4,724,506	$ 4,866,241	$ 5,012,228	$ 5,162,594	$ 5,317,473
AMS	$ 180,400	$ 185,812	$ 191,386	$ 197,128	$ 203,042	$ 209,133	$ 215,407	$ 221,869	$ 228,525	$ 235,381
Depot	$ 190,000									
Fleet	$ 3,895,000	$ 4,011,850	$ 4,132,206	$ 4,256,172	$ 4,383,857	$ 4,515,373	$ 4,650,834	$ 4,790,359	$ 4,934,069	$ 5,082,092
Sewerage Major Projects (as below)	$ 39,896,250	$ 15,957,500	$ 50,000	$ 3,500,000	$ 4,600,000	$ 6,400,000	$ 5,000,000	$ 3,200,000	$ -	$ 5,300,000
Sewerage Total (inclusive)	$ 40,786,250	$ 17,925,500	$ 2,079,040	$ 5,592,761	$ 6,750,286	$ 8,628,748	$ 7,703,269	$ 5,577,038	$ 2,456,097	$ 7,838,700
RTP1 river outfall	$ 2,100,000									
Rubyanna Design & Construction	$ 31,861,250	$ 14,567,500								
Rubyanna Capacity upgrades						$ 900,000		$ 2,000,000		
Rubyanna Project Administration (all stages)	$ 200,000	$ 200,000								
BTP (bypass to RTP)						$ 900,000				
RM system BTP to RTP						$ 5,000,000	$ 5,000,000			
Hughes Road System Update	$ 600,000									
Hartnell St SPS upgrade	$ 100,000				$ 1,400,000					
Bundy port sewer	$ 80,000	$ 1,000,000								
Fairymead update SPS				$ 500,000						
Fairymead RM SPS to existing link					$ 1,900,000					
Fairymead decommission NTP						$ 400,000				
Mondure WWTP Upgrade					$ 200,000					
Woodgate vacuum System _RM upgrade	$ 30,000									
Woodgate RM to highway interconnect	$ 1,500,000									
Woodgate SPS on highway					$ 500,000					
Woodgate STP Upgrade										$ 5,300,000
Woodgate Rising Main Duplication								$ 1,200,000		
SCADA program completion	$ 1,000,000									
Deering Place Easements for new RM to CCTP site	$ 200,000									
Coral Cove regional PS and RM	$ 600,000									
Coral Cove decommission	$ 100,000									
Woongarra Scenic Drive SPS Odour Reduction	$ 75,000									
SPS Bundaberg Aviation Predict	$ 400,000									
Belle Eden Gravity main	$ 1,000,000									
Burnett Traffic Bridge Rising Main	$ 10,000	$ 120,000								
Headlands Reserve A SPS & RM										
New **Laboratory** install		$ 50,000			$ 1,000,000					
Regional **sludge handling** facility			$ 50,000	$ 3,000,000						
Sewerage SPS Renewals	$ 350,000	$ 360,500	$ 371,315	$ 382,454	$ 393,928	$ 405,746	$ 417,918	$ 430,456	$ 443,370	$ 456,671
Sewerage Reticulation Renewals	$ 300,000	$ 850,000	$ 892,500	$ 937,125	$ 983,981	$ 1,033,180	$ 1,084,839	$ 1,139,084	$ 1,196,035	$ 1,255,837
Sewerage Teatment Plant Renewals	$ 150,000	$ 154,500	$ 159,135	$ 163,909	$ 168,826	$ 173,891	$ 179,107	$ 184,481	$ 190,015	$ 195,715
Sewerage Other (SCADA, Plant)	$ 100,000	$ 103,000	$ 106,090	$ 109,273	$ 112,551	$ 115,927	$ 119,405	$ 122,987	$ 126,677	$ 130,477
Sewerage - PIA related infrastructure		$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
Water Major Projects (as below)	$ 2,620,000	$ 1,920,000	$ 1,820,000	$ 4,070,000	$ 4,900,000	$ 4,000,000	$ 5,290,000	$ 880,000	$ 750,000	$ 460,000
Water Total (inclusive)	$ 4,400,000	$ 4,817,500	$ 6,864,225	$ 9,163,193	$ 6,944,510	$ 5,698,293	$ 7,044,663	$ 2,693,743	$ 2,625,670	$ 2,400,579
Gregory R WTP upgrade			$ 100,000		$ 3,400,000	$ 4,000,000				
Gregory to Childers WPS							$ 5,000,000			
Gregory to Childers booster WPS								$ 540,000		
Childers booster WPS								$ 340,000		
Gregory R trunk main imp			$ 30,000						$ 750,000	
Gregory to Childers BPS Reservoir										$ 460,000
Woodgate PS							$ 290,000			
Gin Gin WTP upgrade	$ 150,000									
Gin Gin PAC treatment upgrade & RW inlet pipe										
Bundy Port water supply	$ 500,000									
Branyan WTP Reservoir - update columns		$ 20,000	$ 150,000							
Branyan WTP Reservoir and Pumps										
Branyan RW pumps - upgrade			$ 30,000	$ 180,000						
Hummock to Nth Bargara Dx main					$ 1,300,000					
Melli WTP Reroute east bores				$ 880,000						
Branyan Mellifont Transfer Main										
Mellifont deliver to Hummock	$ 650,000									
Mellifont Reservoir				$ 2,500,000						
Mellifont local spraybeds				$ 300,000						
Kalkie WTP quality upgrade (PAC then Coag)	$ 1,000,000	$ 1,500,000	$ 1,500,000							
Kalkie Automation										
SCADA Regional Telemetry	$ 300,000									
Gooburrum WTP quality upgrade			$ 10,000	$ 150,000						
Eggmolesse mains connection	$ 20,000	$ 400,000								
Fairymead pumps - replace existing with VSD				$ 60,000						
Water Reticulation Renewals	$ 700,000	$ 735,000	$ 771,750	$ 810,338	$ 850,854	$ 893,397	$ 938,067	$ 984,970	$ 1,034,219	$ 1,085,930
Water Other (Treat, Storage)	$ 150,000	$ 157,500	$ 162,225	$ 167,092	$ 172,105	$ 177,268	$ 182,586	$ 188,063	$ 193,705	$ 199,516
Childers Tower - roof	$ 30,000	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Heaps Street Tower - roof	$ -	$ 800,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water - PIA related infrastructure	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
Meter Renewals (SmartWater trial)	$ 300,000	$ 300,000	$ 3,500,000	$ 3,500,000	-	-	-	-	-	-
Water other (plant & equipment)	$ 100,000	$ 105,000	$ 110,250	$ 113,763	$ 121,551	$ 127,628	$ 134,010	$ 140,710	$ 147,746	$ 155,133
Totals	$ 85,070,650	$ 79,810,082	$ 46,517,359	$ 49,872,522	$ 51,995,623	$ 46,693,593	$ 53,816,109	$ 47,939,147	$ 42,990,925	$ 74,433,458

Appendix D Budgeted Expenditures Accommodated in LTFP

Year	Operations	Maintenance	Projected Capital Renewal	Capital Upgrade/New	Disposals
2017	$95,854	$19,456	$20,997	$48,096	$0
2018	$97,754	$21,156	$31,948	$62,548	$0
2019	$97,754	$19,456	$47,974	$33,292	$0
2020	$97,754	$19,456	$27,502	$19,085	$0
2021	$97,754	$19,456	$25,416	$29,462	$0
2022	$97,754	$19,456	$20,195	$20,790	$0
2023	$97,754	$19,456	$28,411	$18,805	$0
2024	$97,754	$19,456	$28,606	$18,055	$0
2025	$97,754	$19,456	$22,527	$25,365	$0
2026	$97,754	$19,456	$29,565	$45,275	$0
2027	$97,564	$19,626	$45,961	$32,077	$0
2028	$97,564	$19,626	$37,880	$32,077	$0
2029	$97,564	$19,626	$35,681	$32,077	$0
2030	$97,564	$19,626	$46,947	$32,077	$0
2031	$97,564	$19,626	$19,816	$32,077	$0
2032	$97,564	$19,626	$41,057	$32,077	$0
2033	$97,564	$19,626	$41,649	$32,077	$0
2034	$97,564	$19,626	$28,125	$32,077	$0
2035	$97,564	$19,626	$26,114	$32,077	$0
2036	$97,564	$19,626	$48,567	$32,077	$0

All dollar values are in ($'000)'s

Appendix E Abbreviations

AAAC	Average annual asset consumption
AM	Asset management
AM Plan	Asset management plan
ARI	Average recurrence interval
ASC	Annual service cost
BOD	Biochemical (biological) oxygen demand
CRC	Current replacement cost
CWMS	Community wastewater management systems
DA	Depreciable amount
DRC	Depreciated replacement cost
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
LTFP	Long term financial plan
MMS	Maintenance management system
PCI	Pavement condition index
RV	Residual value
SoA	State of the Assets
SS	Suspended solids
vph	Vehicles per hour
WDCRC	Written down current replacement cost

Appendix F Glossary

Annual service cost (ASC)

1) Reporting actual cost
   The annual (accrual) cost of providing a service including operations, maintenance, depreciation, finance/opportunity and disposal costs less revenue.
2) For investment analysis and budgeting
   An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operations, maintenance, depreciation, finance / opportunity and disposal costs, less revenue.

Asset

A resource controlled by an entity as a result of past events and from which future economic benefits are expected to flow to the entity. Infrastructure assets are a sub-class of property, plant and equipment which are non-current assets with a life greater than 12 months and enable services to be provided.

Asset category

Sub-group of assets within a class hierarchy for financial reporting and management purposes.

Asset class

A group of assets having a similar nature or function in the operations of an entity, and which, for purposes of disclosure, is shown as a single item without supplementary disclosure.

Asset condition assessment

The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

Asset hierarchy

A framework for segmenting an asset base into appropriate classifications. The asset hierarchy can be based on asset function or asset type or a combination of the two.

Asset management (AM)

The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost effective manner.

Asset renewal funding ratio

The ratio of the net present value of asset renewal funding accommodated over a 10 year period in a long term financial plan relative to the net present value of projected capital renewal expenditures identified in an asset management plan for the same period [AIFMG Financial Sustainability Indicator No 8].

Average annual asset consumption (AAAC)*

The amount of an organisation's asset base consumed during a reporting period (generally a year). This may be calculated by dividing the depreciable amount by the useful life (or total future economic benefits/service potential) and totalled for each and every asset OR by dividing the carrying amount (depreciated replacement cost) by the remaining useful life (or remaining future economic benefits/service potential) and totalled for each and every asset in an asset category or class.

Borrowings

A borrowing or loan is a contractual obligation of the borrowing entity to deliver cash or another financial asset to the lending entity over a specified period of time or at a specified point in time, to cover both the initial capital provided and the cost of the interest incurred for providing this capital. A borrowing or loan provides the means for the borrowing entity to finance outlays (typically physical assets) when it has insufficient funds of its own to do so, and for the lending entity to make a financial return, normally in the form of interest revenue, on the funding provided.

Capital expenditure

Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital expenditure - expansion

Expenditure that extends the capacity of an existing asset to provide benefits, at the same standard as is currently enjoyed by existing beneficiaries, to a new group of users. It is discretionary expenditure, which increases future operations and maintenance costs, because it increases the organisation's asset base, but may be associated with additional revenue from the new user group, eg. extending a drainage or road network, the provision of an oval or park in a new suburb for new residents.

Capital expenditure - new
Expenditure which creates a new asset providing a new service/output that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operations and maintenance expenditure.

Capital expenditure - renewal
Expenditure on an existing asset or on replacing an existing asset, which returns the service capability of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it generally has no impact on revenue, but may reduce future operations and maintenance expenditure if completed at the optimum time, eg. resurfacing or resheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval.

Capital expenditure - upgrade
Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretionary and often does not result in additional revenue unless direct user charges apply. It will increase operations and maintenance expenditure in the future because of the increase in the organisation's asset base, eg. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility.

Capital funding
Funding to pay for capital expenditure.

Capital grants
Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capital investment expenditure
See capital expenditure definition

Capitalisation threshold
The value of expenditure on non-current assets above which the expenditure is recognised as capital expenditure and below which the expenditure is charged as an expense in the year of acquisition.

Carrying amount
The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Class of assets
See asset class definition

Component
Specific parts of an asset having independent physical or functional identity and having specific attributes such as different life expectancy, maintenance regimes, risk or criticality.

Core asset management
Asset management which relies primarily on the use of an asset register, maintenance management systems, job resource management, inventory control, condition assessment, simple risk assessment and defined levels of service, in order to establish alternative treatment options and long-term cashflow predictions. Priorities are usually established on the basis of financial return gained by carrying out the work (rather than detailed risk analysis and optimised decision- making).

Cost of an asset
The amount of cash or cash equivalents paid or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, including any costs necessary to place the asset into service. This includes one-off design and project management costs.

Critical assets
Assets for which the financial, business or service level consequences of failure are sufficiently severe to justify proactive inspection and rehabilitation. Critical assets have a lower threshold for action than noncritical assets.

Current replacement cost (CRC)
The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Deferred maintenance
The shortfall in rehabilitation work undertaken relative to that required to maintain the service potential of an asset.

Depreciable amount
The cost of an asset, or other amount substituted for its cost, less its residual value.

Depreciated replacement cost (DRC)
The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset.

Depreciation / amortisation
The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life
See useful life definition.

Expenditure
The spending of money on goods and services. Expenditure includes recurrent and capital outlays.

Expenses
Decreases in economic benefits during the accounting period in the form of outflows or depletions of assets or increases in liabilities that result in decreases in equity, other than those relating to distributions to equity participants.

Fair value
The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arms length transaction.

Financing gap
A financing gap exists whenever an entity has insufficient capacity to finance asset renewal and other expenditure necessary to be able to appropriately maintain the range and level of services its existing asset stock was originally designed and intended to deliver. The service capability of the existing asset stock should be determined assuming no additional operating revenue, productivity improvements, or net financial liabilities above levels currently planned or projected. A current financing gap means service levels have already or are currently falling. A projected financing gap if not addressed will result in a future diminution of existing service levels**.**

Heritage asset
An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss
The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets
Physical assets that contribute to meeting the needs of organisations or the need for access to major economic and social facilities and services, eg. roads, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally the components and hence the assets have long lives. They are fixed in place and are often have no separate market value.

Investment property
Property held to earn rentals or for capital appreciation or both, rather than for:
(a) use in the production or supply of goods or services or for administrative purposes; or
(b) sale in the ordinary course of business.

Key performance indicator
A qualitative or quantitative measure of a service or activity used to compare actual performance against a standard or other target. Performance indicators commonly relate to statutory limits, safety, responsiveness, cost, comfort, asset performance, reliability, efficiency, environmental protection and customer satisfaction.

Level of service
The defined service quality for a particular service/activity against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental impact, acceptability and cost.

Life Cycle Cost *
1. **Total LCC** The total cost of an asset throughout its life including planning, design, construction, acquisition, operation, maintenance, rehabilitation and disposal costs.
2. **Average LCC** The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises average operations, maintenance expenditure plus asset consumption expense, represented by depreciation expense projected over 10 years. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure
The Life Cycle Expenditure (LCE) is the average operations, maintenance and capital renewal expenditure accommodated in the long term financial plan over 10 years. Life Cycle Expenditure may be compared to average Life Cycle Cost to give an initial indicator of affordability of projected service levels when considered with asset age profiles.

Loans / borrowings
See borrowings.

Maintenance
All actions necessary for retaining an asset as near as practicable to an appropriate service condition, including regular ongoing day-to-day work necessary to keep assets operating, eg road patching but excluding rehabilitation or renewal. It is operating expenditure required to ensure that the asset reaches its expected useful life.

- **Planned maintenance**
  Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.
- **Reactive maintenance**
  Unplanned repair work that is carried out in response to service requests and management/ supervisory directions.
- **Specific maintenance**
  Maintenance work to repair components or replace sub-components that needs to be identified as a specific maintenance item in the maintenance budget.
- **Unplanned maintenance**
  Corrective work required in the short-term to restore an asset to working condition so it can continue to deliver the required service or to maintain its level of security and integrity.

Maintenance expenditure *
Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality
The notion of materiality guides the margin of error acceptable, the degree of precision required and the extent of the disclosure required when preparing general purpose financial reports. Information is material if its omission, misstatement or non-disclosure has the potential, individually or collectively, to influence the economic decisions of users taken on the basis of the financial report or affect the discharge of accountability by the management or governing body of the entity.

Modern equivalent asset
Assets that replicate what is in existence with the most cost-effective asset performing the same level of service. It is the most cost efficient, currently available asset which will provide the same stream of services as the existing asset is capable of producing. It allows for technology changes and, improvements and efficiencies in production and installation techniques

Net present value (NPV)
The value to the organisation of the cash flows associated with an asset, liability, activity or event calculated using a discount rate to reflect the time value of money. It is the net amount of discounted total cash inflows after deducting the value of the discounted total cash outflows arising from eg the continued use and subsequent disposal of the asset after deducting the value of the discounted total cash outflows.

Non-revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, eg. parks and playgrounds, footpaths, roads and bridges, libraries, etc.

Operations
Regular activities to provide services such as public health, safety and amenity, eg street sweeping, grass mowing and street lighting.

Operating expenditure
Recurrent expenditure, which is continuously required to provide a service. In common use the term typically includes, eg power, fuel, staff, plant equipment, on-costs and overheads but excludes maintenance and depreciation. Maintenance and depreciation is on the other hand included in operating expenses.

Operating expense
The gross outflow of economic benefits, being cash and non cash items, during the period arising in the course of ordinary activities of an entity when those outflows result in decreases in equity, other than decreases relating to distributions to equity participants.

Operating expenses
Recurrent expenses continuously required to provide a service, including power, fuel, staff, plant equipment, maintenance, depreciation, on-costs and overheads.

Operations, maintenance and renewal financing ratio
Ratio of estimated budget to projected expenditure for operations, maintenance and renewal of assets over a defined time (eg 5, 10 and 15 years).

Operations, maintenance and renewal gap
Difference between budgeted expenditures in a long term financial plan (or estimated future budgets in absence of a long term financial plan) and projected expenditures for operations, maintenance and renewal of assets to achieve/maintain specified service levels, totalled over a defined time (e.g. 5, 10 and 15 years).

Pavement management system (PMS)
A systematic process for measuring and predicting the condition of road pavements and wearing surfaces over time and recommending corrective actions.

PMS Score
A measure of condition of a road segment determined from a Pavement Management System.

Rate of annual asset consumption *
The ratio of annual asset consumption relative to the depreciable amount of the assets. It measures the amount of the consumable parts of assets that are consumed in a period (depreciation) expressed as a percentage of the depreciable amount.

Rate of annual asset renewal *
The ratio of asset renewal and replacement expenditure relative to depreciable amount for a period. It measures whether assets are being replaced at the rate they are wearing out with capital renewal expenditure expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade/new *
A measure of the rate at which assets are being upgraded and expanded per annum with capital upgrade/new expenditure expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Recoverable amount
The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent expenditure
Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operations and maintenance expenditure.

Recurrent funding
Funding to pay for recurrent expenditure.

Rehabilitation
See capital renewal expenditure definition above.

Remaining useful life
The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining useful life is useful life.

Renewal
See capital renewal expenditure definition above.

Residual value
The estimated amount that an entity would currently obtain from disposal of the asset, after deducting the estimated costs of disposal, if the asset were already of the age and in the condition expected at the end of its useful life.

Revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, eg public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management
The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment
A self-contained part or piece of an infrastructure asset.

Service potential
The total future service capacity of an asset. It is normally determined by reference to the operating capacity and economic life of an asset. A measure of service potential is used in the not-for-profit sector/public sector to value assets, particularly those not producing a cash flow.

Service potential remaining
A measure of the future economic benefits remaining in assets. It may be expressed in dollar values (Fair Value) or as a percentage of total anticipated future economic benefits. It is also a measure of the percentage of the asset's potential to provide services that is still available for use in providing services (Depreciated Replacement Cost/Depreciable Amount).

Specific Maintenance
Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Strategic Longer-Term Plan
A plan covering the term of office of councillors (4 years minimum) reflecting the needs of the community for the foreseeable future. It brings together the detailed requirements in the Council's longer-term plans such as the asset management plan and the long-term financial plan. The plan is prepared in consultation with the community and details where the Council is at that point in time, where it wants to go, how it is going to get there, mechanisms for monitoring the achievement of the outcomes and how the plan will be resourced.

Sub-component
Smaller individual parts that make up a component part.

Useful life
Either:
(a) the period over which an asset is expected to be available for use by an entity, or
(b) the number of production or similar units expected to be obtained from the asset by the entity.
It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the Council.

Value in Use
The present value of future cash flows expected to be derived from an asset or cash generating unit. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate net cash inflows, where the entity would, if deprived of the asset, replace its remaining future economic benefits.

Source: IPWEA, 2009, Glossary

Additional and modified glossary items shown *

Item

14 March 2017

Item Number:	File Number:	Part:
K1	322.2016.47009.1	DEVELOPMENT ASSESSMENT

Portfolio:

Infrastructure & Planning Services

Subject:

937 Burnett Heads Road, Rubyanna - Material Change of Use for Caretakers Residence, Educational Facilty and Warehouse

Report Author:

Scott Irwin, Planning Officer

Authorised by:

Richard Jenner, Development Assessment Manager

Link to Corporate Plan:

Governance - 4.4.6 A commonsense approach to planning, coordination and consultation

Summary:

APPLICATION NO	322.2016.47009.1
PROPOSAL	Material Change of Use for Caretakers Residence, Educational Facility and Warehouse (Storage Facility)
APPLICANT	NS Irvine
OWNER	NS Irvine
PROPERTY DESCRIPTION	Lot 2 on RP186069
ADDRESS	937 Burnett Heads Road, Rubyanna
PLANNING SCHEME	Bundaberg Regional Council Planning Scheme 2015
ZONING	Rural Zone
OVERLAYS	• SPP Airport & Aviation Facilities: Operational Airspace; SPP Runways Buffer – Wildlife Hazard Buffer Zone – 13km; • SPP Agricultural Land: Class B; • SPP Biodiversity Areas – MSES Watercourse Buffer area; • SPP Infrastructure: State Controlled Road Corridor Buffer (within 25 metres of Burnett Heads Road); • Hazards: Localised Defined Flood Event Area and Contains land steeper than 15%
LEVEL OF ASSESSMENT	Impact
SITE AREA	2.788 ha
CURRENT USE	Abandoned Outdoor Entertainment Facility with a Caretakers Residence

PROPERLY MADE DATE	16 November 2016
STATUS	The decision period ends on 31 March 2017
REFERRAL AGENCIES	Department of Infrastructure, Local Government and Planning (State Controlled Road Matters)
NO OF SUBMITTERS	Nil
PREVIOUS APPROVALS	Consent Order - Outdoor Entertainment (Go-Kart Track) 18 May 1995, Town Planning Consent - Outdoor Entertainment (waterslide, pool, mini-golf course and mini-quad track) 19 February 1996, MCU – Special Use, General Business and Caretakers Residence – 25 November 2009
SITE INSPECTION CONDUCTED	21 February 2017
LEVEL OF DELEGATION	Level 3

1. INTRODUCTION

1.1 Proposal

The Applicant seeks a Development Permit for a Material Change of Use of the site for a Warehouse (Storage facility), an Educational Facility and a Caretakers Residence. The development is to be staged over four (4) stages as follows, but is not to be undertaken necessarily in numerical order:

- Stage 1 – Caretaker's residence (utilising existing dwelling) plus an additional 110 m^2 covered area and warehouse (storage facility) utilising two (2) existing sheds totalling 405 m^2 plus two (2) new sheds totalling 270 m^2;
- Stage 2 - Warehouse (storage facility) comprises four (4) new sheds totalling 1360 m^2 and a 50 m^2 office;
- Stage 3 – Warehouse (storage facility) comprises three (3) new sheds totalling 350 m^2;
- Stage 4 – Educational facility within a 200 m^2 building and another 50 m^2 warehouse (Storage Facility).

The proposed development will utilise the existing access from Burnett Heads Road and on-site car parking located at the frontage of the site that were utilised for the previous go-kart track and water slide. The warehouse (storage facility) use will be accessed via security controlled gates located approximately 20 metres in from the front boundary of the site. Additionally, a caretaker will be located on-site to manage the facility. Client use arrangements will be controlled primarily through an online system to minimise the need for client interaction and support. The applicant also proposes to incorporate security camera surveillance of the premise.

The proposed educational facility use is proposed on a limited basis and to make use of the existing go-kart track through providing driver education training. The use of the facility is proposed to be limited to two (2) training courses per week with up to ten (10) people per course with courses only being conducted by the caretaker, owner or operator.

The driver educational function is envisaged for pre-licence trainees and advanced education for people who wish to up skill with general safety whilst operating a motor

vehicle, general maintenance, “trailer handling and use” towing backing trailers/caravans safely including understanding of safe load limits and safely securing vehicle loads internally and externally. Additionally, the applicant is considering providing bicycle safety training for younger children.

The driver education will generally be conducted with a ratio of 80% theory (in training room) and 20% on track (outdoors) basis. Small four (4) cylinder vehicles and motor bikes are the primary vehicles that will be utilised on the track.

The proposal has not provided any specific elevation plans for the design of the proposed new buildings, however, the plans outline that new structures will have a maximum height of up to 5.2 metres. The applicant has advised that the storage facility buildings will vary in height and requires the 5.2 metre overall height to cater for large caravans, motorhomes and boats etc.

1.2 Site Description

The site is a triangular shaped lot located on the western side of Burnett Heads Road, approximately 300 metres north of the Ashfield Road intersection. The site comprises an area of 2.788 hectares and contains existing infrastructure and buildings associated with the previous go-kart track use.

The site has an existing driveway access from Burnett Heads Road, which incorporates a turning lane for vehicles travelling in both north and south bound directions.

The site ranges from approximately 27 metres AHD in the northern corner of the site and falls to approximately 22 metres AHD in the western corner of site. A watercourse draining to the north runs along the western boundary of the land.

The land adjoining to the west includes a 10 hectare rural parcel of land and the Department of Agriculture and Fisheries – Bundaberg Research Facility occupies a 59.82 hectare site that adjoins to the north and west of the site.

2. ASSESSMENT PROVISIONS

2.1. Applicable Planning Scheme, Codes and Policies

The applicable local planning instruments for this application are:

Planning Scheme: Bundaberg Regional Council Planning Scheme

Applicable Codes:

- Rural zone
- Agricultural land overlay code
- Biodiversity areas overlay code
- Flood hazard overlay code
- Infrastructure overlay code
- Steep land (slopes >15%) overlay code

- Caretaker's accommodation code
- Industry uses code
- Landscaping code
- Nuisance code
- Transport and parking code
- Works, services and infrastructure code

Applicable Planning Scheme Policies:

- Planning scheme policy for development works
- Planning scheme policy for waste management

2.2 State Planning Instruments

The Bundaberg Regional Council Planning Scheme 2015 has been endorsed to reflect the state planning instruments.

3. ISSUES RELEVANT TO THE APPLICATION

The following significant issues have been identified in the assessment of the application:

PLANNING SCHEME

Under the Bundaberg Regional Council Planning Scheme 2015, the proposed uses have the following definitions:

*"**Warehouse**: premises used for the storage and distribution of goods, whether or not in a building, including self-storage facilities or storage yards. The use may include sale of goods by wholesale where ancillary to storage. The use does not include retail sales from the premises or industrial uses. Examples include self-storage sheds".*

*"**Caretakers Residence**: A dwelling provided for a caretaker of a non-residential use on the same premises.*

***"Educational establishment**: Premises used for training and instruction designed to impart knowledge and develop skills. The use may include outside hours school care for students or on-site student accommodation.*

Rural Zone Code

The rural zone code primarily seeks to ensure rural land is protected for rural use activities or services that support the rural sector. However, the code also provides opportunities for non-rural uses where they are compatible with agriculture, the environment and landscape character of the rural area and do not compromise the long-term use of the land for rural uses. The subject development proposal is not considered to conflict with intent of the rural zone of the land and is considered to be an appropriate land use for the following reasons:

- The subject proposal seeks to reutilise the majority of the infrastructure established on the existing site that has been previously developed for non-rural activities and removed from potential agricultural activities;

- The property is bounded by a State Controlled Road (Burnett Heads Road) to the east and a watercourse along the full length of western boundary;
- The small 2.788 hectare land size and triangular configuration does not lend the property to general rural activities;
- The land is situated on the outskirts of the emerging community zone and Kalkie Ashfield Local Plan.
- The surrounding area particularly to the west and north of the site has a mixture of commercial uses scattered within the rural landscape including nurseries, dog motel, church, school and another Warehouse (self-storage facility) has been recently approved approximately 800 metres south west of the subject site.

Industry Uses Code

The purpose of the Industry Uses Code is to ensure that industry uses are designed and operated in a manner which meets the needs of the industry use, protects public safety and environmental values and appropriately responds to amenity considerations. More specifically, the code seeks to ensure that industry uses are at a scale and intensity that is compatible with its location and setting.

The Industry Uses Code provides eleven (11) performance outcomes that development is required to be assessed against to determine its compliance with the purpose of the code.

The proposal complies or can be conditioned to comply with all acceptable outcomes within the Industry uses code. However, the code has four (4) performance outcomes (PO8, 9, 10 and 11) that do not provide acceptable outcomes, therefore, assessment against the performance outcomes is required. The proposal complies or can be conditioned to comply with all the performance outcomes excluding PO8 which outlines an industry use is established in an industry zone that is suitable. Despite not complying with this performance outcome it is considered the proposal complies with the broader purpose of the code for those reasons identified above under the heading Rural Zone Code.

Water and Wastewater

The site is not connected to reticulated water or sewerage. An existing on-site wastewater disposal system and rainwater tanks is proposed to be utilised for the proposed use. Additionally, the applicant has advised that a SunWater irrigation supply is also available which could be utilised for landscaping and filling of any required water storage tanks for fire fighting purposes.

Stormwater

The site falls and naturally drains towards the west of the site and into an existing watercourse that flows in a northerly direction through land controlled by the Department of Agriculture and Fisheries (DAF) and known as the Bundaberg Research Facility. The development site has ample area available to cater for any stormwater detention that may be required by the development. Additionally, at this early stage the applicant has received formal correspondence from DAF being the land owner of the adjoining Bundaberg Research Facility outlining they have no objection to the possibly of receiving additional stormwater flow onto its property.

In this regard, it is considered that stormwater measures can be readily dealt with at operational works stage.

Traffic Impacts

The proposed development has an existing access from Burnett Heads Road (State Controlled Road) which incorporates turning lanes for vehicles travelling in both directions needing to turn into the site. The Department of Infrastructure, Local Government and Planning's concurrence agency response indicates the existing access arrangements are satisfactory for the use.

The site includes 23 internal car parks that were associated with the previous tourist facility use. The proposed siting of the new educational building will adjoin the existing car parking area and potentially result in a reduction of two (2) car parking spaces. The proposed new uses have a significantly reduced requirement for car parking. In this regard, 21 car parking spaces is considered ample for the proposed uses.

CONCURRENCE AGENCY RESPONSE

The Department of Infrastructure, Local Government and Planning response dated 18 January 2017 conditioned that the development must be carried out in accordance with submitted plans and stormwater management of the development must ensure no worsening or actionable nuisance to the Bundaberg-Port Road.

4. REFERRALS

4.1 Internal Referrals

Advice was received from the following internal departments:

Internal department	Referral Comments Received
Development Assessment - Engineering	21 February 2017
Water and Wastewater	28 November 2016

Any significant issues raised in the referrals have been included in section 3 of this report.

4.2 Referral Agency

Referral Agency responses were received from the following State agencies:

Agency	Concurrence/ Advice	Date Received	Conditions Yes/No
Department of Infrastructure, Local Government and Planning	Concurrence	18 January 2017	Yes

Any significant issues raised have been included in section 3 of this report.

5. PUBLIC NOTIFICATION

Pursuant to the *Sustainable Planning Act 2009*, this application was advertised for 15 business days from 11 January 2017 until 1 February 2017. The Applicant submitted

documentation on 2 February 2017 advising that public notification had been carried out in accordance with the *Sustainable Planning Act 2009*. Council received no submissions in relation to this development application during this period.

Communication Strategy:

Communications Team consulted. A Communication Strategy is:

☐ Not required

☒ Required

Attachments:

⇩1 Locality Plan
⇩2 Site Plan
⇩3 Approved Plans
⇩4 Referral Agency Response
⇩5 AICN

Recommendation:

That Development Application 322.2016.47009.1 be determined as follows:

DESCRIPTION OF PROPOSAL

Material Change of Use for Caretakers Residence, Educational Facility and Warehouse (Storage Facility)

SUBJECT SITE

937 Burnett Heads Road, Rubyanna - described as Lot 2 on RP 186069

DECISION

☒ Approved in full subject to conditions

The conditions of this approval are set out in **Schedule 1**. These conditions are clearly identified to indicate whether the assessment manager or concurrence agency imposed them.

1. DETAILS OF APPROVAL

The following approvals are given:

	Sustainable Planning Regulation 2009, schedule 3 reference	**Development Permit**	**Preliminary Approval**
Making a material change of use assessable under the planning scheme, a temporary local planning instrument, a master plan or a preliminary approval to which section 242 applies		☒	☐

Deemed Approval

Section 331 of the *Sustainable Planning Act 2009* (SPA) is not applicable to this decision.

2. PRELIMINARY APPROVAL AFFECTING THE PLANNING SCHEME

Not Applicable.

3. OTHER NECESSARY DEVELOPMENT PERMITS AND/OR COMPLIANCE PERMITS

Listed below are other development permits and/or compliance permits that are necessary to allow the development to be carried out:

- All Building Work
- All Plumbing and Drainage Work
- All Operational Work

4. CODES FOR SELF ASSESSABLE DEVELOPMENT

The relevant codes identified in the:

- Bundaberg Regional Council Planning Scheme and Associated Planning Scheme Policies

5. DETAILS OF ANY COMPLIANCE ASSESSMENT REQUIRED FOR DOCUMENTS OR WORK IN RELATION TO THE DEVELOPMENT

Not Applicable

6. SUBMISSIONS

There were no submissions received for the application.

7. CONFLICT WITH A RELEVANT INSTRUMENT AND REASONS FOR THE DECISION DESPITE THE CONFLICT

The assessment manager does not consider that the assessment manager's decision conflicts with a relevant instrument.

8. REFERRAL AGENCY

The referral agencies for this application are:

For an application involving	Name of referral agency	Advice agency or concurrence agency	Address
State-controlled road Schedule 7, Table 3, Item 1	Department of Infrastructure, Local Government and Planning	Concurrence	State Assessment and Referral Agency (SARA)

Making a material change of use of premises if any part of the land: *(a) Is within 25m of a State-controlled road; or* *(b) Is future State-controlled road; or* *(c) Abuts a road that intersects with a State-controlled road within 100m of the land.*			*E:* WBBSARA@dsdip.qld.gov.au *P:* PO Box 979 Bundaberg Qld 4670

9. APPROVED PLANS

The approved plans for this development approval are listed in the following table:

Plan/Document number	Plan/Document name	Date
A1000 Issue 2	Site Plan	15.11.16
A1002 Issue 2	Hardstand Area Plan	01.12.16
A1001 Issue 1	Staging Plan	15.11.16

10. WHEN APPROVAL LAPSES IF DEVELOPMENT NOT STARTED

Pursuant to section 341 of the *Sustainable Planning Act* 2009, this approval will lapse four (4) years from the date that the approval takes effect unless the relevant period is extended pursuant to section 383.

11. REFUSAL DETAILS

Not Applicable

12. CONDITIONS ABOUT INFRASTRUCTURE

No conditions about Infrastructure have been imposed under Chapter 8 of the *Sustainable Planning Act 2009.*

SCHEDULE 1 CONDITIONS AND ADVICES IMPOSED BY THE ASSESSMENT MANAGER

PART 1A – CONDITIONS IMPOSED BY THE ASSESSMENT MANAGER

General

1. Meet the full cost of all works and any other requirements associated with this development, unless specified in a particular condition.
2. Where there is any conflict between Conditions of this Decision Notice and details shown on the Approved Plans, the Conditions prevail.

3. Comply with all of the conditions of this Development Permit prior to the commencement of the use, unless otherwise stated within this notice, and maintain compliance whilst the use continues.

Extent of Approved Uses

4. Unless otherwise approved in writing by the Assessment Manager, the hours of occupation/utilisation of the site by employees or customers associated with the approved Warehouse (Storage Facility) uses excluding for general security purposes are limited to:
   a. Monday to Friday inclusive– 6 am to 8 pm
   b. Saturday – 7 am to 6 pm; and
   c. Sunday and public holidays – 8 am to 6 pm.
5. The storage of vehicles is limited to within the approved storage sheds. The storage of vehicles on undeveloped pervious land is not permitted.
6. Unless otherwise approved in writing by the Assessment Manager, the hours of occupation/utilisation of the site by employees or customers associated with the approved Educational Facility uses excluding for general security purposes are limited to:
   a. Monday to Saturday inclusive– 8 am to 5 pm; and
   b. Sunday and public holidays – 9 am to 5 pm.
7. The vehicles associated with the approved uses are restricted to a maximum Heavy Ridged Vehicle with a maximum length of 12.5 metres.

Development in Stages

8. Develop the site in accordance with the stages identified on the Approved Plans. Stage one (1) must be developed first with following stages to be developed as required (developing in a consecutive numeric order after stage 1 as identified on the approved staging plan is not necessary).

Date Development Must be Completed By (Lapsing Date)

9. In accordance with section 342 of the Sustainable Planning Act 2009, this Development Approval to the extent it relates to development not completed will lapse ten (10) years from the date of this approval.

Design

10. The external roof and walls of the buildings (excluding the existing buildings) shown on the approved plans must be finished in paint bonded metal (i.e. colorbond) coloured in tones sympathetic to the surrounding rural area. The use of highly reflective, zincalume or similar finishes is prohibited.
11. All new structures must not exceed 5.2 metres above natural ground level.

Re-use of existing structures

12. Prior to commencement of the first stage of development, evidence must be provided to the Assessment Manager demonstrating that all existing buildings on the site have the required building approvals.

Landscaping

13. The site must be landscaped along the frontage perimeter of the site for at least 250 metres from the northern corner of the site. Such landscaping must:
    a. Consist of the construction of permanent garden beds planted with trees and shrubs. Landscaping must be completed prior to the premises being occupied and is to be maintained while the use of the premises continues; and
    b. Include species recognised for their low water requirements.

Stormwater

14. Provide a stormwater drainage system connecting to a lawful point of discharge. In particular:
    a. Prior to commencement of the approved use, obtain an easement over the current discharge into the neighbouring farm drain near the northwest corner as referenced in Department of Agriculture and Fisheries letter of support dated 7 February 2017; or
    b. Prior to commencement of the approved use, provide detention storage to cater for increased stormwater runoff as a result of this development.
15. The drainage system for the development must incorporate Stormwater Quality Improvements in accordance with the State Planning Policy July 2014 and the Bundaberg Regional Council Stormwater Management Strategies. A Site Based Stormwater Management Plan and Erosion and Sediment Control Management Plan, inclusive of long term maintenance measures, must be submitted as part of an application for Operational Works outlining how the Stormwater Quality Improvements in both the construction and operational phases of the development will be achieved.

Easements

16. If an easement is part of the drainage solution in lieu of a detention basin, lodge for registration at the office of the Land Registry a stormwater drainage easement having a minimum area of 300 m^2 over the existing farm drain receiving stormwater discharge from the site. The Grantee will be the owner of the proposed development.

17. Draft easement documentation must be submitted to the Assessment Manager for endorsement.

18. All works must be kept clear of any existing or proposed easements on the subject land, unless agreed otherwise in writing by the Grantee.

Car Parking

19. Provide a minimum of twenty one (21) off-street car parking spaces and vehicle manoeuvring areas within the area identified as existing carpark and located

to the south of the access to the site. Such car parking, access and manoeuvring areas must be configured generally in accordance with the Approved Plans and be:-

a. constructed and sealed with bitumen, asphalt, concrete or approved pavers;

b. line-marked into parking bays;

c. designed to include manoeuvring area to allow all vehicles to leave the site in a forward motion during every stage;

d. designed to include provisions to allow for the containment and management of site stormwater drainage as required;

e. sign posted in addition to line marking, to indicate the traffic flow through the site;

f. drained to the relevant site discharge point; and

g. designed in accordance with AS/NZS2890.1-2004: 'Parking Facilities Part 1: Off-street Car Parking'.

Water

20. Provide internal infrastructure as required, to satisfy the firefighting and water supply demands of the development.

21. Provide a potable water supply to fixtures used for personal hygiene and drinking purposes.

Sewerage

22. Provide an on-site sewerage facility that is designed, constructed, operated and maintained in accordance with the Queensland Plumbing and Wastewater Code and Australian Standard AS 1547-2000 under the Plumbing and Drainage Act 2002.

Loading/Unloading

23. Loading and unloading of all vehicles associated with the use must occur on the subject site.

Lighting

24. External lighting used to illuminate the premises must be designed and provided in accordance with Australian Standard AS 4282-1997: *Control of the obtrusive effects of outdoor lighting* so as not to cause nuisance to residents or obstruct or distract pedestrian or vehicular traffic.

Waste Management

25. Provide a sufficient area for the storage of all waste bins. This area must be sealed, screen fenced and designed so as to prevent the release of contaminants to the environment.

26. Maintain and operate an adequate waste disposal service, including the maintenance of refuse bins and associated storage areas so as not to cause any nuisance, to the satisfaction of the Assessment Manager.

Air Conditioners

27. All air conditioning units or other mechanical equipment must be located at ground level, or otherwise fully enclosed or screened such that they are not visible from the street frontages or adjoining properties.

28. Air conditioning units must be designed, installed, maintained and operated so that noise emissions are within the limits imposed by the *Environmental Protection Act*, Regulations and Policies.

Construction Management

29. Unless otherwise approved in writing by the Assessment Manager, do not undertake building work in a way that makes audible noise:

    a. On a business day or Saturday, before 6.30 am or after 6.30 pm; or

    b. On any other day, at any time.

30. Contain all litter, building waste and sediments on the building site by the use of a skip and any other reasonable means during construction to prevent release to neighbouring properties or roads.

PART 1B – ADVICE NOTES

Infrastructure Charges Notice

A. Please find attached the Infrastructure Charges Notice (Ref No: 331.2017.892.1) applicable to the approved development.

Signage

B. An Operational Works permit is required to be obtained for all signs and advertising devices associated with the development that do not comply with the acceptable outcomes of the Planning Scheme in effect at the time of the proposed works.

Operational Works

C. This Decision Notice does not represent an approval to commence Operational Works. Any Operational Works associated with this Material Change of Use or other engineering work proposed on the lot is subject to relevant assessment under the Bundaberg Regional Council Planning Scheme 2015 or the instrument in effect at the time of assessment. This can include works for on-site landscaping, internal vehicle circulation, manoeuvring and car parking areas, on-site stormwater management and access driveways.

Environmental Harm

D. The *Environmental Protection Act 1994* states that a person must not carry out any activity that causes, or is likely to cause, environmental harm unless the person takes all reasonable and practicable measures to prevent or minimise the harm. Environmental harm includes environmental nuisance. In this regard persons and entities, involved in the civil, earthworks, construction and operational phases of this development, are to adhere to their 'general environmental duty' to minimise the risk of causing environmental harm. Environmental harm is defined by the Act as any adverse effect, or potential

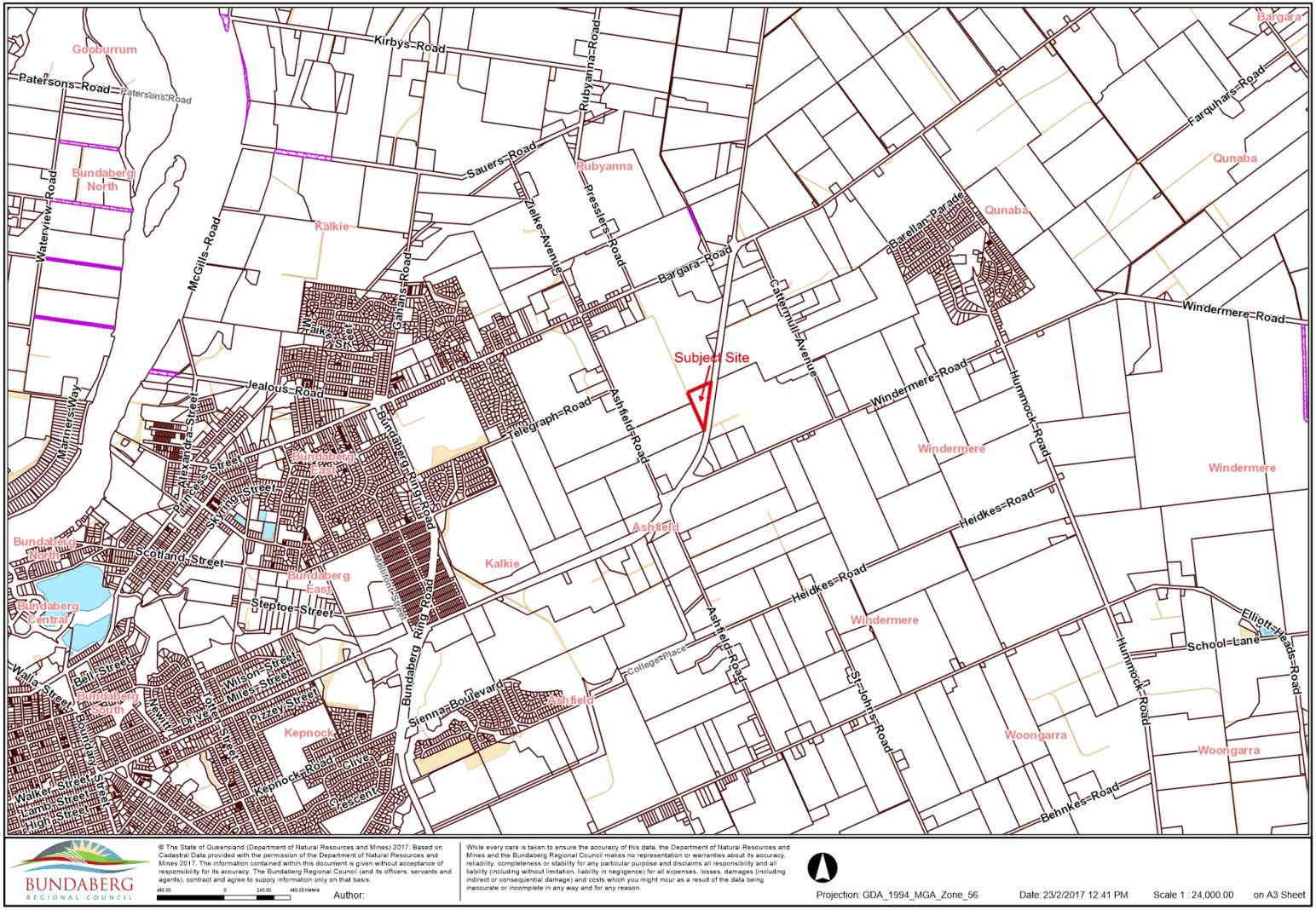
adverse effect whether temporary or permanent and of whatever magnitude, duration or frequency on an environmental value and includes environmental nuisance. Therefore, no person should cause any interference with the environment or amenity of the area by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, sediment, oil or otherwise, or cause hazards likely in the opinion of the administering authority to cause undue disturbance or annoyance to persons or affect property not connected with the use.

Sewerage

E. The developer/operator should engage an appropriately qualified consultant to assess the suitability of any wastewater treatment system to cater for the proposed development, including application for an Environmentally Relevant Activity if the treatment capacity exceeds 21EP.

PART 2—CONCURRENCE AGENCY CONDITIONS

The Department of Infrastructure, Local Government and Planning, provided a concurrence agency response by letter dated 18 January 2017 (copy letter attached for information).


Subject Site
Kirbys Road
Patersons Road
Gooburrum
Bundaberg North
Waterview Road
McGills Road
Sauers Road
Rubyanna
Rubyanna Road
Pressler Road
Zielke Avenue
Kalkie
Bargara Road
Bargara
Farquhars Road
Qunaba
Barellan Parade
Caterthun Avenue
Windermere Road
Jealous Road
Telegraph Road
Ashfield Road
Bundaberg Ring Road
Hummock Road
Heidkes Road
Ashfield
Kalkie
Bundaberg Central
Bundaberg East
Bundaberg South
Scotland Street
Steptoe Street
Elliott Heads Road
School Lane
College Place
Sienna Boulevard
St Johns Road
Kepnock Road
Woongarra
Behnkes Road
Author:
Projection: GDA_1994_MGA_Zone_56
Date: 23/2/2017 12:41 PM
Scale 1 : 24,000.00
on A3 Sheet

60.00 0 30.00 60.00 Metres

Author:

Projection: GDA_1994_MGA_Zone_56

Date: 23/2/2017 12:38 PM

Site Aerial Photo - 937 Burnett Heads Road

Scale 1 : 3,000.00 on A3 Sheet

BUNDABERG REGIONAL COUNCIL

AREA SCHEDULE - NEW STRUCTURES

P1.1	STORAGE SHEDS	210m²
P1.2	STORAGE SHEDS	60m²
P1.3	COVERED AREA	110m²
P2.1	STORAGE SHEDS	300m²
P2.2	STORAGE SHEDS	460m²
P2.3	STORAGE SHEDS	170m²
P2.4	STORAGE SHEDS	430m²
	OFFICE	50m²
P3.1	STORAGE SHEDS	150m²
P3.2	STORAGE SHEDS	80m²
P3.3	STORAGE SHEDS	120m²
P4.1	TRAINING ROOM	200m²
P4.2	STORAGE SHEDS	50m²
TOTAL NEW AREA		2390m²

NOTE: ALL NEW STRUCTURES TO BE MAXIMUM 5.2m HIGH

AREA SCHEDULE - EXISTING STRUCTURES

E1	DWELLING	200m²
E2	STORAGE	350m²
E3	STORAGE	55m²
TOTAL EXISTING AREA		605m²

Revisions

No	Date	Description	Ver	Aprv
2	15.11.16	FOR APPROVAL		
1	13.10.16	ADDED MAX HEIGHT		

Client: NEIL IRVINE

Builder:

Project Manager:

Architect: TO|A Tomas O'Malley | ARCHITECT
Level 1, 7 Barolin Street Bundaberg Q4670
t 0405 105 767 e info@to-architect.com.au
ABN 12 930 294 815

Project: C2C STORAGE

Proj. No. 15018

Drawing Title: SITE PLAN

Drawing Status: FOR APPROVAL

Scale: 1 : 1000

Drawing No.: A1000

Issue: 2

PLOT DATE & TIME: 15-Nov-16 11:10:08 AM

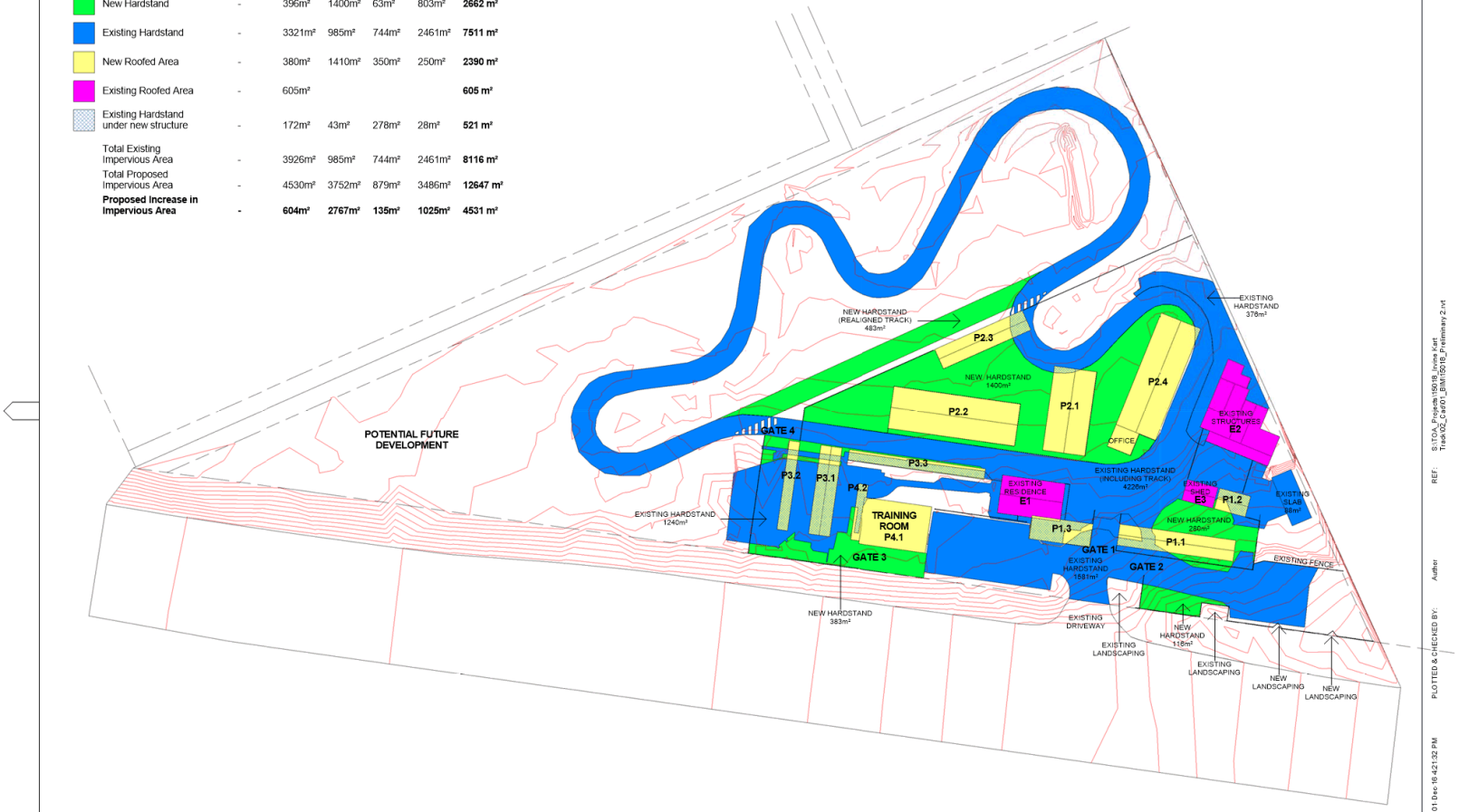
PLOTTED & CHECKED BY:

Author:

REF: S:\TOA_Projects\15018_Irvine Kart Tracks_CAD\[_Sht\15018_Preliminary 2.rvt

AREA SCHEDULE - HARDSTAND & IMPERVIOUS AREAS

		Stage 1	Stage 2	Stage 3	Stage 4	TOTAL
New Hardstand	-	396m²	1400m²	63m²	803m²	**2662 m²**
Existing Hardstand	-	3321m²	985m²	744m²	2461m²	**7511 m²**
New Roofed Area	-	380m²	1410m²	350m²	250m²	**2390 m²**
Existing Roofed Area	-	605m²				**605 m²**
Existing Hardstand under new structure	-	172m²	43m²	278m²	28m²	**521 m²**
Total Existing Impervious Area	-	3926m²	985m²	744m²	2461m²	**8116 m²**
Total Proposed Impervious Area	-	4530m²	3752m²	879m²	3486m²	**12647 m²**
Proposed Increase in Impervious Area	**-**	**604m²**	**2767m²**	**135m²**	**1025m²**	**4531 m²**



S:\TOA_Projects\15018_Irvins Kart Track\02_Cad\01_BIM\15018_Preliminary 2.rvt

REF:

Author

PLOTTED & CHECKED BY:

01 Dec 16 4:21:32 PM

PLOT DATE & TIME:

Revisions				
No	Date	Description	Ver	Aprv
2	01.12.16	STAGING BREAKDOWN ADDED		
1	15.11.16	FOR APPROVAL		

Client: NEIL IRVINE

Builder

Project Manager

Architect: TO|A Tomas O'Malley | ARCHITECT
Level 1, 7 Barolin Street Bundaberg Q4670
t 0405 105 767 e info@to-architect.com.au
ABN 12 930 264 815

Project: C2C STORAGE

Proj. No. 15018

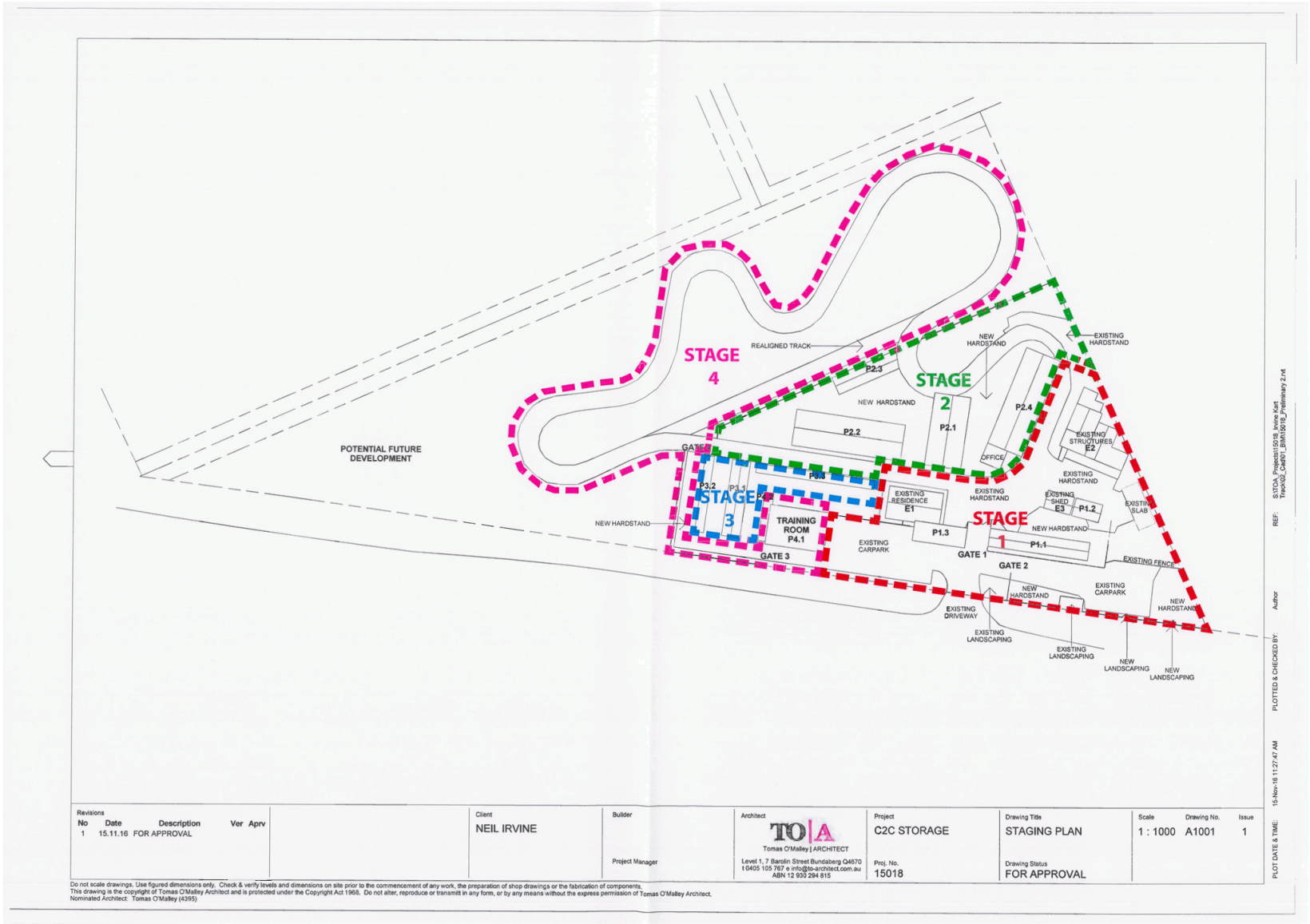
Drawing Title: HARDSTAND AREA PLAN

Drawing Status: FOR APPROVAL

Scale: 1 : 1000

Drawing No.: A1002

Issue: 2


STAGE 4
STAGE 2
STAGE 3
STAGE 1
REALIGNED TRACK
POTENTIAL FUTURE DEVELOPMENT
NEW HARDSTAND
EXISTING HARDSTAND
P2.3
P2.4
P2.1
P2.2
P3.2
P3.1
P3.3
GATE 4
GATE 3
GATE 1
GATE 2
TRAINING ROOM P4.1
EXISTING RESIDENCE E1
EXISTING SHED E3
EXISTING STRUCTURES E2
OFFICE
EXISTING SLAB
P1.2
P1.3
P1.1
EXISTING CARPARK
EXISTING FENCE
EXISTING DRIVEWAY
EXISTING LANDSCAPING
NEW LANDSCAPING
Revisions
No Date Description Ver Aprv
1 15.11.16 FOR APPROVAL
Client
NEIL IRVINE
Builder
Project Manager
Architect
TO|A
Tomas O'Malley | ARCHITECT
Level 1, 7 Barolin Street Bundaberg Q4670
t 0405 105 767 e info@to-architect.com.au
ABN 12 930 294 815
Project
C2C STORAGE
Proj. No.
15018
Drawing Title
STAGING PLAN
Drawing Status
FOR APPROVAL
Scale
1 : 1000
Drawing No.
A1001
Issue
1
Do not scale drawings. Use figured dimensions only. Check & verify levels and dimensions on site prior to the commencement of any work, the preparation of shop drawings or the fabrication of components.
This drawing is the copyright of Tomas O'Malley Architect and is protected under the Copyright Act 1968. Do not alter, reproduce or transmit in any form, or by any means without the express permission of Tomas O'Malley Architect.
Nominated Architect: Tomas O'Malley (4395)
PLOT DATE & TIME: 15-Nov-16 11:27:47 AM
PLOTTED & CHECKED BY: Author
REF: S:\TOA_Projects\15018 Irvine Kerr Track\02_Cad\01_BIM\15018_Preliminary 2.rvt

Queensland Government

Department of Infrastructure, Local Government and Planning

Our reference: SDA-1216-035515
Your reference: 322.2016.47009.1

18 January 2017

The Chief Executive Officer
Bundaberg Regional Council
PO Box 3130
BUNDABERG QLD 4670
ceo@bundaberg.qld.gov.au

Attention: Scott Irwin

Dear Mr Irwin

Concurrence agency response—with conditions
937 Burnett Heads Road, Rubyanna QLD 4670 - Lot 2 on RP186069
(Given under section 285 of the *Sustainable Planning Act 2009*)

The referral agency material for the development application described below was received by the Department of Infrastructure, Local Government and Planning under section 272 of the *Sustainable Planning Act 2009* on 2 December 2016.

Applicant details

Applicant name:	Neil Samuel Irvine
Applicant contact details:	PO Box 4378 Bundaberg South QLD 4670 neilirv@gmail.com

Site details

Street address:	937 Burnett Heads Road, Rubyanna QLD 4670
Lot on plan:	Lot 2 on RP186069
Local government area:	Bundaberg Regional Council

Application details

Proposed development:	Development Permit for Material Change of Use Caretakers Residence, Educational Facility and Warehouse (self-storage)

Wide Bay – Burnett Region
PO Box 979 Bundaberg
Queensland 4670 Australia
Telephone (07) 4331 5614
Website www.dilgp.qld.gov.au

SDA-1216-035515

Aspects of development and type of approval being sought

Nature of Development	Approval Type	Brief Proposal of Description	Level of Assessment
Material Change of Use	Development permit	Caretakers Residence, Educational Facility and Warehouse (self-storage)	Impact Assessment

Referral triggers

The development application was referred to the department under the following provisions of the *Sustainable Planning Regulation 2009*:

Referral trigger Schedule 7, Table 3, Item 1—State-controlled road

Conditions

Under section 287(1)(a) of the *Sustainable Planning Act 2009*, the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

Under section 289(1) of the *Sustainable Planning Act 2009*, the department must set out the reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Approved plans and specifications

The department requires that the following plans and specifications set out below and in Attachment 4 must be attached to any development approval.

Drawing/Report Title	Prepared by	Date	Reference no.	Version/ Issue
Aspect of development: material change of use				
Site Plan	Tomas O'Malley Architect	15.11.16	15018-A1000	2
Staging Plan	Tomas O'Malley Architect	15.11.16	15018-A1001	1
Hardstand Area Plan	Tomas O'Malley Architect	15.11.16	15018-A1002	1

A copy of this response has been sent to the applicant for their information.

For further information, please contact Rachel Pratt, A/Planning Officer, SARA Wide Bay Burnett on (07) 4331 5614, or email WBBSARA@dilgp.qld.gov.au who will be pleased to assist.

Yours sincerely

Stefan de Beer
Manager (Planning)

cc: Neil Samuel Irvine, neilirv@gmail.com

enc: Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3—Approved Plans and Specifications

Our reference: SDA-1216-035515
Your reference: 322.2016.47009.1

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Development Permit for a Material Change of Use		
Schedule 7, Table 3, Item 1—Pursuant to section 255D of the *Sustainable Planning Act 2009*, the chief executive administering the Act nominates the Director-General of Department of Transport and Main Roads be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
1.	The development must be carried out generally in accordance with the following plans: • Site Plan, prepared by Tomas O'Malley Architect, dated 15.11.16, reference 15018-A1000 and revision 2 • Staging Plan, prepared by Tomas O'Malley Architect, dated 15.11.16, reference 15018-A1001 and revision 1 • Hardstand Area Plan, prepared by Tomas O'Malley Architect, dated 15.11.16, reference 15018-A1002 and revision 1	Prior to the commencement of use and to be maintained at all times.
2.	(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the Bundaberg-Port Road. (b) Any works on the land must not: (i) create any new discharge points for stormwater runoff onto the Burnett Heads Road; (ii) interfere with and/or cause damage to the existing stormwater drainage on the Burnett Heads Road; (iii) surcharge any existing culvert or drain on the Burnett Heads Road; (iv) reduce the quality of stormwater discharge onto Burnett Heads Road.	At all times

Our reference: SDA-1216-035515
Your reference: 322.2016.47009.1

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

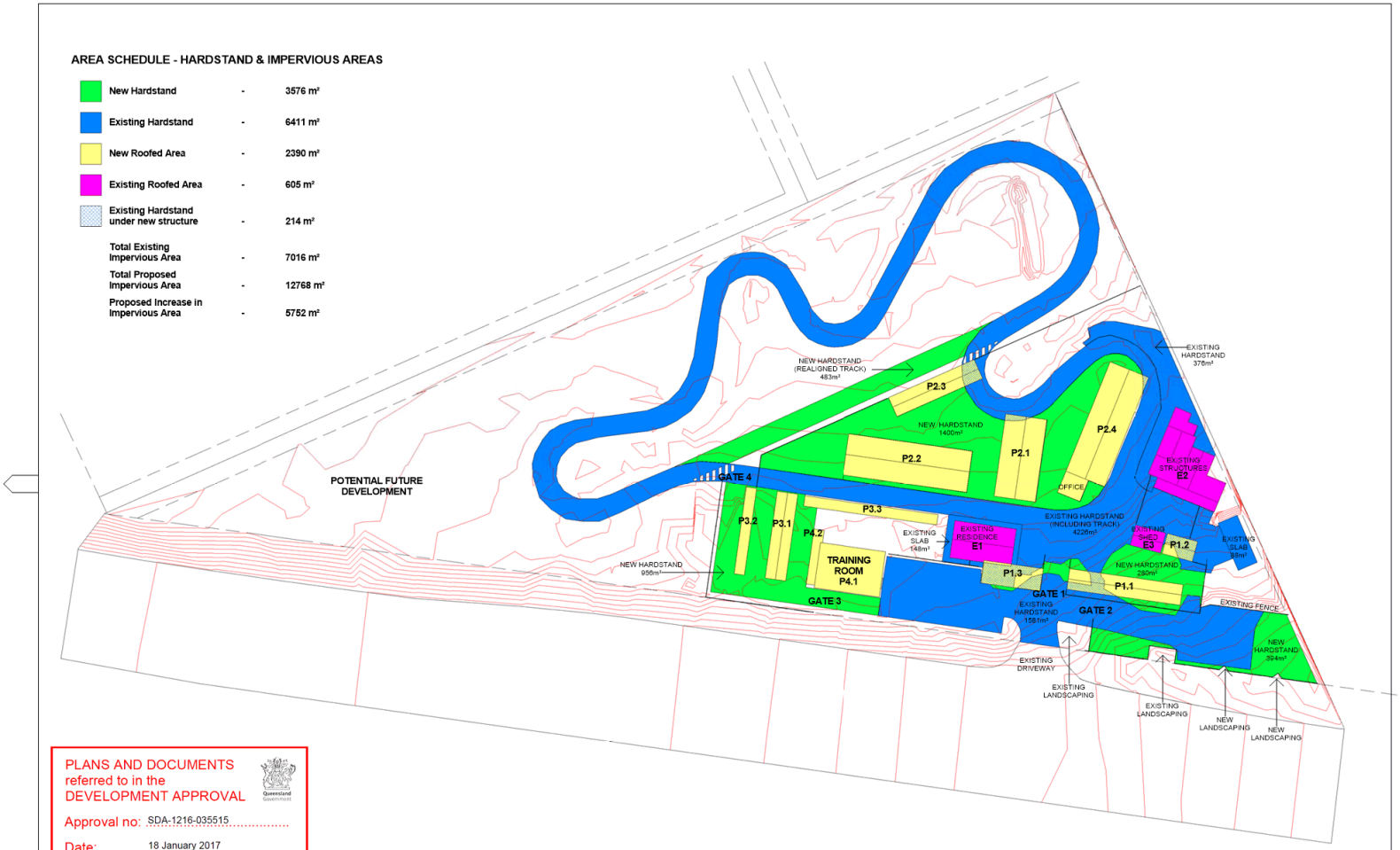
- To ensure the development is carried out generally in accordance with the plans of development submitted with the application.
- To ensure that the impacts of stormwater events associated with development are minimised and managed to avoid creating any adverse impacts on the state-transport corridor.

Our reference: SDA-1216-035515
Your reference: 322.2016.47009.1

Attachment 3—Approved plans and specifications

AREA SCHEDULE - HARDSTAND & IMPERVIOUS AREAS

New Hardstand	-	3576 m²
Existing Hardstand	-	6411 m²
New Roofed Area	-	2390 m²
Existing Roofed Area	-	605 m²
Existing Hardstand under new structure	-	214 m²
Total Existing Impervious Area	-	7016 m²
Total Proposed Impervious Area	-	12768 m²
Proposed Increase in Impervious Area	-	5752 m²



PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL

Approval no: SDA-1216-035515

Date: 18 January 2017

Revisions No	Date	Description	Ver	Aprv
1	15.11.16	FOR APPROVAL		

Client: NEIL IRVINE

Builder

Project Manager

Architect: TO|A Tomas O'Malley | ARCHITECT
Level 1, 7 Barolin Street Bundaberg Q4670
t 0405 105 767 e info@to-architect.com.au
ABN 12 930 264 815

Project: C2C STORAGE

Proj. No. 15018

Drawing Title: HARDSTAND AREA PLAN

Drawing Status: FOR APPROVAL

Scale	Drawing No.	Issue
1 : 1000	A1002	1

PLOT DATE & TIME: 16 Nov 16 10:00:16 AM
PLOTTED & CHECKED BY: Author
REF: S:\TOA_Projects\15018_Irvins Kart Track\02_Cad\01_BIM\15018_Preliminary 2.rvt

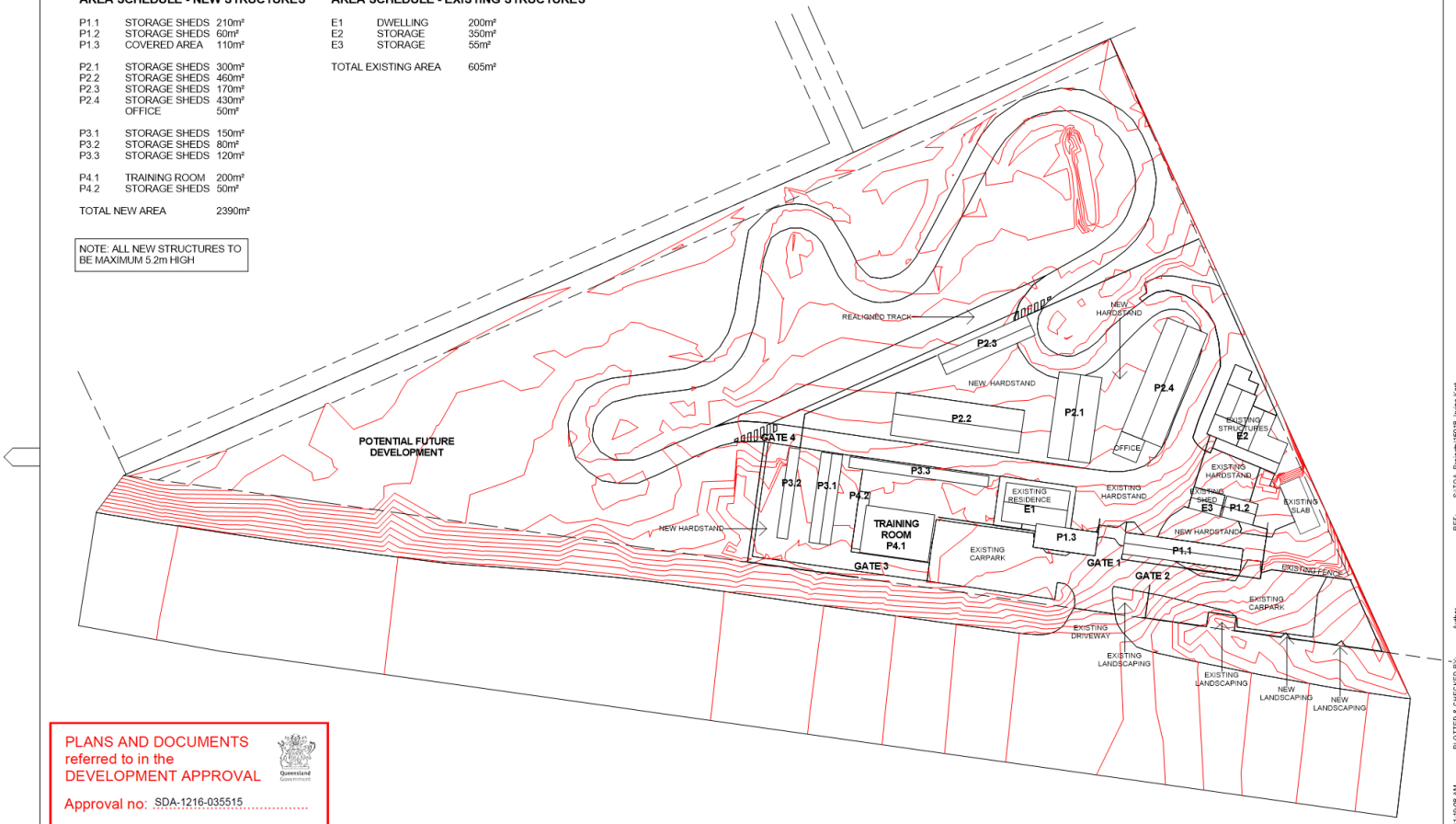
AREA SCHEDULE - NEW STRUCTURES

P1.1	STORAGE SHEDS	210m²
P1.2	STORAGE SHEDS	60m²
P1.3	COVERED AREA	110m²
P2.1	STORAGE SHEDS	300m²
P2.2	STORAGE SHEDS	460m²
P2.3	STORAGE SHEDS	170m²
P2.4	STORAGE SHEDS	430m²
	OFFICE	50m²
P3.1	STORAGE SHEDS	150m²
P3.2	STORAGE SHEDS	80m²
P3.3	STORAGE SHEDS	120m²
P4.1	TRAINING ROOM	200m²
P4.2	STORAGE SHEDS	50m²
TOTAL NEW AREA		2390m²

NOTE: ALL NEW STRUCTURES TO BE MAXIMUM 5.2m HIGH

AREA SCHEDULE - EXISTING STRUCTURES

E1	DWELLING	200m²
E2	STORAGE	350m²
E3	STORAGE	55m²
TOTAL EXISTING AREA		605m²



PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL

Approval no: SDA-1216-035515

Date: 18 January 2017

Revisions

No	Date	Description	Ver	Aprv
2	15.11.16	FOR APPROVAL		
1	13.10.16	ADDED MAX HEIGHT		

Client: NEIL IRVINE

Builder:

Project Manager:

Architect: TO|A Tomas O'Malley | ARCHITECT
Level 1, 7 Barolin Street Bundaberg Q4670
t 0405 105 767 e info@to-architect.com.au
ABN 12 930 264 815

Project: C2C STORAGE

Proj. No. 15018

Drawing Title: SITE PLAN

Drawing Status: FOR APPROVAL

Scale: 1 : 1000

Drawing No.: A1000

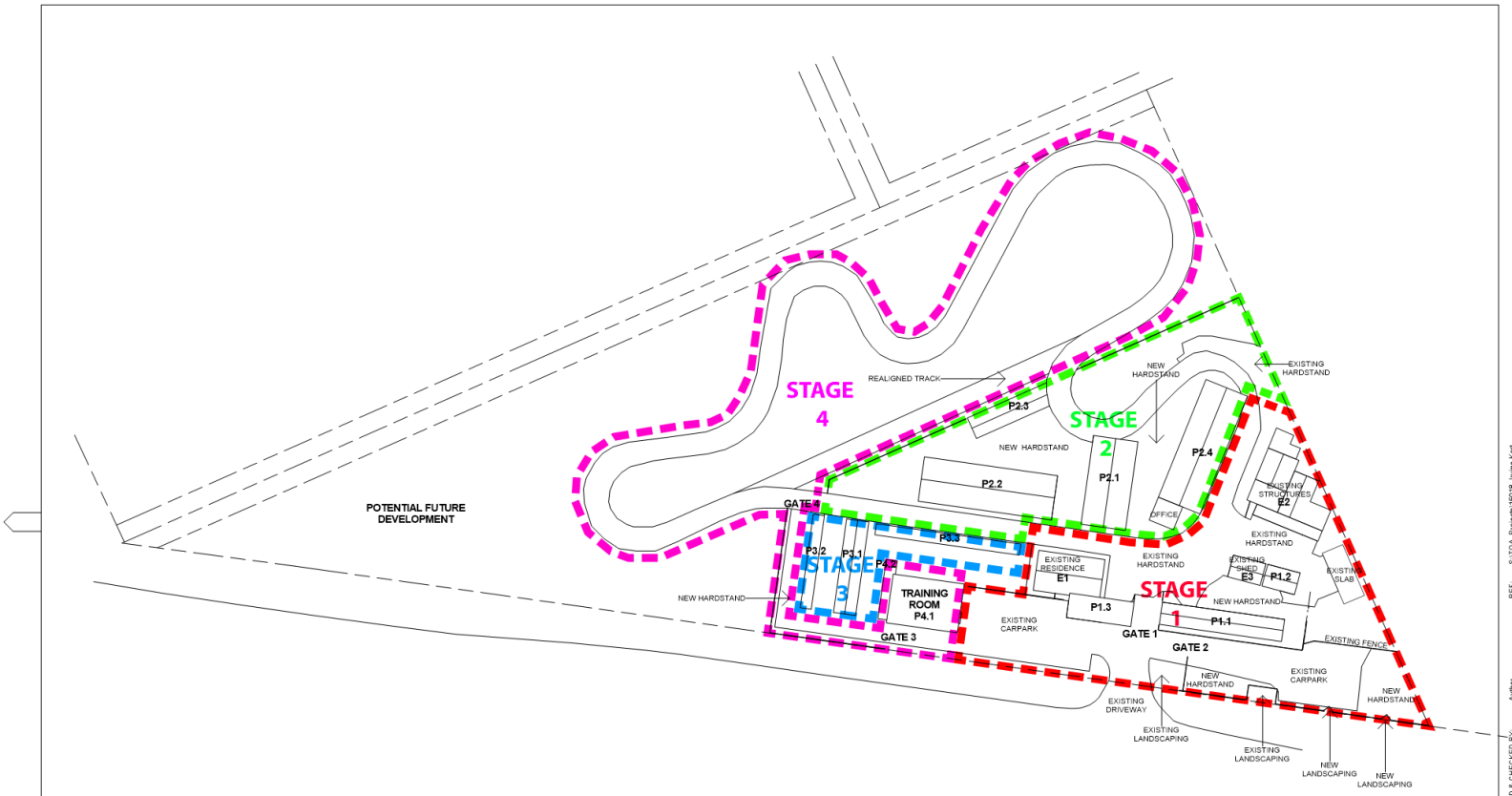
Issue: 2

PLOT DATE & TIME: 15 Nov 16 11:19:08 AM

PLOTTED & CHECKED BY:

Author

REF: S:\TOA_Projects\15018_Irvine Kiet Trade\02_Cad\01_BIM\15018_Preliminary 2.rvt


STAGE 4
STAGE 2
STAGE 3
STAGE 1
REALIGNED TRACK
POTENTIAL FUTURE DEVELOPMENT
NEW HARDSTAND
EXISTING HARDSTAND
P2.3
P2.2
P2.1
P2.4
P3.3
P3.2
P3.1
P4.2
P4.1
TRAINING ROOM
EXISTING RESIDENCE
E1
OFFICE
EXISTING STRUCTURES
E2
EXISTING SHED
E3
P1.2
P1.3
P1.1
EXISTING SLAB
EXISTING CARPARK
EXISTING DRIVEWAY
EXISTING LANDSCAPING
EXISTING FENCE
NEW LANDSCAPING
GATE 1
GATE 2
GATE 3
GATE 4
PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL
Approval no: SDA-1216-035515
Date: 18 January 2017
Revisions
No Date Description Ver Aprv
1 15.11.16 FOR APPROVAL
Client
NEIL IRVINE
Builder
Project Manager
Architect
TO|A
Tomas O'Malley | ARCHITECT
Level 1, 7 Barolin Street Bundaberg Q4670
t 0405 105 767 e info@to-architect.com.au
ABN 12 930 264 815
Project
C2C STORAGE
Proj. No.
15018
Drawing Title
STAGING PLAN
Drawing Status
FOR APPROVAL
Scale
1 : 1000
Drawing No.
A1001
Issue
1
Do not scale drawings. Use figured dimensions only. Check & verify levels and dimensions on site prior to the commencement of any work, the preparation of shop drawings or the fabrication of components.
This drawing is the copyright of Tomas O'Malley Architect and is protected under the Copyright Act 1968. Do not alter, reproduce or transmit in any form, or by any means without the express permission of Tomas O'Malley Architect.
Nominated Architect: Tomas O'Malley (4396)
PLOT DATE & TIME: 15 Nov 16 11:27:47 AM
PLOTTED & CHECKED BY:
Author
REF: S:\TOA_Projects\15018_Irvine Kiet Track\02_Cad\01_BIM\15018_Preliminary 2.rvt

Helen Aplitt

From: No Reply <mydas-notifications@qld.gov.au>
Sent: Wednesday, 18 January 2017 12:50 PM
To: BRC CEO Incoming; Wide.Bay.Burnett.IDAS@tmr.qld.gov.au; neilirv@gmail.com; rachel.pratt@dilgp.qld.gov.au
Cc: CEO External
Subject: [SDA-1216-035515] SARA concurrence agency response
Attachments: DILGP Wide Bay Burnett - SARA Assessment Report (Referral Agency) SDA1116-035515 with plans.pdf

Categories: Infrastructure

Queensland Government

Thank you for your SARA application. We have now completed the assessment of your application and have attached your SARA concurrence agency response.

To go to MyDAS and view your application dashboard, please click here.

If you would like to discuss this further, please phone me on 0743315614 or email me at rachel.pratt@dilgp.qld.gov.au.

Regards
Rachel Pratt

Please do not reply to this system generated message.

PO Box 3130, BUNDABERG QLD 4670
Local Call **1300 883 699** | Fax **(07) 4150 5410**
ABN 72 427 835 198

ADOPTED INFRASTRUCTURE CHARGES NOTICE

Resolution (No. 1) 2015

To: N S Irvine
C/- APS Corp PO Box 4378 Bundaberg South

Date of Issue: 21/02/2017
Register No.: 331.2017.892.1

Land to which the Charge Applies

Address: 937 Burnett Heads Road

Property Description: Lot 2 on RP186069

Development to which the Adopted Infrastructure Charge Applies

The adopted infrastructure charge applies to the following development type: Material Change of Use

Development Approval No.: 322.2016.47009.1

Current Amount of the Adopted Infrastructure Charge

The adopted infrastructure charge has been calculated in accordance with the method outlined in the Bundaberg Regional Council Adopted Infrastructure Changes Resolution (No.1) 2015 and Chapter 8 of the Sustainable Planning Act 2009. Please see Schedule 1 of this notice for the detailed calculation of the current amount.

Current Amount of Adopted Infrastructure Charge = **$127,267.00**
(as at date of issue)

Offsets

Please see Schedule 1 of this notice for the detailed calculation of any offsets.

Total offsets applicable to this development = **n/a**

Refunds

Please see Schedule 1 of this notice for the detailed calculation of any refunds.

Total refunds applicable to this development = **n/a**

Automatic Increase

The charges are subject to an automatic increase in accordance with Bundaberg Regional Council Adopted Infrastructure Changes Resolution (No.1) 2015. Council's adopted infrastructure charge is to automatically increase from the time the charge is levied to the time the charge is paid. As per section 631 of SPA this automatic increase provision is calculated as follows:

(a) If the duration of time between the date the charge is levied to the date the charge is paid is less than or equal to one calendar year, then there is no there is no automatic increase. Therefore the adopted infrastructure charge payable is equal to the charge amount at the time the charge is levied; or

(b) If the duration of time between the date the charge is levied to the date the charge is paid is greater than one calendar year, then the automatic increase provision is an amount representing the increase in the PPI index. The increase in PPI index is calculated for the period starting on the day the charge is levied and ending on the day the charge is paid, adjusted by reference to the 3-yearly PPI index average. Where the 3- yearly PPI index average means the PPI index smoothed in accordance with the 3-year moving average quarterly percentage change between quarters. Therefore the automatic increase provision is calculated as shown in equation 1 below:

$$\textit{automatic increase provision} = \frac{\textit{Smoothed PPI (paid date)}}{\textit{Smoothed PPI (levied date)}} \quad \ldots\ldots\ldots\ldots\ldots\ldots(1)$$

Where: *Smoothed PPI (paid date) = 3 yearly smoothed PPI at time the charge is paid*
= average (12 previously published PPI figures relative to paid date)
Smoothed PPI (levied date) = 3 yearly smoothed PPI at time the charge is levied
= average (12 previously published PPI figures relative to levied date)

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The *adopted infrastructure charge* payable is equal to the charge amount at the time the charge is levied multiplied by the automatic increase provision amount as shown in equation 2 below:

adopted infrastructure charge payable ***= levied charge x automatic increase provision*** ***.....(2)***

Finally, if after applying the automatic increase provision the *adopted infrastructure charge payable* is:

(a) more than the maximum adopted charge that Council could have levied for the development at the time the charge is paid, then the adopted infrastructure charge payable is the maximum adopted charge for the development; or

(b) less than the charge amount at the time the charge is levied, then the *adopted infrastructure charge* payable is the charge amount at the time the charge is levied.

Payment of the Adopted Infrastructure Charge

- The **due date for payment** of the *adopted infrastructure charge* is:
  - before the change of use happens for each stage
- Interest at 11% per annum, calculated daily, will be applied to overdue payments.
- The charge is to be paid to **Bundaberg Regional Council**. Please contact Bundaberg Regional Council, Development Assessment Team, prior to making payment.
- Please include a copy of this Notice with payment.

Other Important Information

1. **PAYMENT**
   This notice is due and payable by the due date shown. Cheques, money orders or postal notes should be made payable to Bundaberg Regional Council and crossed "Not Negotiable". Change cannot be given on cheque payments. Property owners will be liable for any dishonour fees.
2. **GOODS AND SERVICES TAX**
   The federal government has determined that rates and utility charges levied by a local government will be GST exempt. Accordingly, no GST is included in this infrastructure charges notice.
3. **INFRASTRUCTURE CHARGES ENQUIRIES**
   Enquiries regarding this infrastructure charges notice should be directed to Council's Development Assessment Team on telephone 1300 883 699 during office hours or e-mail: duty_planner@bundaberg.qld.gov.au

Notice is hereby given under the *Sustainable Development Act 2009* and the *Local Government Act 2009* that the adopted infrastructure charges notice is levied by the Bundaberg Regional Council on the described land. The adopted infrastructure charge is DUE AND PAYABLE BY THE ABOVE DUE DATE. The adopted infrastructure charge plus any arrears and interest may be recovered by legal process without further notice if unpaid after the expiration of the DUE DATE as the charge is deemed to be overdue. PETER BYRNE, CHIEF EXECUTIVE OFFICER

Richard Jenner
Development Assessment Manager

PO Box 3130, BUNDABERG QLD 4670
Local Call **1300 883 699** | Fax **(07) 4150 5410**
ABN 72 427 835 198

ADOPTED INFRASTRUCTURE CHARGES NOTICE

SCHEDULE 1 – Calculation of Current Charges, Offsets and Refunds

Applicant: N S Irvine
Applicant address: C/- APS Corp PO Box 4378 Bundaberg South
Site address: 937 Burnett Heads Road
Plan/Lot: Lot 2 on RP186069

Development Type: Material Change of Use
Due date for payment: before the change of use happens for each stage
Dev Approval No.: 322.2016.47009.1
Register No.: 331.2017.892.1

Prepared by: Leonard Strub
Authorising Officer: Richard Jenner
Inside PIA: Yes

Adopted Infrastructure Charges: $ 127,267.00
Offset: n/a
Refund: n/a
AICN - Amount Payable: $ 127,267.00

Summary of the Adopted Infrastructure Charges

Stage	Develop-ment Type	Charge Type	Infrastructure Charge Area	Use category	Use	Charge category	Charge per dwelling or lot or bedroom or tent or cabin	Charge per m² GFA	Charge per per m² impervious area	Dwellings or lots or bedrooms or tents or cabins	GFA (m²)	Imperv-ious Area (m²)	Discount category	Discount	Subtotal
All	MCU	New	Bundaberg Partially Serviced (no wastewater and no water supply)	Industry	Warehouse (self storage facility)	$ per m² GFA plus $ per m² impervious area	n/a	$ 35.00	$ 7.00	0	2435	2545	n/a	0%	$ 103,040.00
All	MCU	New	Bundaberg Partially Serviced (no wastewater and no water supply)	Commercial (office)	Office	$ per m² GFA plus $ per m² impervious area	n/a	$ 98.00	$ 7.00	0	50	50	n/a	0%	$ 5,250.00
All	MCU	New	Bundaberg Partially Serviced (no wastewater and no water supply)	Education facility	Educational establishment (tertiary)	$ per m² GFA plus $ per m² impervious area	n/a	$ 98.00	$ 7.00	0	200	200	n/a	0%	$ 21,000.00
All	MCU	New	Bundaberg Partially Serviced (no wastewater and no water supply)	Specialised uses	Motor sport	As for Other uses	n/a	$ -	$ 7.00	0	0	9652	n/a	0%	$ 67,564.00
All	MCU	Existing credit	Bundaberg Partially Serviced (no wastewater and no water supply)	Industry	Warehouse (self storage facility)	$ per m² GFA plus $ per m² impervious area	n/a	$ (35.00)	$ (7.00)	0	405	405	n/a	0%	$ (17,010.00)
All	MCU	Existing credit	Bundaberg Partially Serviced (no wastewater and no water supply)	Commercial (office)	Office	$ per m² GFA plus $ per m² impervious area	n/a	$ (98.00)	$ (7.00)	0	0	0	n/a	0%	$ -
All	MCU	Existing credit	Bundaberg Partially Serviced (no wastewater and no water supply)	Education facility	Educational establishment (tertiary)	$ per m² GFA plus $ per m² impervious area	n/a	$ (98.00)	$ (7.00)	0	0	0	n/a	0%	$ -
All	MCU	Existing credit	Bundaberg Partially Serviced (no wastewater and no water supply)	Specialised uses	Motor sport	As for Other uses	n/a	$ -	$ (7.00)	0	0	7511	n/a	0%	$ (52,577.00)

Adopted Infrastructure Charges Total: $ 127,267.00

Stage Breakdown of Adopted Infrastructure Charges

Stage	Develop-ment Type	Charge Type	Infrastructure Charge Area	Use category	Use	Charge category	Charge per dwelling or lot or bedroom or tent or cabin	Charge per m² GFA	Charge per per m² impervious area	Dwellings or lots or bedrooms or tents or cabins	GFA (m²)	Imperv-ious Area (m²)	Discount category	Discount	Subtotal	
1	MCU	New	Bundaberg Partially Serviced (no wastewater and no water supply)	Industry	Warehouse (self storage facility)	$ per m² GFA plus $ per m² impervious area	n/a	$ 35.00	$ 7.00	0	270	380	n/a	0%	$ 12,110.00	$13,970.25
1	MCU	New	Bundaberg Partially Serviced (no wastewater and no water supply)	Specialised uses	Motor sport	As for Other uses	n/a	$ -	$ 7.00	0	0	265.75	n/a	0%	$ 1,860.25	
2	MCU	New	Bundaberg Partially Serviced (no wastewater and no water supply)	Industry	Warehouse (self storage facility)	$ per m² GFA plus $ per m² impervious area	n/a	$ 35.00	$ 7.00	0	1360	1360	n/a	0%	$ 57,120.00	

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ADOPTED INFRASTRUCTURE CHARGES NOTICE
SCHEDULE 1 – Calculation of Current Charges, Offsets and Refunds

2	MCU	New	Bundaberg Partially Serviced (no wastewater and no water supply)	Commercial (office)	Office	$ per m² GFA plus $ per m² impervious area	n/a	$ 98.00	$ 7.00	0	50	50	n/a	0%	$ 5,250.00	$71,258.25
2	MCU	New	Bundaberg Partially Serviced (no wastewater and no water supply)	Specialised uses	Motor sport	As for Other uses	n/a	$ -	$ 7.00	0	0	1269.75	n/a	0%	$ 8,888.25	
3	MCU	New	Bundaberg Partially Serviced (no wastewater and no water supply)	Industry	Warehouse (self storage facility)	$ per m² GFA plus $ per m² impervious area	n/a	$ 35.00	$ 7.00	0	350	350	n/a	0%	$ 14,700.00	$16,469.25
3	MCU	New	Bundaberg Partially Serviced (no wastewater and no water supply)	Specialised uses	Motor sport	As for Other uses	n/a	$ -	$ 7.00	0	0	252.75	n/a	0%	$ 1,769.25	
4	MCU	New	Bundaberg Partially Serviced (no wastewater and no water supply)	Industry	Warehouse (self storage facility)	$ per m² GFA plus $ per m² impervious area	n/a	$ 35.00	$ 7.00	0	50	50	n/a	0%	$ 2,100.00	
4	MCU	New	Bundaberg Partially Serviced (no wastewater and no water supply)	Education facility	Educational establishment (tertiary)	$ per m² GFA plus $ per m² impervious area	n/a	$ 98.00	$ 7.00	0	200	200	n/a	0%	$ 21,000.00	$25,569.25
4	MCU	New	Bundaberg Partially Serviced (no wastewater and no water supply)	Specialised uses	Motor sport	As for Other uses	n/a	$ -	$ 7.00	0	0	352.75	n/a	0%	$ 2,469.25	
															Stage Breakdown Total:	$ 127,267.00

Intentionally Blank

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ADOPTED INFRASTRUCTURE CHARGES NOTICE
INFORMATION NOTICE

1. REASON FOR DECISION

This notice has been issued pursuant to the Bundaberg Regional Council Adopted Infrastructure Changes Resolution (No. 1) 2015 and Chapter 8 of the Sustainable Planning Act 2009.

2. APPEAL RIGHTS

The recipient of the infrastructure charge may appeal to the Planning and Environment Court in accordance with section 478 of the Sustainable Planning Act 2009.

478 Appeals about infrastructure charges notice

(1) The recipient of an infrastructure charges notice may appeal to the court about the decision to give the notice.

(2) However, the appeal may be made only on 1 or more of the following grounds—

(a) the charge in the notice is so unreasonable that no reasonable relevant local government could have imposed it;

(b) the decision involved an error relating to—

(i) the application of the relevant adopted charge; or

(ii) the working out, for section 636, of additional demand; or

(iii) an offset or refund;

(c) there was no decision about an offset or refund;

Examples of possible errors in applying an adopted charge—

(i) the incorrect application of gross floor area for a non-residential development;

(ii) applying an incorrect 'use category' under an SPRP (adopted charges) to the development.

(d) if the infrastructure charges notice states a refund will be given—the timing for giving the refund.

(3) To remove any doubt, it is declared that the appeal must not be about—

(a) the adopted charge itself; or

(b) for a decision about an offset or refund—

(i) the establishment cost of infrastructure identified in an LGIP; or

(ii) the cost of infrastructure decided using the method included in the local government's charges resolution.

(4) The appeal must be started within 20 business days after the day the recipient is given the relevant infrastructure charges notice.

478A Appeals against refusal of conversion application

(1) The applicant for a conversion application may appeal to the court against a refusal, or deemed refusal, of the application.

(2) The appeal must be started within the following period—

(a) if the applicant is given written notice of the refusal—20 business days after the day the applicant is given the notice;

(b) otherwise—20 business days after the end of the required period under section 660(5) for the application.

The recipient of the infrastructure charge may appeal to a building and development committee in accordance with section 535 of the Sustainable Planning Act 2009.

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Local Call **1300 883 699** | Fax **(07) 4150 5410**
ABN 72 427 835 198

535 Appeals about infrastructure charges decisions

(1) The recipient of an infrastructure charges notice may appeal to a building and development committee about the decision to give the notice.

(2) However, the appeal may be made only on 1 or more of the following grounds—

(a) the decision involved an error relating to—

(i) the application of the relevant adopted charge; or

(ii) the working out, for section 636, of additional demand; or

(iii) an offset or refund;

(b) there was no decision about an offset or refund;

Examples of possible errors in applying an adopted charge—

(i) the incorrect application of gross floor area for a non-residential development;

(ii) applying an incorrect 'use category' under an SPRP (adopted charges) to the development;

(c) if the infrastructure charges notice states a refund will be given—the timing for giving the refund.

(3) To remove any doubt, it is declared that the appeal must not be about—

(a) the adopted charge itself; or

(b) for a decision about an offset or refund—

(i) the establishment cost of infrastructure in an LGIP; or

(ii) the cost of infrastructure decided using the method included in the local government's charges resolution.

(4) The appeal must be started within 20 business days after the day the recipient is given the relevant infrastructure charges notice.

535A Appeals against refusal of conversion application

(1) The applicant for a conversion application may appeal to a building and development committee against a refusal, or deemed refusal, of the application.

(2) The appeal must be started within the following period—

(a) if the applicant is given written notice of the refusal—20 business days after the day the applicant is given the notice;

(b) otherwise—20 business days after the end of the required period under section 660(5) for the application.

Item

14 March 2017

Item Number:	File Number:	Part:
K2	322.2015.44309.1	DEVELOPMENT ASSESSMENT

Portfolio:

Infrastructure & Planning Services

Subject:

7 and 7A Bauer Street, Bargara - Development Permit for Material Change of Use for General Business and Higher Density Residential

Report Author:

Erin Clark, Senior Planning Officer - Major Projects

Authorised by:

Richard Jenner, Development Assessment Manager

Link to Corporate Plan:

Governance - 4.4.6 A commonsense approach to planning, coordination and consultation

Summary:

APPLICATION NO	322.2015.44309.1
PROPOSAL	Development Permit for Material Change of Use for General Business and Higher Density Residential
APPLICANT	CR Haddon & E Kot C/- John Gatley Building Designs
OWNER	CR Haddon & E Kot
PROPERTY DESCRIPTION	Lot 1 CK3070, Lot 2 SP138054
ADDRESS	7 Bauer Street & 7A Bauer Street, Bargara
PLANNING SCHEME	Planning Scheme for Burnett Shire
ZONING	Business zone (Coastal Towns Planning Area)
OVERLAYS	Infrastructure overlay
LEVEL OF ASSESSMENT	Code Assessable
SITE AREA	3,040 m^2 total
CURRENT USE	Two (2) Motels
PROPERLY MADE DATE	13 October 2015
STATUS	The decision period ends 20 March 2017.
REFERRAL AGENCIES	Department of Infrastructure, Local Government and Planning
NO OF SUBMITTERS	Not Applicable
PREVIOUS APPROVALS	Nil
SITE INSPECTION CONDUCTED	13 November 2015 and 28 July 2016
LEVEL OF DELEGATION	Level 3

1. INTRODUCTION

1.1 Proposal

The applicant seeks a development permit for a material change of use to establish a three storey building with a mix of general business and higher density residential land uses at 7 and 7A Bauer Street, Bargara.

The development is located on a corner allotment and proposed on the ground floor are twelve (12) shops in a central arcade configuration, with an open void to the roof and eight (8) shops having direct access from the public footpath on See Street and Bauer Street. The eastern portion of first floor is consist of Restaurant and Café uses with an intent to capitalise on potential ocean vistas. These first floor business uses propose to include a balcony area each which is to be positioned over the footpath below (within the road reserve).

The balance of the building on the first and second floors is to be a total of twenty-five (25) residential suites as family sized apartments planned around an interior garden and recreation area, with an additional manager's residence to the second floor (with associated small office/reception attached). Twenty (20) of these two-bedroom self-contained apartments are proposed to include the functionality to operate as a dual key arrangement should this be considered necessary by the management. The remainder of units are single motel-style rooms with no kitchen facilities. The residential component of this development has been proposed as 'higher density residential' use to allow for both short term accommodation and permanent residents should the owners wish to occupy the units, although indication has been given that it is more likely to be short-term accommodation. Each proposed unit includes an outdoor balcony area or overlooks the garden below on ground level.

The ground level also incorporates 31 car parking spaces to the side and rear of the building in a one-way access driveway with entry at See Street and exit at Bauer Street frontage in a shared driveway arrangement for the basement. The basement then provides for 69 car spaces, secure bike parking and two storage areas for the penthouse apartments (corner areas). The building is serviced by two lifts and a central staircase for access with a number of public amenities and cleaning storage areas. It is also proposed that the current bus stop in Bauer Street be relocated a short distance north towards See Street in front of the proposed shops to allow for the entry/ exit vehicle arrangements.

It is noted that this application was lodged under the Burnett Shire Planning Scheme on 28 September 2015 prior to the adoption of the current Bundaberg Regional Council Planning Scheme. Therefore, the assessment has been carried out against the Burnett Shire scheme as the planning instrument that was in effect.

1.2 Site Description

The subject site is comprised of two lots at 7 and 7A Bauer Street within the Business Zone of Bargara town centre, which are 1,008 m^2 and 2,2032 m^2 respectively in area, providing a total area of 3,040 m^2. The lots are regular in shape, located on the corner of See Street and Bauer Street, with a combined frontage to Bauer Street of approximately 72 metres and 40 metres frontage to See Street.

Both of the subject lots currently contain existing and operating short term accommodation (motel) uses accommodated in a single building configuration at a two storey maximum and associated parking in front of the accommodation rooms.

Elevations across the site range from 5.0 m AHD to 5.5 m AHD, sloping from the north to south across the subject site, with the lowest area at the rear boundary of Lot 2 on SP138054 (7A Bauer Street).

There are no easements traversing the subject lots, however, existing stormwater and sewerage infrastructure intersects the middle of 7A Bauer Street, located partly under the existing structure. Sewerage infrastructure connects to a Maintenance Hole within the road reserve in front of this site with stormwater pipes discharging into the vacant allotment immediately opposite the site. There is little data in Council's system on this stormwater infrastructure with investigations undertaken in the early stages of this application in an attempt to gain an understanding of the drainage conduit pipe shown.

Established commercial development is existing to the north, east and south-east of the site in the form of shops, offices, restaurants and the Bargara Hotel within the town centre. Immediately adjoining to the south of the subject site is the Bargara Police Station on the corner of Holland Street and Bauer Street. Immediately opposite the site is a large vacant area and further to the west, south and east is surrounding residential type development, including a number of units, motels and singles dwellings.

2. ASSESSMENT PROVISIONS

2.1. Applicable Planning Scheme, Codes and Policies

The applicable local planning instruments for this application are:

Planning Scheme: Planning Scheme for Burnett Shire

Applicable Codes:

- Coastal Towns Planning Area Code
- Business Zone Code
- Higher-density Housing Code
- Development Infrastructure and Works Code
- Landscaping Code
- Vehicle Parking and Access Code
- Infrastructure Overlay Code

Applicable Planning Scheme Policies:

- Planning scheme policy for the Heritage and neighbourhood character overlay code
- Planning scheme policy for development works
- Planning scheme policy for waste management

2.2 State Planning Instruments

The applicable State planning instruments for this application are:

- SPP July 2014;
- Wide Bay Burnett Regional Plan;

3. ISSUES RELEVANT TO THE APPLICATION

The following significant issues have been identified in the assessment of the application:

Change to the application

The proposed development has undergone a change in composition, tenancies and built form during the assessment process. Initially lodged as:

- fourteen (14) shops in a central arcade configuration, with an open void to the roof;
- ten (10) medical/ office suites to the first floor, the eastern portion of first floor to be Restaurant and Café use. These first floor business uses proposed to include a balcony area each which is to be positioned over the footpath below (within the road reserve) for the full Bauer Street frontage – which has subsequently been significantly reduced;
- sixteen (16) motel style rooms, two (2) penthouses and the manager's residence;
- development in two stages correlating to each of the subject lots

Although considered appropriate uses for this site, a number of issues were identified in Council's information request dated 19 November 2015 and further outstanding issues letter dated 7 March 2016. The issues primarily concerned car parking requirements/ provision, building bulk and design, impact on the public space and interface issues between stages. The proposed development was significantly amended on 6 July 2016 and subsequently an amended acknowledgement notice was issued on 13 July 2016 upon receipt of amended plans and the process commenced again.

It is considered that the amended proposed development addressed a number of concerns within the outstanding issues letter, particularly in relation to the removal of staging, improved floor area requirements for car parking, reduction to the balcony intrusion and consideration of the pedestrian environment (reduction in structural columns).

Built form

The proposed development is located in an extremely prominent location within the centre of Bargara and as per SO.56 of the Coastal Towns Planning Area Code development must positively contribute to the character of the locality. The proposed development represents an entry point to the Bargara CBD and the appropriate treatment of this key location is highly important, particularly in relation to design and location of building facades and colours and finishes of building materials.

Further, SO.47, SO.48 and SO.49 require that buildings must respect and complement the existing landscape and features, reflect the coastal character of the area and not have a bulky appearance. With particular reference to SO.49, the bulk of the proposed building must have regard to their situation with respect to the public spaces and other buildings, the proportion of other structures, the scale, rhythm and proportion of the proposed building and the design of elevations and roofs to include articulation, modulation, fenestration and appropriate choice of materials colours and finishes. In addition, SO.307 of the Higher Density Housing Code also requires that development add visual interest to the streetscape, including providing articulation, modulation, fenestration and a mix of horizontal and vertical elements, with appropriate materials and finishes. The built form is not to be bulky or stark.

It is noted that the proposed development provides the appropriate use types, aims to activate the street and the scale and proportion in terms of height is suitable. Some amendments were required to be made through the assessment process relating to the remaining requirements of the listed codes. In demonstrating compliance, the proposal was amended by the applicant to include glass and lighter materials in the building design on all elevations of the building. The southern elevation was amended to include feature glass panels on the balustrade and articulation and interest through the 'linea' cladding. It was also clarified that all upper storeys are to have external cladding and the lower level will include a tile finish on the eastern and northern elevation. The bulk of the building has also been reduced as a result of setting the west wall clear of the boundary to allow for a full row of parallel carparks clear of the service lane.

In terms of the street frontages, amendments have been undertaken to the building to reduce the bulk of the balcony structures by shortening their extent along Bauer Street, reducing the number of columns present and introducing a cantilever of the corner balcony. Overall, it is considered that the proposed development in its current amended form complies with the requirements of the Coastal Town Planning Area Code relevant to this precinct and will contribute positively to the streetscape.

Structure in road reserve

In both Bauer Street and See Street the developer proposes to have balconies over the footpath/ road reserve. In Council's information request dated 19 November 2015, the pedestrian network in general was presented as one of the four separate areas that related to the safe and efficient operation of transport infrastructure.

In this regard, it is necessary for the Owner and Council to enter into a lease, or other legally binding agreement, that ensures the structure is maintained during its life in a manner that protects pedestrians and Council. This matter was specifically addressed by Council in its information request of 19 November 2015 and subsequent further issues letter dated 7 March 2016, whereby it was suggested that the matter should be resolved by a decision made by Council. The developer returned a white paper that would not be legally binding. Accordingly, a condition will be included in the approval that requires an executed agreement prior to issuing a building approval, with such agreement to become part of the Material Change of Use approval after execution.

Within the related correspondence from the applicant, demonstrating compliance with the items of the outstanding issues letter, further reasoning was provided to articulate the proposed outcome and improvements from the original design.

This advice included confirmation of the retention of a “safe footpath arrangement and landscaping design amenity of the area”.

Accordingly, within the See Street frontage the proposal is to widen the existing planting strip from the kerb to the new footpath and plant a second tree to match that existing (to be retained) in this newly formed kerb-side planting area as demonstrated in the proposal plans. The existing crossover will be relocated to the southern boundary of the property. The Ergon Transformer currently located in the landscape strip will be relocated to the south, clear of the proposed new driveway and balcony infrastructure.

At the intersection of Bauer Street and See Street the circular paving detail connecting the footpaths is to be maintained and the landscaping strip is to coordinate with the verandah structure that will give cover to the footpaths adjacent to the new building. The new columns, supporting the balconies, which provide an important component of the architectural detail to the building façade, are specifically positioned to be on the edge of the landscaping strip and clear of pedestrians. The corner balcony is cantilevered with removed columns that were impacting on this corner footpath feature in the earlier design.

The development proposes to replace the existing exposed aggregate footpath with a quality non- slip paving tile for the full street frontage of the new building, from the widened planting strip back to the retail shopfront line on the property boundary. The Architectural detail of the verandas and posts will create a practical covered feature to this new widened pedestrian area and a comfortable walking environment. This veranda detail, together with the widened landscape strip from the kerb edge, provides an amenity and safety zone feature separating pedestrian and vehicular traffic. It is considered that the balconies to the first floor will also allow for passive surveillance by diners.

Traffic movement and car parking

The development will be provided with one major access driveway in Bauer Street and one minor access in See Street. The See Street access is at ground level and will be entry only with one-way circulation through to Bauer Street. The provision for this circulation at ground level in See Street reduces the interference with traffic flows in See Street, allows vehicles to enter and leave the ground level in a forward gear and reduces the interface with pedestrian movements in See Street.

The Bauer Street driveway services both the ground level egressing and basement entry and exiting vehicles. Externally, a CHR(s) and BAL intersection will be needed in Bauer Street to ensure that the access does not affect the safety of the road network. From a lot specific point of view additional controls are required to complement the street based treatment. These controls are summarised as follows:

- Circulating traffic will need to be restricted to left out only and will need to be able to observe and give way to the exiting basement traffic, and
- Basement exiting traffic will need sufficient sight distance to accommodate pedestrians.

The requirements mentioned above have been recommended as conditions to be addressed before the development permit for building works is issued.

In terms of car parking, a shortfall of spaces was identified in the original iteration of the proposal. Subsequently, the proposed development was substantially modified in an effort to firstly, reduce the GFA proposed to reduce the parks required and secondly, to allow more room to accommodate additional parking spaces.

The required parking numbers are provided in Table 8.24 of the Vehicle Access and Parking Code. A summary of the parking spaces required by the code and the proposal specifics is presented in the following table.

Table 1: Car parking requirements under Burnett Shire Planning Scheme

Use Type	Planning Scheme Requirement	Proposal Specifics	Number required
Shop	1 space per 17m^2 total use area	972.2m^2 TUA (90% to account for store)	57
Higher Density Housing (Multiple Unit)	1 covered space per unit, plus 1 space for every two employees, plus 1 per 20m^2 of total use area of any associated restaurant	26 +2	28
Restaurant	1 per 20m2 total use area (given it is associated with a multiple unit)	402.6m^2 TUA (inc. kitchen)	20
Total			105

The proposed development provides for 100 car spaces in combination of ground floor and basement parking. Given the adoption of the Bundaberg Regional Council Planning Scheme in October 2015, very shortly after this application was lodged, it is considered appropriate to consider the requirements of the contemporary planning policy under the Coty Principle (i.e. giving assessment weighting to a later planning policy). These requirements are presented in Table 2 below.

Table 2: Car parking requirements under Bundaberg Regional Council Planning Scheme

Use Type	Planning Scheme Requirement	Proposal Specifics	Number required
Shop	1 space per 20 m^2 total use area	972.2 m^2 GFA (90% to account for store)	48
Short Term Accommodation	1 covered space per unit, plus 1 space per 10 units for visitors	26 2	28
Food & drink outlet	1 per 15 m^2 GFA	402.6 m^2 GFA (inc. kitchen)	27
Total			103

The proposed car parking arrangement is short by three (3) spaces by contemporary standards and five (5) spaces under the Burnett Shire Planning Scheme. However, a number of discussion points can be presented to justify this shortfall as being acceptable. It is reasonable to assume that visitors to the retail shops or restaurant would not of themselves be a single destination visit; rather, they would combine the visit with other retail outlets or hotel stay in the area, with some people also likely to walk. Additionally, a discussion could be presented for the parking spaces required for the café and restaurant having different demands. It could be assumed that it is likely that these uses will operate with different peak times, therefore, the lower requirement (café use) for 8 car spaces could be subtracted from the total required. This would result in a required total number of car parking spaces of 97 spaces under the applicable Burnett Shire Planning Scheme, which the applicant has complied with. Moreover, it is considered the number of parking spaces proposed is reasonable when you consider the shared use of facilities in the area and the good access to public transport on the site's Bauer Street frontage.

Sewerage

The development is to be constructed over an existing sewerage main. This main cannot be moved and as such will have to be accommodated within the structure of the basement car parking. It is proposed that this is achieved through the replacement of the existing main with DICL and appropriate works within the slab of the basement. It is considered that this complies with the relevant requirements of the Development Infrastructure Works Code and the recommended conditions reflect this accordingly.

Stormwater

It is considered that the proposed development complies with the requirements of the Development Infrastructure Works Code in relation to stormwater. A single departure from normal stormwater practices on the premises is proposed, whereby the Water Sensitive Urban Design (WSUD) measures will need to be provided by proprietary products. The recommended conditions stipulate details, particularly that such products will need to be maintained throughout the life of the structure to manufacture's specifications.

Current Planning Scheme

Section 317 of the *Sustainable Planning Act 2009*, states that in assessing the application, the assessment manager may give weight to a planning instrument, code or policy that came into effect after the application was made. Also, as previously mentioned above, it is considered appropriate to consider the requirements of the contemporary planning policy under the Coty Principle (i.e. giving assessment weighting to a later planning policy).

Additionally, the need for numerous changes and amendments to the proposal has resulted in a reasonable amount of time since lodgement and it is relevant to assess the application broadly against the contemporary scheme. In this regard, the proposed uses are appropriate and well-suited for the current Local Centre Zone and all have the same level of assessment (Code assessable) within the current scheme.

Likewise, within the contemporary policy, the proposed uses are encouraged to be established within a mixed use development as is proposed and the development complies with the built form provisions such as a maximum three storey height, design features, articulation, and the relationship of the building to the street, including zero

setbacks, rear parking and incorporation of business activities at ground level. It is noted that the proposal also complies in terms of service provision and infrastructure, with car parking in particular mentioned a previous section of this report.

Therefore, it is considered that the proposed development complies with the contemporary policies in addition to the applicable Burnett Shire Planning Scheme and supports the intent for this location.

4. REFERRALS

4.1 Internal Referrals

Advice was received from the following internal departments:

Internal department	Referral Comments Received
Development Assessment - Engineering	6 February 2017
Water and Wastewater	7 October 2015
Roads and Drainage	24 January 2017
Environment, Regulatory and Public Health	1 October 2015

Any significant issues raised in the referrals have been included in section 3 of this report.

4.2 Referral Agency

Referral Agency responses were received from the following State agencies:

Agency	Concurrence/ Advice	Date Received	Conditions Yes/No
Department of Infrastructure, Local Government and Planning	Concurrence	19.09.16	Yes

Any significant issues raised have been included in section 3 of this report.

5. PUBLIC NOTIFICATION

Not Applicable.

Communication Strategy:

Communications Team consulted. A Communication Strategy is:

☐ Not required
☒ Required

Attachments:

⇩1 Locality Plan
⇩2 Site Plan
⇩3 Approval Plans
⇩4 Referral Agency Response
⇩5 AICN

Recommendation:

That Development Application 322.2015.44309.1 be determined as follows:

DESCRIPTION OF PROPOSAL

Material Change of Use for General Business and Higher Density Residential

SUBJECT SITE

7 Bauer Street & 7A Bauer Street, Bargara - described as Lot 1 on CK3070, Lot 2 on SP138054

DECISION

☒ Approved in full subject to conditions

The conditions of this approval are set out in **Schedule 1**. These conditions are clearly identified to indicate whether the assessment manager or concurrence agency imposed them.

1. DETAILS OF APPROVAL

The following approvals are given:

	Sustainable Planning Regulation 2009, schedule 3 reference	Development Permit	Preliminary Approval
Making a material change of use assessable under the planning scheme, a temporary local planning instrument, a master plan or a preliminary approval to which section 242 applies		☒	☐

Deemed Approval

Section 331 of the *Sustainable Planning Act 2009* (SPA) is not applicable to this decision.

2. PRELIMINARY APPROVAL AFFECTING THE PLANNING SCHEME

Not Applicable.

3. OTHER NECESSARY DEVELOPMENT PERMITS AND/OR COMPLIANCE PERMITS

Listed below are other development permits and/or compliance permits that are necessary to allow the development to be carried out:

- All Building Work
- All Plumbing and Drainage Work
- All Operational Work

4. CODES FOR SELF ASSESSABLE DEVELOPMENT

The following codes must be complied with for self-assessable development related to the development approved.

- Planning Scheme for Burnett Shire and Associated Planning Scheme Policies

5. DETAILS OF ANY COMPLIANCE ASSESSMENT REQUIRED FOR DOCUMENTS OR WORK IN RELATION TO THE DEVELOPMENT

Not Applicable

6. SUBMISSIONS

Not Applicable

7. CONFLICT WITH A RELEVANT INSTRUMENT AND REASONS FOR THE DECISION DESPITE THE CONFLICT

The assessment manager does not consider that the assessment manager's decision conflicts with a relevant instrument.

8. REFERRAL AGENCY

The referral agency for this application are:

For an application involving	Name of referral agency	Advice agency or concurrence agency	Address
State-controlled road Schedule 7, Table 3, Item 1 *Making a material change of use of premises if any part of the land:* *(a) Is within 25m of a State-controlled road; or* *(b) Is future State-controlled road; or* *Abuts a road that intersects with a State-controlled road within 100m of the land.*	Department of Infrastructure, Local Government and Planning	Concurrence	State Assessment and Referral Agency (SARA) *E:* WBBSARA@dsdip.qld.gov.au *P:* PO Box 979 Bundaberg Qld 4670

9. APPROVED PLANS

The approved plans and/or document/s for this development approval are listed in the following table:

Plan/Document number	Plan/Document name	Date
5193-01 Rev. J	Site Locality Plan	01.03.17
5193-02 Rev. J	Basement Carpark Layout	01.03.17
5193-03 Rev. J	Ground Floor Plan	01.03.17
5193-04 Rev. J	First Floor Plan	01.03.17
5193-05 Rev. J	Second Floor Plan	01.03.17
5193-06 Rev. J	Elevations A, B, C, D	01.03.17
5193-07 Rev. J	Existing Amenities	01.03.17
5193-08 Rev. J	Layout of Proposed Footpath and landscaping and See Street View of Palms Plaza Development	01.03.17

10. WHEN APPROVAL LAPSES IF DEVELOPMENT NOT STARTED

Pursuant to section 341 of the *Sustainable Planning Act* 2009, this approval will lapse four (4) years from the date that the approval takes effect unless the relevant period is extended pursuant to section 383.

11. REFUSAL DETAILS

Not Applicable

12. CONDITIONS ABOUT INFRASTRUCTURE

The following conditions about infrastructure have been imposed under Chapter 8 of the *Sustainable Planning Act 2009*:

Condition/s	Provision under which the Condition was imposed
10, 36, 40, 41, 45	Section 665 – Non-trunk Infrastructure
N/A	Section 646 – Identified Trunk Infrastructure
N/A	Section 647 – Other Trunk Infrastructure

SCHEDULE 1 CONDITIONS AND ADVICES IMPOSED BY THE ASSESSMENT MANAGER

PART 1A – CONDITIONS IMPOSED BY THE ASSESSMENT MANAGER

General

1. Meet the full cost of all works and any other requirements associated with this development, unless specified in a particular condition.
2. Where there is any conflict between Conditions of this Decision Notice and details shown on the Approved Plans, the Conditions prevail.

3. Comply with all of the conditions of this Development Permit prior to the commencement of the use, unless otherwise stated within this notice, and maintain compliance whilst the use continues.

Amalgamation

4. Amalgamate Lot 1 on CK3070 and Lot 2 on SP138054 into one allotment. The Plan of Subdivision providing for the amalgamation must be registered prior to the commencement of the use or the endorsement of any Community Management Statement whichever occurs sooner.

Air Conditioners

5. All air conditioning units or other mechanical equipment must be located at ground level, or otherwise fully enclosed or screened such that they are not visible from the street frontages or adjoining properties.

6. Air conditioning units must be designed, installed, maintained and operated so that noise emissions are within the limits imposed by the *Environmental Protection Act*, Regulations and Policies.

Amenity

7. The approved commercial uses must be undertaken so that no undue disturbance is caused to approve residential uses and neighbouring properties by virtue of bright lights and operational noise, including impacts generated from the recreational areas.

8. The subject land must be maintained in a neat and tidy state at all times. No shopping trolleys, towels and clothing is to be visible from Bauer Street, See Street or the adjoining properties.

Building Design and Setbacks

9. All deck and balcony areas above ground floor must not be enclosed by permanent fixtures such as shutters, louvres, glass panelling or the like, except where required to satisfy any privacy condition of this Decision Notice.

Car Parking

10. Provide off-street car parking and vehicle manoeuvring areas with a minimum of sixty nine (69) basement and thirty-one (31) ground level parking spaces and one (1) dedicated loading bay. Such car parking, access and manoeuvring areas must be generally in accordance with the Approved Plans and be:-

    a. constructed and sealed with bitumen, asphalt, concrete or approved pavers;

    b. line-marked into parking bays;

    c. designed to include a manoeuvring areas to allow all vehicles to leave the site in a forward gear and as specifically listed herein;

    d. designed to include the provision of fill and/or boundary retaining walls to allow for the containment and management of site stormwater drainage as required;

e. sign posted to indicate entry/exit points, in addition to line marking, to indicate the traffic flow through the site;

f. drained to the relevant site discharge point;

g. be available free-of-charge to staff and customers during operating hours, with the exception of penthouse parks 1 and 69 and manager's residence park which may be exclusive use only; and

h. designed in accordance with AS/NZS2890.1-2004: 'Parking Facilities Part 1: Off-street Car Parking'.

11. The ground level internal vehicular circulation must be one-way flow with traffic to enter via See Street and egress as left-turn only via Bauer Street.

12. Signage and works must be provided at the Bauer Street ground level exit to:

    a. clearly indicate that the traffic exiting the basement parking has priority; and

    b. restrict the exit to left-turn only.

    The specific requirements must be determined as part of the Operational Works application.

13. Prior to issuing the building approval, submit an RPEQ certified drawing that confirms the western wall adjacent to the Bauer Street driveway has been modified as necessary or controls have been implemented, to the satisfaction of the Assessment Manager, to have sufficient viewing opportunities:

    a. for the basement egress traffic, to provide minimum sight lines for pedestrians in accordance with Figure 3.3 *Minimum Sight Lines for Pedestrians* of AS 2890.1 – 2004; and

    b. for the ground level exiting traffic, to provide sufficient opportunities such that the ground level vehicles can observe and give way to exiting basement traffic.

Construction Management

14. Unless otherwise approved in writing by the Assessment Manager, do not undertake building work in a way that makes audible noise:

    a. On a business day or Saturday, before 6.30 am or after 6.30 pm; or

    b. On any other day, at any time.

15. Contain all litter, building waste and sediments on the building site by the use of a skip and any other reasonable means during construction to prevent release to neighbouring properties or roads.

16. Remove any spills of soil or other material from the road or gutter upon completion of each day's work, during construction. These material spills and

accumulated sediment deposits must be managed in a way that minimises environmental harm and/or damage to public and private property.

Easements

17. Lodge for registration at the office of the Land Registry the following easement(s):
    a. a stormwater drainage easement having a minimum width of three (3) metres or as determined in an application for Operational Works, whichever is the greater, to the benefit of Council that includes:
        i. all stormwater overland flow paths traversing the land;
        ii. Q100 ARI stormwater overland flow paths traversing the site; and
        iii. any stormwater main existing or proposed to traverse the land located within the easement and a minimum of one (1) metre from the easement boundary; and
    b. a volumetric sewerage easement centred over Council's infrastructure having a minimum width of three (3) metres to the benefit of Council that includes any sewerage main existing or proposed traversing the land.
18. Draft easement documentation must be submitted to the Assessment Manager for endorsement.

19. All works must be kept clear of any existing or proposed easements on the subject land, unless agreed otherwise in writing by the Grantee.

Nature and Extent of the Approved Use

20. Unless otherwise approved in writing by the Assessment Manager, the hours of the approved general business uses are limited to:
    a. Monday to Friday inclusive– 6 am to 10 pm
    b. Saturday – 6 am to 10 pm; and
    c. Sunday and public holidays – 8 am to 5 pm.

    The requirements of this condition must be included in the Community Management Statement for anybody corporate for the subject site.
21. Unless otherwise approved in writing by the Assessment Manager, all deliveries, loading/unloading activities and refuse collection are to be undertaken between the hours of 6 am to 6 pm Monday to Friday inclusive, Saturday 8 am to 5 pm and 9 am to 5p m Sunday.

    The requirements of this condition must be included in the Community Management Statement for anybody corporate for the subject site.
22. The tenancy/s located on the First Floor as shown on the Approved Plans must only be utilised for the approved General Business (Restaurant and Café) uses. The balcony areas must be used for alfresco dining and/or passive recreation.

End of Trip Facilities – Cycle Parking

23. Install and maintain a secure bicycle parking spaces for employees and bicycle parking spaces for customers. Customer cycle parking must be located in a visible area close the entrance of each building.
24. Provide one (1) locker for every two (2) staff cycle parking spaces.
25. Provide informational and directional signage where necessary to direct cyclists to bicycle parking spaces and advise the public of their presence.

External Storage of Materials

26. Ensure goods, equipment, packaging material or machinery is not stored or left exposed outside the building so as to be visible from any public road or thoroughfare. Any storage on site is required to be screened from view from all roads and adjacent properties.

Fences

27. Provide a 1.8 metre high solid no-gap screen fence to the side and rear boundaries of the entire site, commencing from the road frontage of the subject property, where such fencing does not currently exist. From the front (western) boundary of the site, fencing must be tapered to a height of 1.2 metres for an appropriate distance to allow sightlines for vehicular traffic. The erection of a second boundary line fence parallel to any existing boundary fence is prohibited.

Lease

28. Prior to the issue of an approval for building work, the developer must enter into and maintain a legally binding deed or equivalent with terms and conditions to the satisfaction of Council's correspondence (letter) of 7 March 2016 that clearly articulates the roles and responsibilities regarding any part of the structure on the subject land that extends over and/or is within the road reserve. When executed the document will form part of the endorsed documents for this approval.

29. The operation of the approved use is to at all times comply with the terms of the executed legally binding document over the road reserve.

Lighting

30. External lighting used to illuminate the premises must be designed and provided in accordance with Australian Standard AS 4282-1997: *Control of the obtrusive effects of outdoor lighting* so as not to cause nuisance to residents or obstruct or distract pedestrian or vehicular traffic.
31. External lighting must be the most energy efficient, dark sky compliant (which prevents the light from escaping upward and direct light down and away from the beach) and amber lighting available in the National Electricity Market Load Tables for Unmetered Connection Points (AEMO 2015).
32. Internal lighting must be shaded through glass tinting on all windows facing or seen from the beach with a transmittance value of 45% or less.

Loading/Unloading

33. Loading and unloading of all vehicles associated with the use must occur on the subject site.

Mail Service

34. Provide one (1) letterbox for each unit. Such letterboxes are to be suitably grouped adjacent to the footpath and constructed of materials consistent with the character of the development.

Privacy

35. The balconies for each unit must be separated by either balcony planter boxes, balustrading or fixed external screens, positioned in such a way to obscure direct views into the adjoining balcony, habitable room windows or private open space areas of the adjoining property.

36. Fixed solid screening is to be provided to separate the balcony of unit D1.1 from the adjoining Café Balcony on the first floor.

Property Access, Driveways and Internal Circulation

37. Access driveways to subject land must generally comply Burnett Shire Council drawing R112 D – *Industrial and Commercial Driveway Slab*. The specific requirements must be determined as part of the Operational Works application.

38. The height of any plants within 5 metres of each driveway is to be low level ground cover or other treatment that grows to a height of not greater than 250 mm.

Public Safety

39. During operating hours, all parking areas, pedestrian areas and entrances/exits to all stairwells, lifts, foyers and public toilets must be well lit with vandal resistant lighting and with intensities to satisfy the requirements of Australian Standard AS1158 "*Public Lighting Code"*. Lighting must be designed to reduce the contrast between shadows and well lit areas. In particular, appropriate security lighting must be provided in the narrow walkway to the public toilet amenities and external exit to the left of Shop 10 on the Approved Plans.

40. After hours access to loading docks, storage areas and the basement carpark (including the vehicle ramp and all stairwells) must be restricted by a security gate, lockable doors and/or other suitably appropriate means.

41. Prior to issue of the building approval for the development the developer is to provide an RPEQ certification to the Assessment Manager confirming that the building elements supporting the first level balcony are designed to withstand an impact by a motor vehicle, without resulting in balcony collapse or failure.

Roadway

42. At the Bauer Street entry/egress driveway provide a CHR(s) and sufficient space clear of the relocated Bus Stop to allow a BAL turn into the subject site with such works to be generally in accordance with the approved

Proposed Site Layout and Turn Paths plan. Intersection designs and speed restriction devices must be in accordance with Main Roads Road Planning and Design Manual and, where applicable, Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*.

Sewerage

43. Prior to the commencement of building works, the developer must to be to the satisfaction of the Assessment Manager, replace the existing sewerage main with DICL where it traverses the subject site.

44. Access to the Sewer Main must be available to Council at all times.

Street Identification

45. The street address of the development must be clearly visible and discernible from the primary frontage of the site by the provision of a street number and, where appropriate, the building name.

46. The building entrance or reception area must be clearly visible and identifiable from the street or otherwise provided with signage and lighting at strategic locations to direct people to the building entrance.

Stormwater

47. Install a stormwater drainage system connecting to a lawful points of discharge. The works must be undertaken in generally accordance with an Operational Works approval and the Queensland Urban Drainage Manual, and must include in particular:

    a. the works shown on the Approved Plans and as generally described in the Contour *Stormwater Management Plan* dated 11 December 2015;

    b. a grated trench drain must be provided at the entry/exit to the property where the Q10 ARI flows are not contained within the site;

    c. stormwater drainage must be designed and constructed in accordance with the requirements of the Queensland Urban Drainage Manual and Bundaberg Regional Council, ie, a piped system with a capacity to cater for Q10 ARI flows, with overland flowpaths to be provided for a capacity of Q100ARI less piped flow; and

    d. the design for the site drainage system, fill, car parking and access must be undertaken so that flows from adjacent properties will not be impeded by the development.

48. The drainage system for the development must incorporate Stormwater Quality Improvements in accordance with the State Planning Policy July 2014 and the Bundaberg Regional Council Stormwater Management Strategies. A Site Based Stormwater Management Plan and Erosion and Sediment Control Management Plan, inclusive of long term maintenance measures and manufacture's recommendation, must be submitted as part of an application for Operational Works outlining how the Stormwater Quality Improvements in both the construction and operational phases of the development will be achieved.

Street Trees

49. The existing street trees and associated landscaped tree surround is to be retained where possible within the road shoulder and developed generally in accordance with Approved Plan No: 5193-08, dated 8 December 2015.

50. Tree surrounds are to be provided to each existing street tree within the road shoulder, in accordance with AS4373-2007- *Pruning of amenity trees*. The size and location of the surrounds is to suit the tree root system and the development access. The specific dimensions for the surround and the provision of access to driveway crossovers are to be finalised as part of the Operational Works application.

Waste Management

51. Provide a sufficient area for the storage of all waste bins. This area must be sealed, screen fenced and designed so as to prevent the release of contaminants to the environment.

52. Maintain and operate an adequate waste disposal service, including the maintenance of refuse bins and associated storage areas so as not to cause any nuisance, to the satisfaction of the Assessment Manager.

53. An impervious bin storage area (Bin Enclosure) for waste receptacles, must be provided in accordance with the following:

    a. the bin storage area must be sufficient to accommodate all refuse containers required by the Assessment Manager for the scale of the development;

    b. the bin storage area must be aesthetically screened from the road frontage and adjoining properties by landscaping or constructed screening;

    c. a suitable hose cock (with backflow prevention) and hoses must be provided at the refuse container area, and wash down to be drained to sewer and fitted with an approved stormwater diversion valve arrangement.

54. The bin storage enclosure must be maintained in a clean and sanitary manner at all times.

55. Ensure that any potential food / waste sources are covered and collected so that they are not accessible to wildlife.

PART 1B – ADVICE NOTES

Infrastructure Charges Notice

A. Please find attached the Infrastructure Charges Notice (Ref No: 331.2017.890.1) applicable to the approved development.

Environmental Harm/ Nuisance

B. The *Environmental Protection Act 1994* states that a person must not carry out any activity that causes, or is likely to cause, environmental harm unless the person takes all reasonable and practicable measures to prevent or minimise the harm. Environmental harm includes environmental nuisance. In this regard persons and entities, involved in the civil, earthworks, construction and operational phases of this development, are to adhere to their 'general environmental duty' to minimise the risk of causing environmental harm. Environmental harm is defined by the Act as any adverse effect, or potential adverse effect whether temporary or permanent and of whatever magnitude, duration or frequency on an environmental value and includes environmental nuisance. Therefore, no person should cause any interference with the environment or amenity of the area by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, sediment, oil or otherwise, or cause hazards likely in the opinion of the administering authority to cause undue disturbance or annoyance to persons or affect property not connected with the use.

C. Under Section 440U of the *Environmental Protection Act 1994* the occupier of the premises must not use, or permit the use of, the air-conditioner outside of the under-mentioned parameters—

a. before 7.00 am or after 10.00 pm – less than 3dB(A) above background,
b. between 7.00 am and 10.00 pm – less than 5dB(A) above background

D. Under Section 440ZG of the *Environmental Protection Act 1994*, a person must not deposit prescribed water contaminants.
A person must not—

a. unlawfully deposit a prescribed water contaminant—
ii.in waters; or
iii. in a roadside gutter or stormwater drainage; or
iv. at another place, and in a way, so that the contaminant could reasonably be expected to wash, blow, fall or otherwise move into waters, a roadside gutter or stormwater drainage; or
Example of a place for subparagraph (iii)— a building site where soil may be washed into an adjacent roadside gutter
b. unlawfully release stormwater run-off into waters, a roadside gutter or stormwater drainage that results in the build-up of earth in waters, a roadside gutter or stormwater drainage.

Food – Sale and Preparation

E. The premises is required to be Licensed under the provisions of the *Food Act 2006.* Council's Environmental Health Services requires that an application for a Food Licence be made (with associated fee and required detailed plans of development i.e. site plan, floor plan, sectional plan). For further information about these requirements please contact Council's Environmental Health Services Section on 1300 883 699.

F. Should any of the replacement structures or equipment differ from the business's original approved plans, Council's Environmental Health Services Section must be notified to amend details concerning the license under the *Food Act 2006*. The operator is required to provide an expected completion date for any proposed work so that a pre-opening inspection can be arranged. For further information about these requirements please contact Council's Environmental Health Services Section on 1300 883 699.

G. Contact must be made with Council's Trade Waste Services with regard to the size of grease trap required of this establishment and Trade Waste Permit.

H. The premise must comply with *Australian Standard 4674* and the Food Standards.

Fencing

I. Should any existing fence not comply with the requirements of this approval, the existing fence must be replaced in accordance with the requirements of this approval.

J. Fencing should be undertaken in accordance with the provisions of the *Neighbourhood Disputes (Dividing Fences and Trees) Act 2011*. This includes appropriate mediation practices and agreements regarding the type of materials, location and retrieval of any materials for any fence removed.

Nature and Extent of Approved Development

K. This Decision Notice does not represent an approval to commence Building Works.

L. Once the legally binding agreement is established (prior to approval of building works) on this property regarding the structure within the road reserve, Council accepts no responsibility for any damage or liability in this regard. Maintenance rests solely with the landowner as per the terms of the agreement. A condition of the approval requires the owner/ operator to comply with the terms of the agreement in perpetuity.

Signage

M. An Operational Works permit is required to be obtained for all signs and advertising devices associated with the development that do not comply with the self assessable criteria of the Planning Scheme in effect at the time of the proposed works.

Operational Works

N. This Decision Notice does not represent an approval to commence Operational Works. Any Operational Works associated with this Material Change of Use or other engineering work proposed on the lot is subject to relevant assessment under the Bundaberg Regional Council Planning Scheme 2015 or the instrument in effect at the time of assessment. This can include works for on-site landscaping, internal vehicle circulation,

manoeuvring and car parking areas, on-site stormwater management and access driveways.

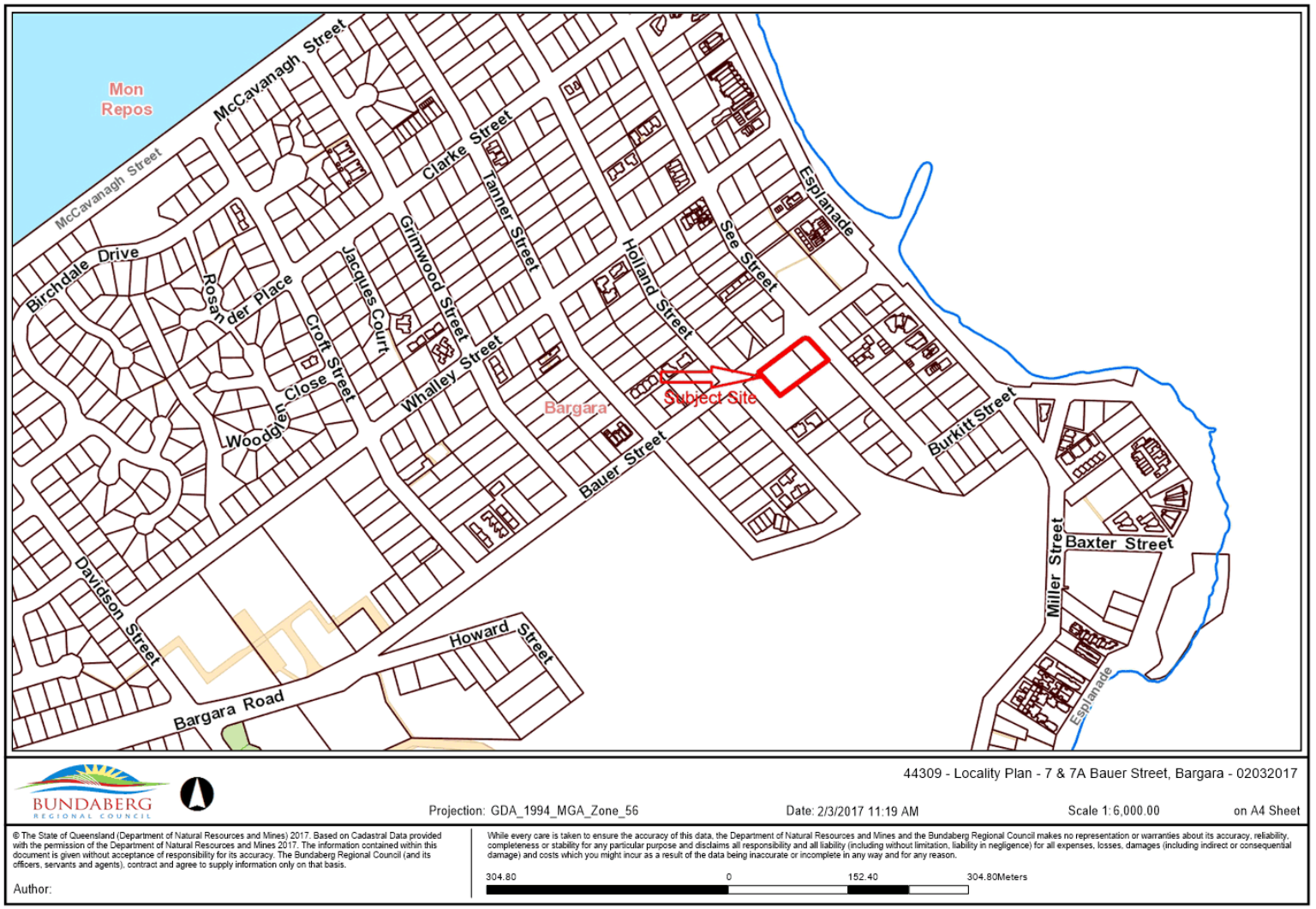
PROPERTY NOTES

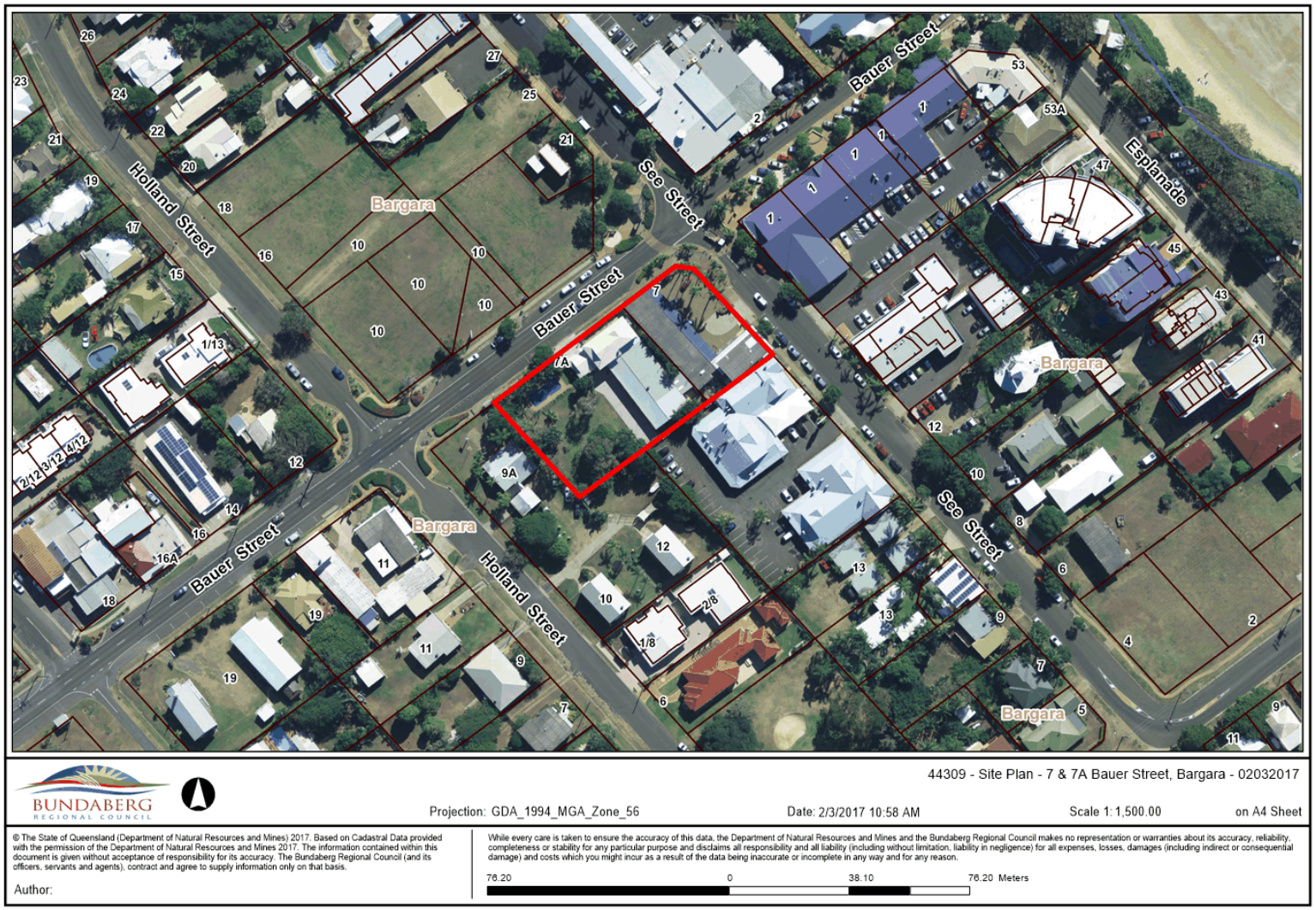
PN1 Development Approval 322.2015.44309.1 – Structures in Road Reserve

The following notation applies to the Subject land any future Reconfigured Lots:
A legally binding agreement exists on this property in relation to a structure contained within the road reserve. Maintenance and responsibility rests with the landowner is accordance with the terms of the executed agreement. A condition of the guiding development approval requires the owner/ operator to comply with the terms of the agreement in perpetuity.

PART 2—CONCURRENCE AGENCY CONDITIONS

The Department of Infrastructure, Local Government and Planning by letter dated 19 September 2016 (copy letter attached for information).


Mon Repos
McCavanagh Street
McCavanagh Street
Clarke Street
Tanner Street
Grimwood Street
Jacques Court
Croft Street
Close Street
Whalley Street
Bargara
Holland Street
See Street
Esplanade
Subject Site
Burkitt Street
Baxter Street
Miller Street
Esplanade
Bauer Street
Howard Street
Bargara Road
Davidson Street
Birchdale Drive
Rosander Place
Woodgate
BUNDABERG
REGIONAL COUNCIL
44309 - Locality Plan - 7 & 7A Bauer Street, Bargara - 02032017
Projection: GDA_1994_MGA_Zone_56
Date: 2/3/2017 11:19 AM
Scale 1:6,000.00
on A4 Sheet
© The State of Queensland (Department of Natural Resources and Mines) 2017. Based on Cadastral Data provided with the permission of the Department of Natural Resources and Mines 2017. The information contained within this document is given without acceptance of responsibility for its accuracy. The Bundaberg Regional Council (and its officers, servants and agents), contract and agree to supply information only on that basis.
Author:
While every care is taken to ensure the accuracy of this data, the Department of Natural Resources and Mines and the Bundaberg Regional Council makes no representation or warranties about its accuracy, reliability, completeness or stability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.
304.80
0
152.40
304.80Meters


Bauer Street
Holland Street
See Street
Esplanade
Bargara
7
7A
9A
1/13
2/12
3/12
4/12
1/8
2/8
44309 - Site Plan - 7 & 7A Bauer Street, Bargara - 02032017
BUNDABERG
REGIONAL COUNCIL
Projection: GDA_1994_MGA_Zone_56
Date: 2/3/2017 10:58 AM
Scale 1:1,500.00
on A4 Sheet
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Author:
76.20
0
38.10
76.20 Meters


BRC Boundary
Special Needs
Railway
Temporarily Closed Roads
Parcels
Easements
Leases
Sealed Easements
Sealed Leases
Sealed Plans
Date: 2/3/2017 10:58 AM
Legend
BUNDABERG
REGIONAL COUNCIL
© The State of Queensland (Department of Natural Resources and Mines) 2017. Based on Cadastral Data provided with the permission of the Department of Natural Resources and Mines 2017. The information contained within this document is given without acceptance of responsibility for its accuracy. The Bundaberg Regional Council (and its officers, servants and agents), contract and agree to supply information only on that basis.
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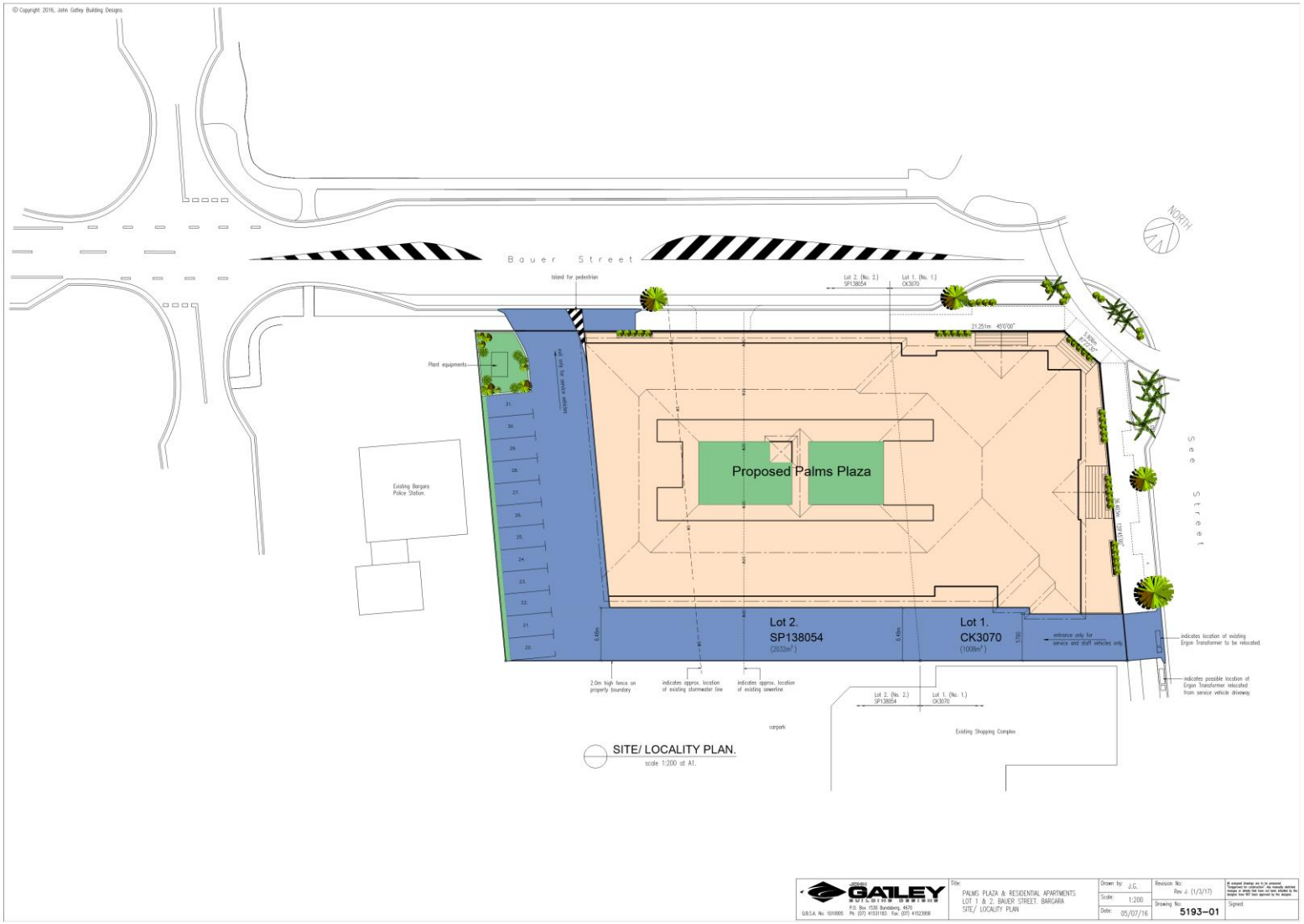
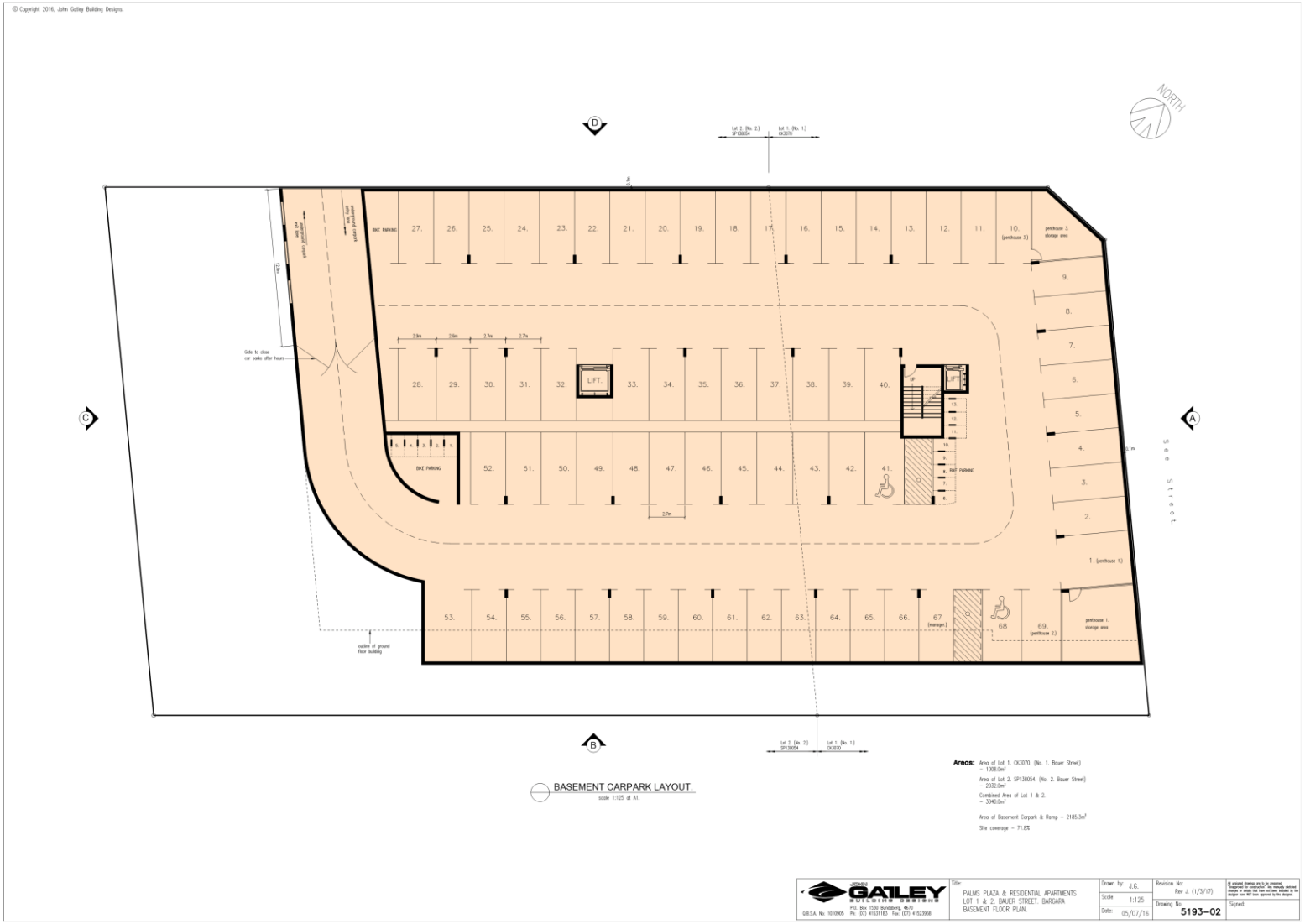

© Copyright 2016, John Gatley Building Designs.
Bauer Street
NORTH
Island for pedestrian
Lot 2. (No. 2.) SP138054
Lot 1. (No. 1.) CK3070
21.251m 45°0'00"
Plant equipments
Proposed Palms Plaza
Existing Bargara Police Station.
Lot 2. SP138054 (2032m²)
Lot 1. CK3070 (1008m²)
entrance only for service and staff vehicles only
indicates location of existing Ergon Transformer to be relocated.
indicates possible location of Ergon Transformer relocated from service vehicle driveway
2.0m high fence on property boundary
indicates approx. location of existing stormwater line
indicates approx. location of existing sewerline
carpark
Existing Shopping Complex
SITE/ LOCALITY PLAN.
scale 1:200 at A1.
GATLEY BUILDING DESIGNS
G.B.S.A. No. 1010005
PALMS PLAZA & RESIDENTIAL APARTMENTS
LOT 1 & 2, BAUER STREET, BARGARA
SITE/ LOCALITY PLAN
Drawn by: J.C.
Scale: 1:200
Date: 05/07/16
Revision No: Rev J. (1/3/17)
Drawing No: 5193-01
Signed:


© Copyright 2016, John Gatley Building Designs.
NORTH
BIKE PARKING
LIFT.
Gate to close car parks after hours
outline of ground floor building
BASEMENT CARPARK LAYOUT.
scale 1:125 at A1.
Areas: Area of Lot 1, CK3070, (No. 1, Bauer Street) – 1008.0m²
Area of Lot 2, SP138054, (No. 2, Bauer Street) – 2032.0m²
Combined Area of Lot 1 & 2. – 3040.0m²
Area of Basement Carpark & Ramp – 2185.3m²
Site coverage – 71.8%
GATLEY BUILDING DESIGNS
P.O. Box 1330 Bundaberg, 4670
G.B.S.A. No. 1010905 Ph. (07) 41531183 Fax. (07) 41523958
PALMS PLAZA & RESIDENTIAL APARTMENTS
LOT 1 & 2, BAUER STREET, BARGARA
BASEMENT FLOOR PLAN.
Drawn by: J.G.
Scale: 1:125
Date: 05/07/16
Revision No: Rev J. (1/3/17)
Drawing No: 5193-02
Signed:


© Copyright 2016, John Gatley Building Designs.
Bauer Street
NORTH
Entry/ Exit
Repositioned Bus Stop
Bus stop Shelter Under Balcony
Shop - 8
Foyer
Shop - 7
Shop - 6
Shop - 5
Shop - 3
Shop - 2
Walkway
Shop - 9
Kiosk-1
Reception/ Information
Kiosk-2
Walkway
LIFT
Foyer
Entry/ Exit
Shop - 10
Shop - 11
Shop - 12
Foyer
Shop - 1
Shop - 4
GROUND FLOOR PLAN.
scale 1:125 at A1.
Areas:
Combined Area of Lot 1 & 2. - 3040.0m²
Site coverage - 69.1%
Area O/S walls of Ground Floor - 1640.7m²
(Excluding covered carpark at rear)
Net Tenancy/ Total G.F. Area = 63.6%
GATLEY BUILDING DESIGNS
P.O. Box 1530 Bundaberg 4670
Ph. (07) 41531163 Fax. (07) 41523958
PALMS PLAZA & RESIDENTIAL APARTMENTS
LOT 1 & 2, BAUER STREET, BARGARA
GROUND FLOOR PLAN.
Drawn by: J.C.
Scale: 1:125
Date: 05/07/16
Revision No: Rev J. (1/3/17)
Drawing No: 5193-03
Signed: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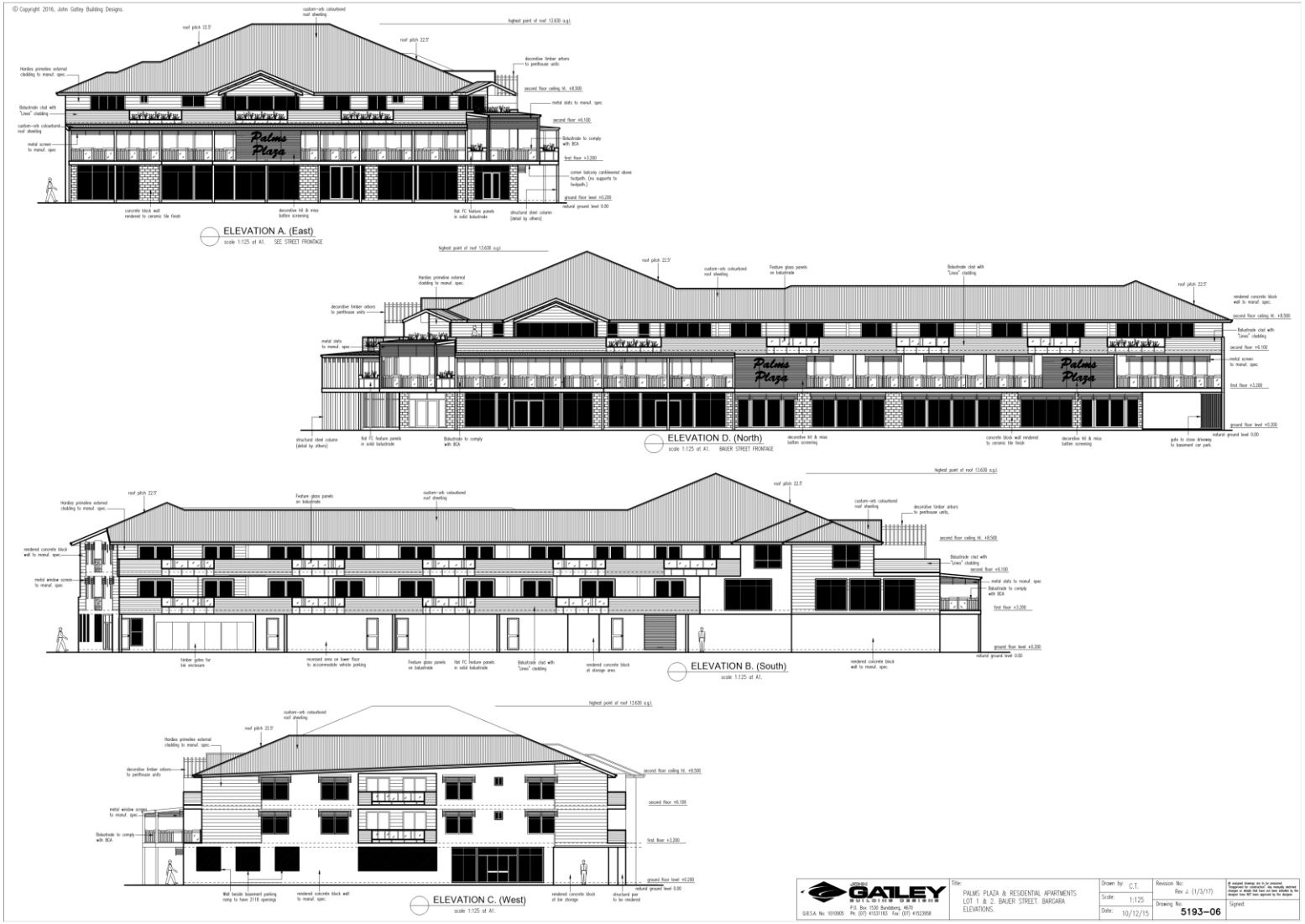
Bauer Street
NORTH
Sea Street
Cafe (balconies)
Cafe
Restaurant (balcony)
Restaurant
Kitchen
covered walkway
covered walkway
garden
garden
LIFT
D1.1
D1.2
D1.3
D1.4
D1.5
D1.6
D1.7
D1.8
D1.9
D1.10
D1.11
S1.12
FIRST FLOOR PLAN.
scale 1:125 at A1.
Areas:
LEGEND
D -- Dual room facility
S-- Studio Room
GATLEY BUILDING DESIGNS
PALMS PLAZA & RESIDENTIAL APARTMENTS
LOT 1 & 2, BAUER STREET, BARGARA
FIRST FLOOR PLAN.
Drawn by: J.G.
Scale: 1:125
Date: 05/07/16
Revision No: Rev J. (1/3/17)
Drawing No: 5193-04
Signed:


© Copyright 2016, John Gatley Building Designs.
NORTH
Penthouse 1.
Penthouse 2.
Manager's Residence
Void (garden below)
Void (garden below)
D2.1
D2.2
D2.3
D2.4
D2.5
D2.6
D2.7
D2.8
D2.9
S2.10
S2.11
Lot 2.
SP138054
Lot 1.
CK3070
SECOND FLOOR PLAN.
scale 1:125 at A1.
Areas:
LEGEND
D - Dual room facility
S - Studio Room
PALMS PLAZA & RESIDENTIAL APARTMENTS
LOT 1 & 2, BAUER STREET, BARGARA
SECOND FLOOR PLAN.
Drawn by: J.G.
Scale: 1:125
Date: 05/07/16
Revision No: Rev J. (1/3/17)
Drawing No: 5193-05


© Copyright 2016, John Gatley Building Designs.
ELEVATION A. (East)
scale 1:125 at A1. SEE STREET FRONTAGE
ELEVATION D. (North)
scale 1:125 at A1. BAUER STREET FRONTAGE
ELEVATION B. (South)
scale 1:125 at A1.
ELEVATION C. (West)
scale 1:125 at A1.
Palms Plaza
GATLEY BUILDING DESIGNS
P.O. Box 1530 Bundaberg, 4670
Ph. (07) 41531163 Fax. (07) 41523958
G.B.S.A. No. 1010905
PALMS PLAZA & RESIDENTIAL APARTMENTS
LOT 1 & 2, BAUER STREET, BARGARA
ELEVATIONS.
Drawn by: C.T.
Scale: 1:125
Date: 10/12/15
Revision No: Rev J. (1/3/17)
Drawing No: 5193-06
Signed:


© Copyright 2016, John Gatley Building Designs.
Bauer Street
Detail C.
Detail B.
Detail A.
Lot 2. (No. 2.)
SP138054
Lot 1. (No. 1.)
CK3070
EXISTING AMENITIES
scale 1:400@A1
(for proposed layout refer to dwg: 5193–09)
Bauer Street
timber bollards
garden
exposed aggregate walkway
footprint of proposed balcony of Palms Plaza
Telstra pit
turf & gravel
greenbay
light post
1.0mtr storm-water pit
storm-water manhole on 1.0m wide conc. pad
DETAIL 'B'
scale 1:100 at A1.
timber bollard
walkway
gully pit
Lightpost
existing driveway to Bargara Beach Motel
indicates location of proposed balcony in original design.
concrete pathway
turf
bus shelter
rubbish bin
property boundary
greenbay
DETAIL 'C'
scale 1:100 at A1.
(for proposed layout refer to dwg: 5193–09)
existing driveway to Palms Motel
existing parking sign
existing Tuckeroo tree (approx. 4.0mtr shade coverage)
transformer 36966
DETAIL 'A'
scale 1:100 at A1.
(for proposed layout refer to dwg: 5193–09)
GATLEY BUILDING DESIGNS
G.B.S.A. No. 1010005
P.O. Box 1120 Bundaberg, 4670
Ph. (07) 41551165 Fax. (07) 41523958
Title:
PALMS PLAZA AND RESIDENTIAL APARTMENTS
LOT 1. & 2. BAUER STREET, BARGARA
LAYOUT OF EXISTING FOOTPATH & LANDSCAPING
Drawn by: C.T.
Scale: 1:1000@A1
Date: 05/07/16
Revision No:
Rev 2. (1/3/17)
Drawing No:
5193–07
Signed:


© Copyright 2016, John Gatley Building Designs.
SEE STREET VIEW OF PALMS PLAZA DEVELOPMENT.
not to scale.
Bauer Street.
Bus-stop Shelter under Balcony
footprint of proposed balcony of Palms Plaza
timber bollards
garden
existing turf area to be replaced with high quality pavers
Telstra pit
greenbay
light post relocated 1.0m into garden
position of Sea Street entrance to Arcade
1.0mø storm-water pit
storm-water manhole on 1.0m wide conc. pad
DETAIL 'B'
scale 1:100 at A1.
Bauer Street.
crossing footpath & lanscaping removed to make way for driveway
existing Tuckeroo to remain.
Island for pedestrian
position of new vehicle crossover
Lightpost & greenbay relocated to suit
existing motel crossover removed.
Repositioned Bus-Stop
entrance/exit underground carpark
position of Bauer Street entrance to Arcade
indicates location of new quality footpath paving from back of kerb to shop front.
indicates outside face of proposed building 100mm offset from property boundary.
property boundary
DETAIL 'C'
scale 1:100 at A1.
footprint of proposed balcony of Palms Plaza
Pavers in front of shops
indicates new area of landscaping.
existing driveway to Palms Motel to be removed and replaced with landscaping and quality footpath paving
existing parking sign
landscaping to be widened
Lot 1. (No. 1.) CK3070
existing Tuckeroo tree (approx. 4.0mø shade coverage)
Palms Plaza entrance only for service and staff vehicles only.
Transformers to be relocated.
greenbay to be removed
property boundary
indicates possible location of Ergon Transformer relocated from proposed driveway
DETAIL 'A'
scale 1:100 at A1.
GATLEY BUILDING DESIGNS
P.O. Box 1530 Bundaberg 4670
Ph. (07) 41531163 Fax. (07) 41523958
Title:
PALMS PLAZA AND RESIDENTIAL APARTMENTS
LOT 1 & 2, BAUER STREET, BARGARA
LAYOUT OF PROPOSED FOOTPATH AND LANDSCAPING
Drawn by: C.T.
Scale: 1:100@A1
Date: 05/07/16
Revision No: Rev J. (1/3/17)
Drawing No: 5193-08
Signed:

Elda Silvester

From:	SARA Common Email <processmodel196@dsdip.appiancloud.com>
Sent:	Monday, 19 September 2016 2:39 PM
To:	CEO (Records); Wide.Bay.Burnett.IDAS@tmr.qld.gov.au; john@gatleybuidlingdesign.com.au
Cc:	CEO External
Subject:	[SDA-1115-025629] SARA concurrence agency response
Attachments:	DILGP - Concurrence agency response With conditions - SDA-1115-025629.pdf
Categories:	Infrastructure

Queensland Government

Thank you for your SARA application. We have now completed the assessment of your application and have attached your SARA concurrence agency response.

To go to MyDAS and view your application dashboard, please click here.

If you would like to discuss this further, please phone me on 0743315614 or email me at danica.clark@dilgp.qld.gov.au.

Regards
Danica Clark

Please do not reply to this system generated message.

We value your feedback

To help us give you the best possible service, we ask that you complete our survey. This should only take about 3 minutes.

Please click here to participate in the survey or email us at sara@dilgp.qld.gov.au to get in touch.

Queensland Government

Department of Infrastructure, Local Government and Planning

Our reference: SDA-1115-025629
Your reference: 322.2015.44309.1

19 September 2016

Mr Peter Byrne
Chief Executive Officer
Bundaberg Regional Council
PO Box 3130
BUNDABERG QLD 4670
ceo@bundaberg.qld.gov.au

Dear Mr Bryne

Concurrence agency response—with conditions
7 and 7A Bauer Street, Bargara QLD 4670; Lot 2 on SP138054 and Lot 1 on CK3070
(Given under section 285 of the *Sustainable Planning Act 2009*)

The referral agency material for the development application described below was received by the Department of Infrastructure, Local Government and Planning under section 272 of the *Sustainable Planning Act 2009* on 8 August 2016.

Applicant details

Applicant name:	CR Haddon & E Kot atf The Haddon-Kot Discretionary Trust
Applicant contact details:	C/- John Gatley Building Design PO Box 1530 Bundaberg QLD 4670 john@gatleybuidlingdesign.com.au

Site details

Street address:	7 and 7A Bauer Street, Bargara QLD 4670
Lot on plan:	Lot 2 on SP138054 and Lot 1 on CK3070
Local government area:	Bundaberg Regional Council

Application details

Proposed development:	Development Permit for Material Change of Use – General Business and Higher Density Residential

Wide Bay Burnett
Level 1, 7 Takalvan Street Bundaberg
PO Box 979 Bundaberg
Queensland 4670 Australia
Telephone +61 7 4331 5614
Website www.dilgp.qld.gov.au
ABN 29 230 178 530

SDA-1115-025629

Aspects of development and type of approval being sought

Nature of Development	Approval Type	Brief Proposal of Description	Level of Assessment
Material Change of Use	Development Permit	General Business and Higher Density Residential	Code Assessment

Referral triggers

The development application was referred to the department under the following provisions of the *Sustainable Planning Regulation 2009*:

Referral trigger Schedule 7, Table 3, Item 1—State-controlled road

Conditions

Under section 287(1)(a) of the *Sustainable Planning Act 2009*, the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

Under section 289(1) of the *Sustainable Planning Act 2009*, the department must set out the reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Further advice

Under section 287(6) of the *Sustainable Planning Act 2009*, the department offers advice about the application to the assessment manager—see Attachment 3.

Approved plans and specifications

The department requires that the following plans and specifications set out below and in Attachment 4 must be attached to any development approval.

Drawing/Report Title	Prepared by	Date	Reference no.	Version/Issue
Aspect of development: material change of use				
Site/ Locality Plan	John Gatley Building Designs	05/07/16	Dwg No. 5193-01	Rev G
Basement Floor Plan	John Gatley Building Designs	05/07/16	Dwg No. 5193-02	Rev G
Proposed Site Layout and Turn Paths	Contour Consulting Engineers	15/12/15	1360-SK03	Sheet 1 of 2

A copy of this response has been sent to the applicant for their information.

SDA-1115-025629

For further information, please contact Danica Clark, Senior Planning Officer, SARA Wide Bay Burnett on (07) 4331 5619, or email WBBSARA@dilgp.qld.gov.au who will be pleased to assist.

Yours sincerely

Peter Mulcahy
A/Manager (Planning)

cc: CR Haddon & E Kot atf The Haddon-Kot Discretionary Trust,
C/- John Gatley Building Design
john@gatleybuidlingdesign.com.au

enc: Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3—Further advice
Attachment 4—Approved Plans and Specifications

Our reference: SDA-1115-025629
Your reference: 322.2015.44309.1

Attachment 1—Conditions to be imposed

Site/ Locality Plan	John Gatley Building Designs	05/07/16	Dwg No. 5193-01	Rev G
Basement Floor Plan	John Gatley Building Designs	05/07/16	Dwg No. 5193-02	Rev G
Proposed Site Layout and Turn Paths	Contour Consulting Engineers	15/12/15	1360-SK03	Sheet 1 of 2

No.	Conditions	Condition timing
Development Permit for Material Change of Use – General Business and Higher Density Residential		
Schedule 7, Table 3, Item 1—State-controlled road—Pursuant to section 255D of the *Sustainable Planning Act 2009*, the chief executive administering the Act nominates the Director-General of the Department of Transport and Main Roads to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
1.	The development must be carried out generally in accordance with the following plans: • Site/ Locality Plan prepared by John Gatley Building Designs dated 05/07/16, reference Dwg No. 5193-01 and revision G • Basement Floor Plan prepared by John Gatley Building Designs dated 05/07/16, reference Dwg No. 5193-02 and revision G • Proposed Site Layout and Turn Paths prepared by Contour Consulting Engineers dated 15/12/15, reference 1360-SK03 Sheet 1 of 2	Prior to the commencement of use and to be maintained at all times.
2.	(a) The existing bus stop Bauer Street app Holland Street (Hastus ID: 705477 TransLink ID: 730143) adjacent to the subject site in Bauer Street must be relocated to the location shown as 'proposed relocated bus stop' on Proposed Site Layout and Turn Paths, prepared by Contour Consulting Engineers, dated 15/12/15, referenced 1360-SK03 Sheet 1 of 2. (b) The relocated bus stop must be in accordance with the *Disability Standards for Accessible Public Transport 2002* made under subsection 31(1) of the *Disability Discrimination Act 1992* and include the following components in accordance with the Department of Transport and Main Roads' *Public Transport Infrastructure Manual 2015*:	(a) & (b) Prior to the commencement of use.

SDA-1115-025629

No.	Conditions	Condition timing
	(i) All mandatory bus stop components for a 'Intermediate stop' detailed in Section 5.7 – Bus stop components (pages 30-41) of Chapter 5 – Bus stop infrastructure; (ii) the existing J Pole sign reinstated. Where the existing J Pole sign cannot be reinstated a new J Pole sign must be provided in accordance with Figure 5.11 – Bus stop identification markers (page 50) and 'Stop signage/stop marker' in Table 5.9 (page 35) of Chapter 5 - Bus stop infrastructure, and sections 2.6, 2.11, 2.12 and 2.13 outlined in the *qconnect style guide*, Department of Transport and Main Roads, December 2013; (iii) the existing shelter with seat reinstated. Where the existing shelter with seat cannot be reinstated a new shelter with seat must be provided in accordance with Bundaberg Regional Council requirements; (iv) provision for a boarding point in accordance with DRG 5-0021 – Intermediate Stop – Site Layout – Without Indented Bus Bay of Appendix 5-B – Layout and technical drawings of Chapter 5 – Bus stop infrastructure. (v) provision for an on-road bus zone in accordance with Section 5.6.3.1 – Bus stop length requirements and Table 5.7 – Minimum bus stop length requirements (pages 28-29) of Chapter 5 – Bus stop infrastructure to cater for a single unit rigid bus of 14.5m length, namely a bus bay length of 27 m and departure length of 10m. (c) Written notice must be provided to the TransLink Division within the Department of Transport and Main Roads prior to relocating the existing bus stop. (d) The existing bus stop Bauer Street app Holland Street (Hastus ID: 705477; TansLink ID: 730143) must be removed and the footpath reinstated in accordance with the standards of Bundaberg Regional Council.	
3.	The development must be in accordance with the Stormwater Management Plan prepared by Contour Consulting Engineers dated 11 December 2015, reference 1360-SWMP01 and revision A.	At all times.

Our reference: SDA-1115-025629
Your reference: 322.2015.44309.1

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

- To ensure the development is carried out generally in accordance with the plans of development submitted with the application.
- To provide, as far as practicable, public passenger transport infrastructure to support public passenger services.
- To ensure that the impacts of stormwater events associated with development are minimised and managed to avoid creating any adverse impacts on the state-transport corridor.

Our reference: SDA-1115-025629
Your reference: 322.2015.44309.1

Attachment 3—Further advice

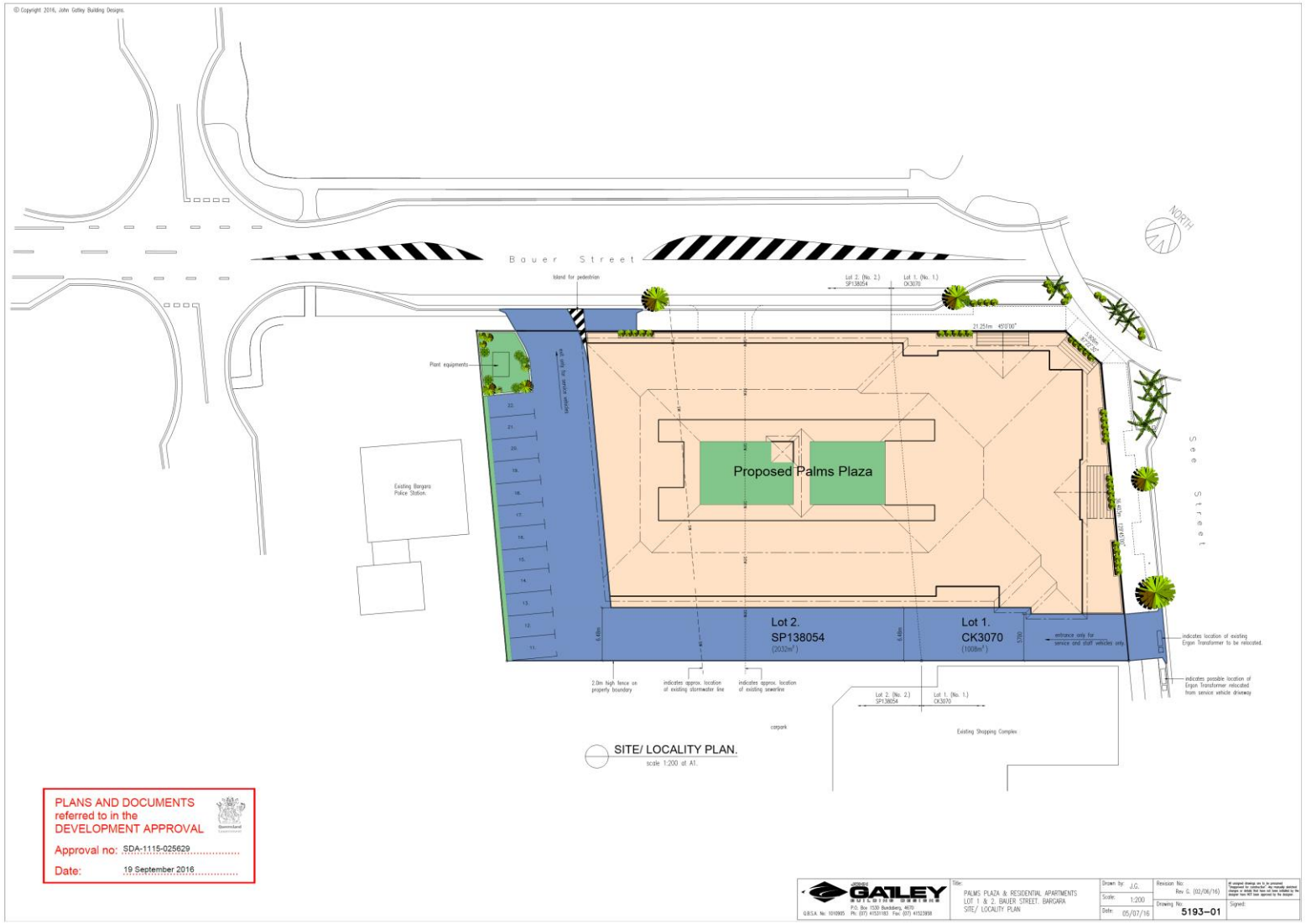
General advice	
1.	**Public passenger transport:** The existing TransLink bus stop pair, 'Bauer Street app Holland Street' (Hastus ID: 705477, 705465; TransLink ID: 730143, 730131), are likely to be impacted on by the development. The bus stops must be able to function and pedestrian access to these facilities must be maintained during the construction of the development. Accordingly, if any temporary bus stop and pedestrian access arrangements are required during the construction of the development, the applicant must reach agreement on suitable arrangements with the TransLink Division of the Department of Transport and Main Roads (telephone: 3851 8700 or email bus_stops@translink.com.au) and Bundaberg Regional Council prior to any works commencing.
2.	The detailed design of the bus stop pair should be submitted to the TransLink Division of the Department of Transport and Main Roads for endorsement prior to construction or any works commencing. Please contact the TransLink Division on (07) 3851 8700 or email bus_stops@translink.com.au.
3.	The bus stop relocation is likely to necessitate the removal of the mid-block pedestrian crossing point and associated build out on the site's Bauer Street frontage. It is unclear whether the space available between the proposed access driveway and garden taper at the corner of Bauer Street/See Street is sufficient for the required bus zone. Subject to detailed design, there may be the possibility that the garden taper may need to be altered to accommodate the bus zone. The applicant is advised that the bus stop information shown on the Ground Floor Plan, prepared by John Gately Building Designs, dated 05/07/16, Dwg No. 5193-03 and the Proposed Site Layout and Turns Paths, prepared by Contour Consulting Engineers, dated 15/12/15, plan number 1360-SK03, sheet 1 of 2 is not consistent with the bus stop requirements of the Public Transport Infrastructure Manual 2015. The Department of Transport and Main Roads' TransLink Division is not supportive of the retention of the Tuckeroo tree which exists in the pedestrian build-out due to its potential to interfere with bus operations. Should this tree be retained, it will need to be regularly pruned to meet TransLink's operational requirements. The relevant section of the Department of Transport and Main Roads qconnect style guide, TransLink Division, December 2013 has been attached to this concurrence agency response.
4.	**Transport noise corridor**: Mandatory Part (MP) 4.4 of the Queensland Development Code (QDC) commenced on 1 September 2010 and applies to building work for the construction or renovation of a residential building in a designated *transport noise corridor*. MP4.4 seeks to ensure that the habitable rooms of Class 1, 2, 3 and 4 buildings located in a *transport noise corridor* are designed and constructed to reduce transport noise. *Transport noise corridor* means land designated under Chapter 8B of the *Building Act 1975 as a transport noise corridor*. A free online search tool can be used to find out whether a property is located in a designated *transport noise corridor*. This tool is available online at: http://spp.dsdip.esriaustraliaonline.com.au/geoviewer/map/planmaking. This tool allows searches on a registered lot number and/or property address to determine whether and

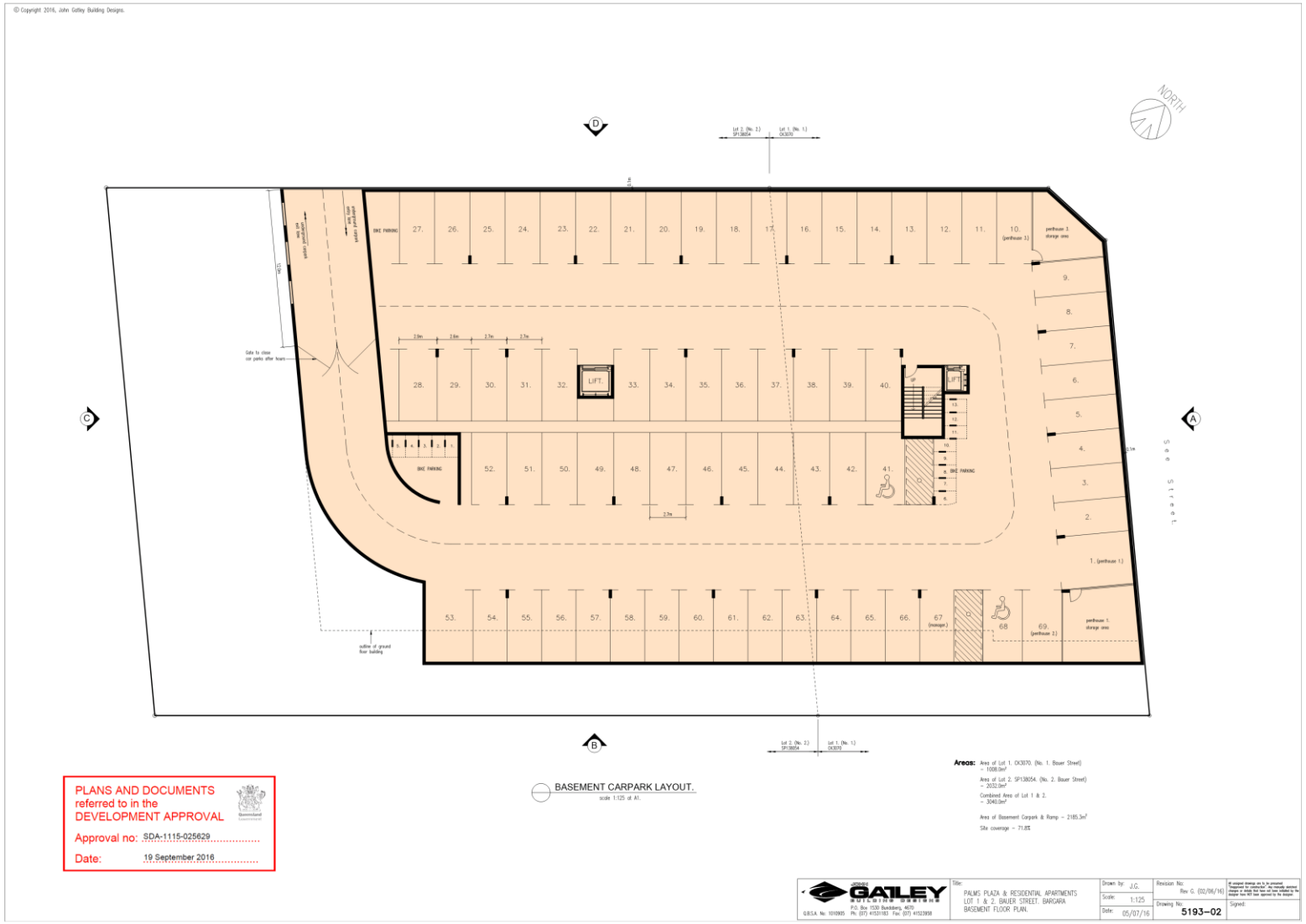
SDA-1115-025629

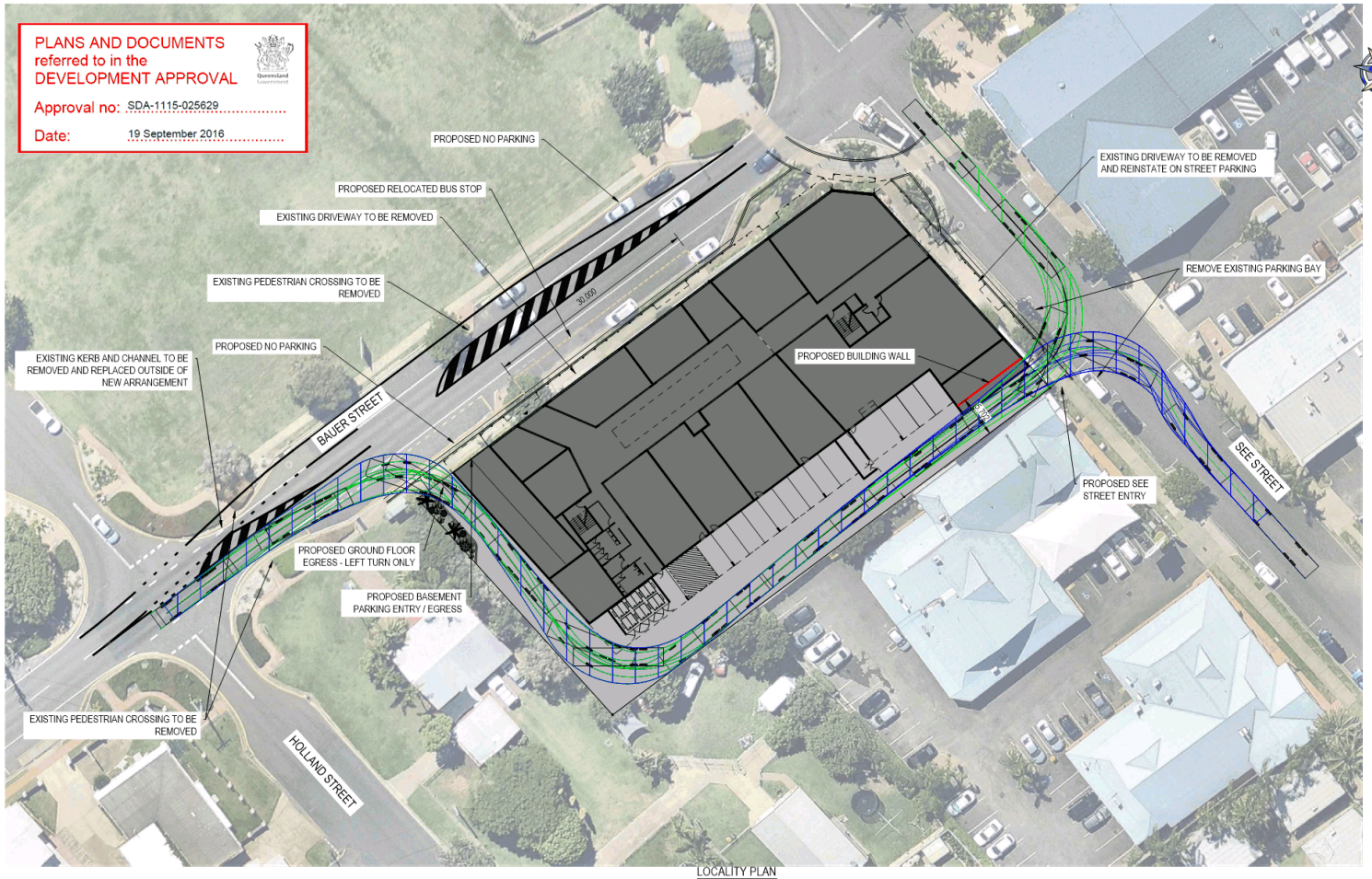
	how the QDC applies to the land.
Further development permits, compliance permits or compliance certificates	
5.	**Road access works approval**: The section of Bauer Street west of the Bauer Street/Holland Street intersection is a declared State-controlled road. Under sections 62 and 33 of the *Transport Infrastructure Act 1994,* written approval is required from the Department of Transport and Main Roads to carry out road works that are road access works (including where the extent of works on a local government road extends into a state-controlled road, i.e. chevrons and lane alignment works) on a state-controlled road. Please contact the Department of Transport and Main Roads on (07) 4154 0200 to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.

Our reference: SDA-1115-025629
Your reference: 322.2015.44309.1

Attachment 4—Approved plans and specifications


© Copyright 2016, John Gatley Building Designs.
Bauer Street
NORTH
Island for pedestrian
Lot 2. (No. 2.) SP138054
Lot 1. (No. 1.) CK3070
21.25m 45°0'00"
Plant equipments
Proposed Palms Plaza
Existing Bargara Police Station.
Lot 2. SP138054 (2032m²)
Lot 1. CK3070 (1008m²)
entrance only for service and staff vehicles only
indicates location of existing Ergon Transformer to be relocated.
indicates possible location of Ergon Transformer relocated from service vehicle driveway
2.0m high fence on property boundary
indicates approx. location of existing stormwater line
indicates approx. location of existing sewerline
carpark
Existing Shopping Complex
SITE/ LOCALITY PLAN.
scale 1:200 at A1.
PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL
Approval no: SDA-1115-025629
Date: 19 September 2016
GATLEY BUILDING DESIGNS
P.O. Box 1520 Bundaberg, 4670
Title: PALMS PLAZA & RESIDENTIAL APARTMENTS LOT 1 & 2, BAUER STREET, BARGARA SITE/ LOCALITY PLAN
Drawn by: J.G.
Scale: 1:200
Date: 05/07/16
Revision No: Rev G. (02/08/16)
Drawing No: 5193-01
Signed:


© Copyright 2016, John Gatley Building Designs.
NORTH
BIKE PARKING
LIFT
Gate to close car parks after hours
outline of ground floor building
perthouse 3 storage area
perthouse 1 storage area
Slope 1:15
PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL
Approval no: SDA-1115-025629
Date: 19 September 2016
BASEMENT CARPARK LAYOUT.
scale 1:125 at A1.
Areas: Area of Lot 1, CK3070, (No. 1, Bauer Street) – 1008.0m²
Area of Lot 2, SP138054, (No. 2, Bauer Street) – 2032.0m²
Combined Area of Lot 1 & 2. – 3040.0m²
Area of Basement Carpark & Ramp – 2185.3m²
Site coverage – 71.8%
GATLEY BUILDING DESIGNS
P.O. Box 1530 Bundaberg, 4670
Ph. (07) 41531183 Fax. (07) 41523958
Title: PALMS PLAZA & RESIDENTIAL APARTMENTS LOT 1 & 2, BAUER STREET, BARGARA BASEMENT FLOOR PLAN.
Drawn by: J.C.
Scale: 1:125
Date: 05/07/16
Revision No: Rev G. (02/06/16)
Drawing No: 5193-02
Signed:



CONTOUR

A.B.N. 62 117 061 659
PO Box 474, Buddina 4575, Qld
5 Innovation Parkway, Kawana Waters 4575, Qld
Ph. (07) 5493 9777 Fax (07) 5493 6888
Website: www.ContourCE.com.au

PLAN DETAILS:

Designed:	BE
Drawn:	BE
Checked:	
Datum:	AHD
Date:	15-12-15

PLAN AMENDMENTS:

Rev.	Date	Comment	Altered	Checked

PROPOSED MIXED USE DEVELOPMENT AT 7 BAUER STREET, BARGARA FOR THE HADDON-KOT DISCRETIONARY TRUST

PLAN TITLE:

PROPOSED SITE LAYOUT AND TURN PATHS

NOT FOR CONSTRUCTION

PLAN No: 1360-SK03 REVISION: - SHEET: 1 OF 2

PO Box 3130, BUNDABERG QLD 4670
Local Call **1300 883 699** | Fax **(07) 4150 5410**
ABN 72 427 835 198

ADOPTED INFRASTRUCTURE CHARGES NOTICE

Resolution (No. 1) 2015

To: C R Haddon and E Kot
C/- John Gatley Building Designs

Date of Issue: 2/03/2017
Register No.: 331.2017.890.1

Land to which the Charge Applies

Address: 7 Bauer Street BARGARA WLD 4670

Property Description: Lot 2 on SP 138054 & Lot 1 on CK 3070

Development to which the Adopted Infrastructure Charge Applies

The adopted infrastructure charge applies to the following development type: Material Change of Use

Development Approval No.: 322.2015.44309.1

Current Amount of the Adopted Infrastructure Charge

The adopted infrastructure charge has been calculated in accordance with the method outlined in the Bundaberg Regional Council Adopted Infrastructure Changes Resolution (No.1) 2015 and Chapter 8 of the Sustainable Planning Act 2009. Please see Schedule 1 of this notice for the detailed calculation of the current amount.

Current Amount of Adopted Infrastructure Charge = **$320,040.42**
(as at date of issue)

Offsets

Please see Schedule 1 of this notice for the detailed calculation of any offsets.

Total offsets applicable to this development = **n/a**

Refunds

Please see Schedule 1 of this notice for the detailed calculation of any refunds.

Total refunds applicable to this development = **n/a**

Automatic Increase

The charges are subject to an automatic increase in accordance with Bundaberg Regional Council Adopted Infrastructure Changes Resolution (No.1) 2015. Council's adopted infrastructure charge is to automatically increase from the time the charge is levied to the time the charge is paid. As per section 631 of SPA this automatic increase provision is calculated as follows:

(a) If the duration of time between the date the charge is levied to the date the charge is paid is less than or equal to one calendar year, then there is no there is no automatic increase. Therefore the adopted infrastructure charge payable is equal to the charge amount at the time the charge is levied; or

(b) If the duration of time between the date the charge is levied to the date the charge is paid is greater than one calendar year, then the automatic increase provision is an amount representing the increase in the PPI index. The increase in PPI index is calculated for the period starting on the day the charge is levied and ending on the day the charge is paid, adjusted by reference to the 3-yearly PPI index average. Where the 3- yearly PPI index average means the PPI index smoothed in accordance with the 3-year moving average quarterly percentage change between quarters. Therefore the automatic increase provision is calculated as shown in equation 1 below:

$$\textit{automatic increase provision} = \frac{\textit{Smoothed PPI (paid date)}}{\textit{Smoothed PPI (levied date)}} \quad \ldots\ldots\ldots\ldots\ldots\ldots(1)$$

Where: *Smoothed PPI (paid date) = 3 yearly smoothed PPI at time the charge is paid*
= average (12 previously published PPI figures relative to paid date)
Smoothed PPI (levied date) = 3 yearly smoothed PPI at time the charge is levied
= average (12 previously published PPI figures relative to levied date)

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The *adopted infrastructure charge* payable is equal to the charge amount at the time the charge is levied multiplied by the automatic increase provision amount as shown in equation 2 below:

adopted infrastructure charge payable ***= levied charge x automatic increase provision*** ***.....(2)***

Finally, if after applying the automatic increase provision the *adopted infrastructure charge payable* is:

(a) more than the maximum adopted charge that Council could have levied for the development at the time the charge is paid, then the adopted infrastructure charge payable is the maximum adopted charge for the development; or

(b) less than the charge amount at the time the charge is levied, then the *adopted infrastructure charge* payable is the charge amount at the time the charge is levied.

Payment of the Adopted Infrastructure Charge

- The **due date for payment** of the *adopted infrastructure charge* is:
  - before the change of use happens
- Interest at 11% per annum, calculated daily, will be applied to overdue payments.
- The charge is to be paid to **Bundaberg Regional Council**. Please contact Bundaberg Regional Council, Development Assessment Team, prior to making payment.
- Please include a copy of this Notice with payment.

Other Important Information

1. **PAYMENT**
   This notice is due and payable by the due date shown. Cheques, money orders or postal notes should be made payable to Bundaberg Regional Council and crossed "Not Negotiable". Change cannot be given on cheque payments. Property owners will be liable for any dishonour fees.
2. **GOODS AND SERVICES TAX**
   The federal government has determined that rates and utility charges levied by a local government will be GST exempt. Accordingly, no GST is included in this infrastructure charges notice.
3. **INFRASTRUCTURE CHARGES ENQUIRIES**
   Enquiries regarding this infrastructure charges notice should be directed to Council's Development Assessment Team on telephone 1300 883 699 during office hours or e-mail: duty_planner@bundaberg.qld.gov.au

Notice is hereby given under the *Sustainable Development Act 2009* and the *Local Government Act 2009* that the adopted infrastructure charges notice is levied by the Bundaberg Regional Council on the described land. The adopted infrastructure charge is DUE AND PAYABLE BY THE ABOVE DUE DATE. The adopted infrastructure charge plus any arrears and interest may be recovered by legal process without further notice if unpaid after the expiration of the DUE DATE as the charge is deemed to be overdue. PETER BYRNE, CHIEF EXECUTIVE OFFICER

Richard Jenner
Development Assessment Manager

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ABN 72 427 835 198

ADOPTED INFRASTRUCTURE CHARGES NOTICE

SCHEDULE 1 – Calculation of Current Charges, Offsets and Refunds

Applicant: C R Haddon and E Kot
Applicant address: C/- John Gatley Building Designs
Site address: 7 Bauer Street BARGARA WLD 4670
Plan/Lot: Lot 2 on SP 138054 & Lot 1 on CK 3070

Development Type: Material Change of Use
Due date for payment: before the change of use happens
Dev Approval No.: 322.2015.44309.1
Register No.: 331.2017.890.1

Prepared by: Adam Johnston
Authorising Officer: Richard Jenner
Inside PIA: Yes

Adopted Infrastructure Charges: $ 320,040.42
Offset: n/a
Refund: n/a
AICN - Amount Payable: $ 320,040.42

Summary of the Adopted Infrastructure Charges

Stage	Develop-ment Type	Charge Type	Infrastructure Charge Area	Use category	Use	Charge category	Charge per dwelling or lot or bedroom or tent or cabin	Charge per m² GFA	Charge per per m² impervious area	Dwellings or lots or bedrooms or tents or cabins	GFA (m²)	Imperv-ious Area (m²)	Discount category	Discount	Subtotal
1	MCU	New	Fully Serviced	Commercial (retail)	Shop	$ per m² GFA plus $ per m² impervious area	n/a	$ 162.00	$ 9.00		1164.81	2980	n/a	0%	$ 215,519.22
	MCU	New	Fully Serviced	Accommodation (short term)	Short-term accommodation	$ per 2 bedrooms in a suite	$ 9,000.00	n/a	n/a	20			n/a	0%	$ 180,000.00
	MCU	New	Fully Serviced	Accommodation (short term)	Short-term accommodation	$ per 1 bedroom (<6 beds per room)	$ 7,500.00	n/a	n/a	3			n/a	0%	$ 22,500.00
	MCU	New	Fully Serviced	Residential	Dwelling house	$ per 3 or more bedroom dwelling	$ 25,200.00	n/a	n/a	1			n/a	0%	$ 25,200.00
	MCU	New	Fully Serviced	Residential	Dwelling house	$ per 2 bedroom dwelling	$ 18,000.00	n/a	n/a	1			n/a	0%	$ 18,000.00
	MCU	New	Fully Serviced	Residential	Caretaker's accommodation	$ per 1 bedroom dwelling	$ 15,000.00	n/a	n/a	1			n/a	0%	$ 15,000.00
	MCU	New	Fully Serviced	Commercial (retail)	Food and drink outlet (other)	$ per m² GFA plus $ per m² impervious area	n/a	$ 162.00	$ 9.00		124.6		n/a	0%	$ 20,185.20
	MCU	New	Fully Serviced	Commercial (retail)	Food and drink outlet (other)	$ per m² GFA plus $ per m² impervious area	n/a	$ 162.00	$ 9.00		278		n/a	0%	$ 45,036.00
	MCU	Existing credit	Fully Serviced	Residential	Caretaker's accommodation	$ per 3 or more bedroom dwelling	$ (25,200.00)	n/a	n/a	2			n/a	0%	$ (50,400.00)
	MCU	Existing credit	Fully Serviced	Accommodation (short term)	Short-term accommodation	$ per 2 bedrooms in a suite	$ (9,000.00)	n/a	n/a	19			n/a	0%	$ (171,000.00)

Adopted Infrastructure Charges Total: $ 320,040.42

Intentionally Blank

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ABN 72 427 835 198

ADOPTED INFRASTRUCTURE CHARGES NOTICE
INFORMATION NOTICE

1. REASON FOR DECISION

This notice has been issued pursuant to the Bundaberg Regional Council Adopted Infrastructure Changes Resolution (No. 1) 2015 and Chapter 8 of the Sustainable Planning Act 2009.

2. APPEAL RIGHTS

The recipient of the infrastructure charge may appeal to the Planning and Environment Court in accordance with section 478 of the Sustainable Planning Act 2009.

478 Appeals about infrastructure charges notice

(1) The recipient of an infrastructure charges notice may appeal to the court about the decision to give the notice.

(2) However, the appeal may be made only on 1 or more of the following grounds—

(a) the charge in the notice is so unreasonable that no reasonable relevant local government could have imposed it;

(b) the decision involved an error relating to—

(i) the application of the relevant adopted charge; or

(ii) the working out, for section 636, of additional demand; or

(iii) an offset or refund;

(c) there was no decision about an offset or refund;

Examples of possible errors in applying an adopted charge—

(i) the incorrect application of gross floor area for a non-residential development;

(ii) applying an incorrect 'use category' under an SPRP (adopted charges) to the development.

(d) if the infrastructure charges notice states a refund will be given—the timing for giving the refund.

(3) To remove any doubt, it is declared that the appeal must not be about—

(a) the adopted charge itself; or

(b) for a decision about an offset or refund—

(i) the establishment cost of infrastructure identified in an LGIP; or

(ii) the cost of infrastructure decided using the method included in the local government's charges resolution.

(4) The appeal must be started within 20 business days after the day the recipient is given the relevant infrastructure charges notice.

478A Appeals against refusal of conversion application

(1) The applicant for a conversion application may appeal to the court against a refusal, or deemed refusal, of the application.

(2) The appeal must be started within the following period—

(a) if the applicant is given written notice of the refusal—20 business days after the day the applicant is given the notice;

(b) otherwise—20 business days after the end of the required period under section 660(5) for the application.

The recipient of the infrastructure charge may appeal to a building and development committee in accordance with section 535 of the Sustainable Planning Act 2009.

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ABN 72 427 835 198

535 Appeals about infrastructure charges decisions

(1) The recipient of an infrastructure charges notice may appeal to a building and development committee about the decision to give the notice.

(2) However, the appeal may be made only on 1 or more of the following grounds—

(a) the decision involved an error relating to—

(i) the application of the relevant adopted charge; or

(ii) the working out, for section 636, of additional demand; or

(iii) an offset or refund;

(b) there was no decision about an offset or refund;

Examples of possible errors in applying an adopted charge—

(i) the incorrect application of gross floor area for a non-residential development;

(ii) applying an incorrect 'use category' under an SPRP (adopted charges) to the development;

(c) if the infrastructure charges notice states a refund will be given—the timing for giving the refund.

(3) To remove any doubt, it is declared that the appeal must not be about—

(a) the adopted charge itself; or

(b) for a decision about an offset or refund—

(i) the establishment cost of infrastructure in an LGIP; or

(ii) the cost of infrastructure decided using the method included in the local government's charges resolution.

(4) The appeal must be started within 20 business days after the day the recipient is given the relevant infrastructure charges notice.

535A Appeals against refusal of conversion application

(1) The applicant for a conversion application may appeal to a building and development committee against a refusal, or deemed refusal, of the application.

(2) The appeal must be started within the following period—

(a) if the applicant is given written notice of the refusal—20 business days after the day the applicant is given the notice;

(b) otherwise—20 business days after the end of the required period under section 660(5) for the application.

Item

14 March 2017

Item Number:	File Number:	Part:
M1	.	HEALTH & REGULATORY SERVICES

Portfolio:

Community & Environment

Subject:

Construction of Cell 3 - Bundaberg Regional Landfill

Report Author:

Gavin Crawford, Manager Waste & Health Services

Authorised by:

Gavin Steele, General Manager Community & Environment

Link to Corporate Plan:

Environment - 4.2.1 A natural environment that is valued and sustainable

Background:

The Bundaberg Regional Landfill opened in August 2007 and since that time there has been 2 Landfill Cells constructed to accommodate approximately 223,000 tonnes of waste.

Council has engaged AECOM Pty Ltd to complete the Cell 3 Landfill design, using a new landfill liner design being a 300 mm compacted clay liner, with the Geocomposite clay liner and a HDPE geomembrane to provide an improved level of leachate protection and to reduce the amount of suitable natural clay needed to be imported onto the site.

It is expected that construction of the Cell 3 will take approximately 6 months without any expected delays and it is imperative that Council is in a position to commence works early July 2017 in order to ensure that there is adequate airspace on the current Cell 2 to dispose of waste until the selected waste layer reaches a height of 1 metre.

To achieve this the construction tender for Cell 3 will need to be advertised by March 2017 and awarded by May 2017.

Associated Person/Organization:

Gavin Crawford, Manager Waste and Health Services

Consultation:

Portfolio Spokesperson: Cr Scott Rowleson

Divisional Councillor: Cr Wayne Honor

Jim Whittaker, Adrian Curro, Kerry Dalton and Wayne Hobden - Bundaberg Regional Council.

Legal Implications:

There appear to be no legal implications.

Policy Implications:

There appear to be no policy implications.

Financial and Resource Implications:

It is essential that the approval for the Capital funding of this project be approved by Council. The estimate for Cell 3 construction is $4,294,000 as per attachment 1. This estimate includes a 20% contingency and the 900 mm clay liner therefore in a competitive market the anticipated cost of construction is likely to be below $3.5 million dollars excluding GST.

Risk Management Implications:

It is not anticipated that there will be any significant risk management implications, should the Cell 3 construction be delayed through a weather event the contingency would be to dispose of wastes at the University landfill

(Utilising the Landfill compactor from Bundaberg Regional Landfill) until the Cell 3 is complete.

Communications Strategy:

Communications Team consulted. A Communication Strategy is:

☒ Not required

☐ Required

Attachments:

⇩1 Bundaberg Regional Council Cedars Road Cell Budget

Recommendation:

That approval be granted for the construction of Cell 3 at the Bundaberg Regional Landfill; and tenders be called for its construction.

Cedars Road Landfill

Cell Development - 20 Year Budget Forecast

Cedars Road Landfill

Cell Development - 20 Year Budget Forecast

Client: Bundaberg Regional Council

ABN: 72 427 835 198

Prepared by

AECOM Australia Pty Ltd
Level 8, 540 Wickham Street, PO Box 1307, Fortitude Valley QLD 4006, Australia
T +61 7 3553 2000 F +61 7 3553 2050 www.aecom.com
ABN 20 093 846 925

02-Apr-2015

Job No.: 60335105

AECOM in Australia and New Zealand is certified to the latest version of ISO9001, ISO14001, AS/NZS4801 and OHSAS18001.

\\aubne1fp003\Projects\603X\60335105\6. Draft Docs\6.1 Reports\Bundaberg Regional Council Cedars Rd Cell Budget Rev 0_2.4.15.docx
Revision 0 – 02-Apr-2015
Prepared for – Bundaberg Regional Council – ABN: 72 427 835 198

Quality Information

Document Cedars Road Landfill

Ref 60335105

Date 02-Apr-2015

Prepared by Rowan Cossins

Reviewed by Scott Pearson

Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
A	03-Dec-2014	DRAFT	Steve Robertson Project Director	
0	13-April-2015	FINAL	Steve Robertson Project Director	

Table of Contents

1.0 Report Purpose

Bundaberg Regional Council (BRC) requested a 20 year budget forecast for capital works associated with the development of future cells at Cedars Road Landfill.

We understand that BRC wish:

1) A new cell development plan for internal use and also to amend the site licence.
2) To understand when the major capital expense for new cell development will be incurred at the site (based on current Site Development Plans); and
3) Approximately how much this expense will be (Construction Value).

BRC will then use the above two items to work out how much BRC should be putting aside for future construction (internal calculation by BRC).

1.1 Related Work

In 2013 AECOM delivered *Bundaberg Landfill Closures 20 Year Budget Forecast Rev 0* dated 3 December 2013. (our Ref: 60306484). This included Cedars Road Landfill. In March 2015 we delivered an update to this report dated 26 March 2015 (our ref 60339049).

2.0 Class & Basis of Estimate

The costing forecast is an 'indicative' estimate prepared from conceptual cell profiles and extracted areas and applying benchmarked cost rates. As documentation is significantly less than a complete design, generic allowances for quantities and scope that is not detailed are made within the rates. This 20 year budget cost forecast therefore has a greater contingency (20%) compared to one completed on detailed design.

This estimate has used the new cell development plan developed for this project (Refer Sketch **SK-007** in **Appendix A**). These cells align with the associated capping outlined in the *Bundaberg Landfill Closures 20 Year Budget Forecast Rev 0* dated 3 December 2013 and the March 2015 update.

Filling at Cedars Road is based on the following:

- Assumed Start Date: June 2013
- Assumed 2013/14 Annual Airspace Consumption: 58,400m^3 (from BRC provided Dec 2013-July 2014 fill rates)
- Assumed waste growth rate: Zero (from BRC)
- Additional assumed waste filling from BRC by additional collection vehicles allowed to access Cedars Road (12 loads per week rising to 32 vehicles per week, at approximately 8t/load): 11,600m3 (to 2024), 16,600m3 from 2025, 21,600m3 from 2036.

The above results in an assumed 2015/16 airspace consumption of approximately 70,00m^3 per year, which essentially assumes the site is running at near 49,999 tpa capacity as per their licence limit. It is assumed a licence amendment would be sought in the near future.

From the above basis (and presently using the generic landfill base in *Bundaberg Landfill Closures 20 Year Budget Forecast Rev 0* dated 3 December 2013), the new cells that are estimated during the next 20 years are outlined in the table below.

Table 2 Projected New Cells for 20 Years (2015 – 2035)

Cell	Approximate Date End of Cell Life	New Cell Tendered For Construction Estimate
Cell 2 (existing)	Jan-18	-
Cell 3	Jan-23	May-17
Cell 4	Aug-26	May-22
Cell 5	May-29	May-25
Cell 6	Aug-34	May-28
Cell 7	Oct-41	May-33

2.1 Assumptions

To prepare the forecast costs for the capital works the designs proposed for the capping works have been conceptually assumed. **Key assumptions** include:

- **Contingency:** The costs associated with the capping works for the site have been based on recently tendered rates for similar projects. Given the conceptual level of design for the proposed new cells and the level of works required, there remains an intrinsic uncertainty around the project details; therefore, a cost contingency of at least 20% would be appropriate for the new cell works.
- **Liner Conceptual Design**: The cell costs for the 20 year forecast have been based on the conceptual liner detail shown on Sketch SK-004. This is as per the current site licence. A potential option that could be explored in future work to reduce costs associated with compacted clay would be incorporating a GCL in place of some of the clay thickness.
- **Base Liner Levels and Cut / Fill:** The conceptual base liner levels and thus associated earthworks cut and fill conceptual quantities developed in this 20 year forecast are as shown in Sketch **SK-004.**
    - **Liner Clay Supply:** We understand that the onsite borrow area is essentially exhausted and remaining stockpiles will be reserved for other uses. A high level review of the 2005 Golder Associates Report *Geotechnical Investigation Bundaberg Regional Landfill Cedars Road* and Cell 2 construction contract documentation indicated that onsite clay in the northern area is red-brown extending up to 3m depth, but is thinner, red/yellow-grey, and interbedded with gravel to the south. We have assumed therefore that liner clay can be *generally* sourced from the cell excavation for Cells 3, 4 and 7, and the assumed cost rate reflects this. For Cells 5 and 6 we have assumed liner clay will be thus be supplied from an offsite but local source arranged by BRC. These are **critical assumptions,** as variations to these assumed quantities or rates could potentially be in excess of the allowed contingency for this item. More detailed consideration of clay availability and costs is recommended for future work. Note that potential Owners Costs and program (timing) impacts associated with further review of geotechnical data, investigations, obtaining quarry approvals, leasing land, or rehabilitating borrow areas are excluded.
- **Excavation of "Non-Rippable Material".** From previous Cell construction and geotechnical reports, it is understood that the site is underlain by weathered rock. The 2005 Golder Associates Report *Geotechnical Investigation Bundaberg Regional Landfill Cedars Road* indicated test pit refusal (requiring ripper attachment to proceed) was generally encountered around 1.5m below existing over the proposed landfill cells, with ripper refusal typically at 2-3m depth across the site. Therefore, for the purposes of this 20 year forecast, material excavated below 2.0m below existing has been defined as 'non-rippable material'.
- **Groundwater:** The conceptual base liner levels shown in Sketch **SK-004** are assumed to be >2m above regional groundwater levels from a brief review of the 2005 Golder Associates Report *Geotechnical Investigation Bundaberg Regional Landfill Cedars Road.* i.e: It is assumed that no groundwater underdrains will be required for future cells.

- **Leachate Sumps and Services:** It is assumed that each future cell will have at least one side-riser sump. It is assumed that a pump and associated control panel will be required for each sump. We understand overhead power extends to the existing Cell 1 sump and a connection could be made off this to Cells 3 and 4. It is assumed that new overhead power connections would only be required for Cells 5 – 9. Communications, if required, would be assumed via wireless. The use of 'leachate gates' for part of Cell 3 and Cell 4, draining back toward Cell 1 sump, is also assumed. There is a potential to include a vertical riser as well in Cell 3 and Cell 4, but this has been excluded at this time.
- **Additional Leachate Treatment/Storage:** It is expected that additional leachate treatment / storage will be required on the site for Cell 3 and beyond. What this solution/s is and the costs associated with it have been excluded from this 20 year forecast at this time.
- **Landfill Gas Infrastructure**: Costs for active landfill gas extraction has been excluded. It is assumed installing further wells would be part of operational budgets.
- **Access Road:** It is assumed the perimeter access road for Cells 5-7 would be built in stages rather than implementing the whole new western perimeter road at the time of Cell 5.
- **Surface water / stormwater:** The proposed cell staging (which has clear advantages in terms of cell filling and leachate management) means that once Cell 5 is constructed, there will be a 'dam'. That is, a low point created at the south-western corner of Cell 6 where site runoff will not flow freely to the sediment pond. This issue will be similar for Cells 6-9. It is assumed that costs associated with pumping this water out, if required, would be part of operational budgets. As per our proposal, this scope of works does not include a review of site stormwater.
- **Construction Quality Assurance:** An allowance for third party full-time CQA for the liner and also a leak detection survey of the geomembrane post drainage aggregate installation has been included.
- **Cost Basis:** All costs are in 2014 dollars.

2.2 Inclusions and Exclusions

2.2.1 Construction Value - Included

The Construction Value (or Net Cost) is the likely cost of the works that a contractor would deliver, if the project were built today. This budgetary opinion of probable construction cost is based on the design basis stated above.

2.2.2 Contingency Allowance - Included

- *Risk* is experienced on being exposed to the chance or probability of suffering a loss or profit. Risk is then a measure of the probability of a loss or profit occurring by a known means ('known unknowns').
- *Uncertainty* represents unknown or ill-defined variables causing a loss or profit. The point is that the agency causing the loss or profit cannot be named ('unknown unknowns').
- *Contingency* represents the resources gathered to mitigate or address risk and uncertainty. These resources can be in terms of time, material, processes or dollars. For cost estimates, they are generally dollars (a contingency allowance).

This estimate could be considered 'Conceptual' and therefore **a contingency of 20% has been allowed for the capping and rehabilitation works.**

2.2.3 Escalation – Excluded

Annual escalation in construction costs is the result of shifts in the cost of labour and material prices.

- Escalation is a function of (Construction Value + Owners Cost + Contingency).

As a compounding element, escalation can have a significant impact on the total cost estimate.

We have excluded escalation, and understand that BRC will include this factor in their final budget.

2.2.4 Other Development Costs (Owner Costs) – Excluded

Other development costs (also known as owners costs) are those costs the project owner incurs to deliver and finalise a project. They can include authority fees, design consultancy costs, geotechnical investigations, community consultation and legal costs.

Other Development Costs are not included in the opinion of probable cost.

2.2.5 Other Exclusions

- Any works outside the site boundary
- Additional Leachate Treatment / Storage
- Potential additional costs associated with a BRC offsite liner clay source
- Vertical leachate risers
- Landfill gas infrastructure
- Amendments to surface water / stormwater
- GST.

3.0 20 Year Forecast – Opinion of Probable Cost

The opinion of probable cost for the Construction Value is provided in the table below. A detailed breakdown of these costs is provided in **APPENDIX A**.

Table 3 Cedars Rd 20 Year Landfill Cells Forecast Cost

New Cells	Cedars Rd Cell 3	Cedars Rd Cell 4	Cedars Rd Cell 5	Cedars Rd Cell 6	Cedars Rd Cell 7
Construction Value exc. GST (rounded)	**$3,580,000**	**$4,591,000**	**$3,391,000**	**$4,302,000**	**$4,742,000**
Cost/m² ex. Contingency	**$99**	**$124**	**$177**	**$176**	**$142**
Contingency (20%)	**$715,668**	**$918,292**	**$678,205**	**$860,512**	**$948,428**
TOTAL inc. Contingency (Rounded)	**$4,294,000**	**$5,510,000**	**$4,069,000**	**$5,163,000**	**$5,691,000**

Key drivers of cost variation on an individual cell basis are the assumed quantity of non-rippable material and offsite clay.

4.0 Limitations

AECOM Australia Pty Ltd has no control over the cost of labour, materials, equipment or services furnished by others, neither has it control over contractors methods for determining prices, competitive bidding or market conditions. AECOM has used its reasonable endeavours to ensure the data contained in the Opinion of Probable Cost reflect the most accurate and timely information available to it and is based on information that was current as of the date of the report. However, AECOM cannot and will not guarantee that any tenders or actual construction costs will not vary from this opinion of probable construction cost.

Appendix A

Opinion of Probable Cost

Cedars Road Landfill
Opinon of Probable Cost 20 Year Forecast 2 April 2015 (New Cells)

Price No	Services and Products	Unit		Cedars Cell 3 Cell construction assumed by May-17 Quantity	Rate	Cedars Cell 4 Cell construction assumed by May-22 Quantity	Total Price	Cedars Cell 5 Cell construction assumed by May-25 Quantity	Total Price	Cedars Cell 6 Cell construction assumed by May-28 Quantity	Total Price	Cedars Cell 7 Cell construction assumed by May-33 Quantity	Total Price
	Cell Construction												
			Opinion of probable cost rates (2014 $)										
1	**Preliminary and General Items**												
	Mobilisation - Demobilisation	Item	$30,000	1	$60,000	1	$60,000	1	$60,000	1	$60,000	1	$60,000
	Preparation and implementation of Construction Environmental Management Plan, Quality Plan, Workplace Health and Safety Plan and Works Installation Plan	Item	$20,000	1	$40,000	1	$40,000	1	$40,000	1	$40,000	1	$40,000
	Provision of "As Constructed" drawings	Item	$10,000	1	$30,000	1	$30,000	1	$30,000	1	$30,000	1	$30,000
	Sub-total 1 - Preliminary and General Items				**$130,000**		**$130,000**		**$130,000**		**$130,000**		**$130,000**
2	**Earthworks - Preparation Work**												
2.01	Clear the working area	m2	$2	35,100	$70,200	36,400	$72,800	19,100	$38,200	24,100	$48,200	33,000	$66,000
	Sub-total 2 - Earthworks - Preparation Work				**$70,200**		**$72,800**		**$38,200**		**$48,200**		**$66,000**
3	**Earthworks - General and Perimeter Access Road**												
	Excavate the cell to subgrade level, including sumps	m3	$7	32,100	$224,700	66,500	$465,500	37,200	$260,400	48,000	$336,000	65,300	$457,100
	Excavate the cell to subgrade level - non-rippable material **(assumed >2m below existing ground)**	m3	$23	920	$21,160	33,220	$764,060	25,140	$578,220	41,700	$959,100	48,000	$1,104,000
	Fill the cell to subgrade level	m3	$6	12,200	$73,200	750	$4,500	270	$1,620	0	$0	0	$0
	Shape, grade and compact the subgrade	m2	$2	36,000	$72,000	37,000	$74,000	19,200	$38,400	24,500	$49,000	33,500	$67,000
	Construct the perimeter access road and silty water drain (where not existing)	m3	$5	0	$0	0	$0	3,200	$16,000	2,055	$10,275	2,055	$10,275
	Supply and construct gravel pavement to the perimeter access road	m2	$65	0	$0	0	$0	1,760	$114,400	1,120	$72,800	1,120	$72,800
	Sub-total 3 - General Earthworks and Perimeter Access Road				**$391,060**		**$1,308,060**		**$1,009,040**		**$1,427,175**		**$1,711,175**
4	**Cell Liner System**												
	Supply and place low permeability Clay 900mm **(supply from cell excavation assumed)**	m3	$25	32,400	$810,000	33,300	$832,500	NA	NA	NA	NA	30,150	$753,750
	Supply and place low permeability Clay 900mm **(supply from offsite local source assumed)**	m3	$50	NA		NA		17,280	$864,000	22,050	$1,102,500	NA	NA
	Excavate the anchor trench for the Geosythetics for Cell	m	$20	540	$10,800	520	$10,400	360	$7,200	360	$7,200	420	$8,400
	Supply and install HDPE geomembrane	m2	$12	36,000	$432,000	37,000	$444,000	19,200	$230,400	24,500	$294,000	33,500	$402,000
	Supply and install protection geotextile	m2	$7	36,000	$252,000	37,000	$259,000	19,200	$134,400	24,500	$171,500	33,500	$234,500
	Supply, place and compact anchor trench material	m3	$55	578	$31,779	556	$30,602	385	$21,186	385	$21,186	449	$24,717
	Sub-total 4 - Cell Liner System				**$1,536,579**		**$1,576,502**		**$1,257,186**		**$1,596,386**		**$1,423,367**
5	**Leachate Collection System**												
5.01	Supply, place and grade the leachate drainage aggregate	m3	$75	10,800	$810,000	11,100	$832,500	5,760	$432,000	7,350	$551,250	10,050	$753,750
	Supply and install leachate perforated collection pipe (160mm HDPE)	m	$60	1,000	$60,000	1,280	$76,800	940	$56,400	1,300	$78,000	1,700	$102,000
	Supply and install leachate collection clean out riser pipe (160mm HDPE) and fittings	m	$60	70	$4,200	140	$8,400	60	$3,600	100	$6,000	100	$6,000
	Supply and install HDPE leachate sump riser inc. tee and fittings	m	$300	20	$6,000	25	$7,500	60	$18,000	25	$7,500	20	$6,000
	Supply and install leachate discharge ring main	m	$50	450	$22,500	400	$20,000	140	$7,000	200	$10,000	200	$10,000
	Supply and install leachate pump and control panel, including commissioning	Item	$60,000	1	$60,000	1	$60,000	2	$120,000	1	$60,000	1	$60,000
	Power to leachate control panel	m	$115	20	$2,300	20	$2,300	140	$16,100	200	$23,000	200	$23,000
	Supply and install geotextile sacrificial seperation layer	m2	$4	36,000	$144,000	37,000	$148,000	19,200	$76,800	24,500	$98,000	33,500	$134,000
	Supply and install pre-filling geotextile seperation layer (by BRC)	m2	$5	36,000	$180,000	37,000	$185,000	19,200	$96,000	24,500	$122,500	33,500	$167,500
	Additional Leachate Storage and Treatment	Item	**Excluded**	-	-		-						
	Sub-total 5 - Leachate collection system				**$1,289,000**		**$1,340,500**		**$825,900**		**$956,250**		**$1,262,250**
6	**Fencing**												
	Security fence around cell	m	$80	500	$40,000	520	$41,600	220	$17,600	360	$28,800	420	$33,600
	Gate in security fence	Item	$3,500	1	$3,500	1	$3,500	1	$3,500	1	$3,500	1	$3,500
	Sub-total 6 - Fencing				**$43,500**		**$45,100**		**$21,100**		**$32,300**		**$37,100**
7	**Construction Quality Assurance**												
	Full time third-party construction supervision and testing of liner	Item	$100,000	1	$100,000	1	$100,000	1	$100,000	1	$100,000	1	$100,000
	Liner leak location survey	m2	$0.5	36,000	$18,000	37,000	$18,500	19,200	$9,600	24,500	$12,250	33,500	$12,250
	Sub-total 8 - Construction Quality Assurance				**$118,000**		**$118,500**		**$109,600**		**$112,250**		**$112,250**
TOTAL CONSTRUCTION VALUE exc. GST (rounded)					**$3,578,339**		**$4,591,462**		**$3,391,026**		**$4,302,561**		**$4,742,142**
OWNERS COSTS (To be included by BRC)					By BRC		By BRC		By BRC		By BRC		By BRC
Construction Cost/m² (ex Owners Costs)					**$99**		**$124**		**$177**		**$176**		**$142**
Contingency (20%)					**$715,668**		**$918,292**		**$678,205**		**$860,512**		**$948,428**
TOTAL inc. Contingency					**$4,294,007**		**$5,509,754**		**$4,069,231**		**$5,163,073**		**$5,690,570**
Cost/m² inc. Contingency					**$119**		**$149**		**$211.94**		**$210.74**		**$170**
Esculation (not included)					By BRC		By BRC		By BRC		By BRC		By BRC

Key Assumptions

- **Contingency:** The costs associated with the capping works for the site have been based on recent tendered rates for similar projects. Given the conceptual level of design for the proposed new cells level of works required, there remains an intrinsic uncertainty around the project details; therefore, a contingency of at least 20% would be appropriate for the new cell works.
- **Liner Conceptual Design:** The cell costs for the 20 year forecast have been based on the concept detail shown on Sketch SK-004. This is as per the current site licence. A potential option that could explore in future work to reduce future costs depending on clay costs would be incorporating a GCL of some of the clay thickness.
- **Base Liner Levels and Cut / Fill:** The conceptual base liner levels and thus associated earthworks fill conceptual quantities developed in this 20 year forecast are as shown in Sketch **SK-004.**
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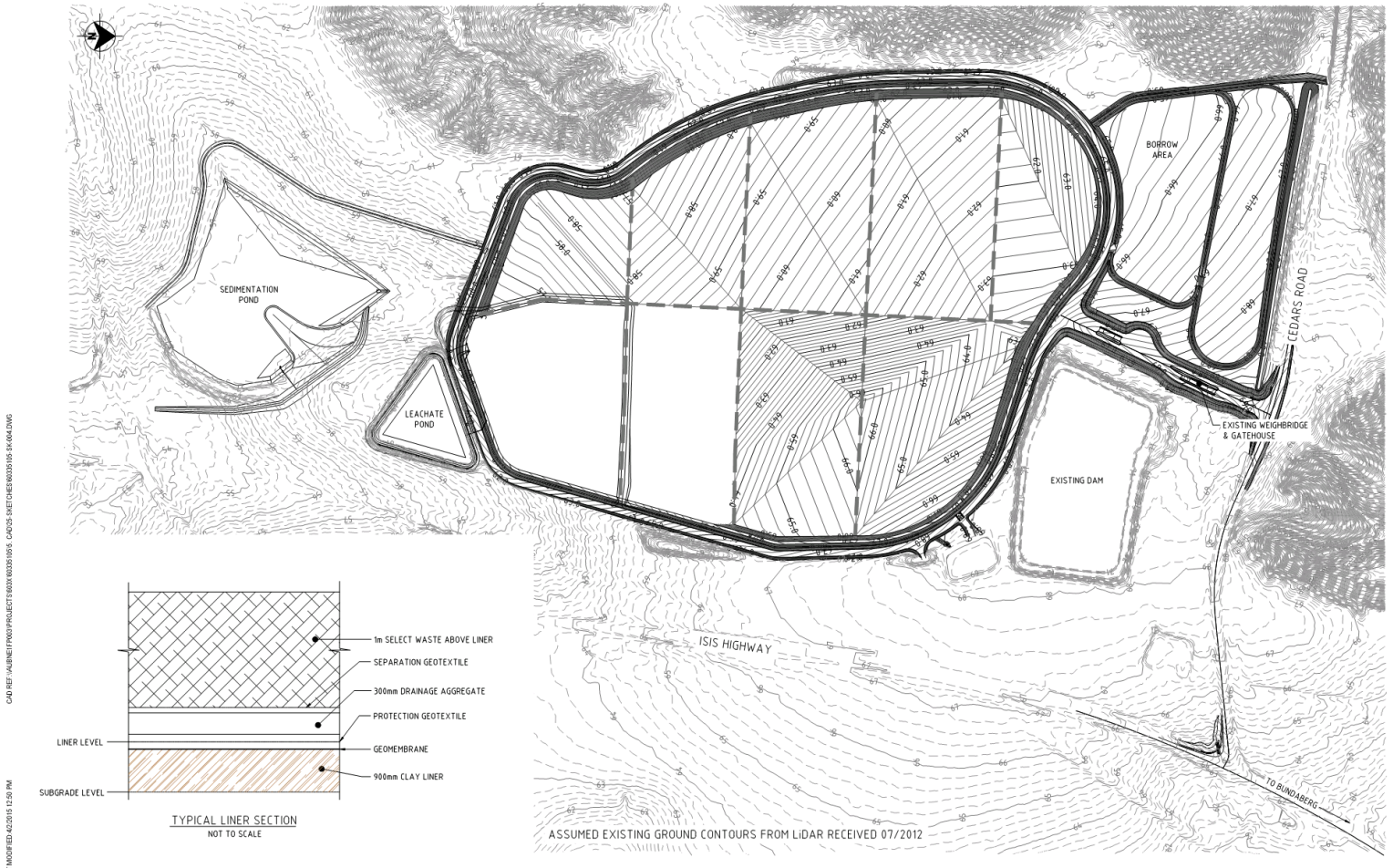
- **Construction Quality Assurance:** An allowance for third party full-time CQA for the liner and also detection survey of the geomembrane post drainage aggregate installation has been included.
- **Cost Basis:** All costs are in 2014 dollars.

Appendix B

Landfill Plans

AECOM



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02-04-2015

NOT FOR CONSTRUCTION

CEDARS ROAD
BUNDABERG REGIONAL LANDFILL
CONCEPT CELL LINER LEVEL CONTOUR PLAN
60335105-SK-004

Item

14 March 2017

Item Number:	File Number:	Part:
N1	A3011856	COMMUNITY & CULTURAL SERVICES

Portfolio:

Community & Environment

Subject:

Request to enter into agreement with Wide Bay Community Inc "First 5 Forever" Literacy Program

Report Author:

David Cornwell, Operational Supervisor Libraries, Arts & Theatre

Authorised by:

Gavin Steele, General Manager Community & Environment

Link to Corporate Plan:

Community - 4.1.3 A culture of learning

Background:

First 5 Forever (F5F) is a universal family literacy program funded by the Queensland State government aimed at creating stronger language and literacy environments for 0-5 year old children before they start kindergarten and school. *First 5 Forever* directly supports parents and primary caregivers to be confident as their child's first and most important teacher, and provides increased access to resources they need through public libraries.

Commencing in January 2015, Council receives funding of $91,910 a year, over 4 years, to deliver the F5F program through the library service to the community and employed a F5F officer on contract for 2 years. While delivery on key performance criteria was achieved, libraries are now seeking a greater strategic approach and to attain improved reach of the target group within our diverse and geographically dispersed communities.

In order to achieve this, libraries would now like to engage Wide Bay Kids and Angela Williams to jointly deliver the F5F program. Wide Bay Kids has a very high reputation in the delivery of children's services, programs and education, coupled with unparalleled parent/family/community networks and reach in our target audience of families with children 5 years and under. No other local organisation/s exist which can provide this level and quality of service.

Three large scale community events would also be included in the project brief. The initial tenure is for a period of 4 months (cost of $25,100).

If delivery of the service is successful and a professional working relationship is established, the service providers may be engaged for up to a further 6 months at a re-negotiated price.

Associated Person/Organization:
David Cornwell, Operational Supervisor Libraries, Arts & Theatre

Consultation:

Portfolio Spokesperson: Cr Judy Peters

Divisional Councillor: Cr Judy Peters

General Manager Community & Environment Gavin Steele

Legal Implications:

Allowed under *Section 235(b) of the Local Government Regulation 2012*.

Policy Implications:

Council policy allows exemptions under *Section 235(b) of the Local Government Regulation 2012*.

Financial and Resource Implications:

There appear to be no financial or resource implications.

Risk Management Implications:
There appears to be no risk management implications.

Communications Strategy:

[Explanation of section – In addressing this section, the Communications Team must be consulted on all reports to determine whether a communication strategy is required]

Communications Team consulted. A Communication Strategy is:

☐ Not required

☒ Required

Attachments:

Nil

Recommendation:

Pursuant to the provisions of Section 235(b) of the Local Government Regulation 2012

- that Council enter into an arrangement with Wide Bay Kids Community Inc and Angela M Williams Pty Ltd, for a service contract for the delivery of the 'First 5 Forever' literacy program for a period of 4 months, with the option of extending the contract up to an additional 6 months.

Item

14 March 2017

Item Number:	File Number:	Part:
N2	A38206	COMMUNITY & CULTURAL SERVICES

Portfolio:

Community & Environment

Subject:

River Cruz Cafe Lease Renewal

Report Author:

Bruce Green, Operational Supervisor Community Development

Authorised by:

Gavin Steele, General Manager Community & Environment

Link to Corporate Plan:

Economy - 4.3.3 Foster a flexible, supportive and inclusive business environment

Background:

Council has received a request from the existing lessees of the River Cruz Café to renew their lease (refer attached letter). New Haven Nominees Pty Ltd are also requesting that the new lease includes the use of the shop front where the Bundy Belle was previously operating. This office space has been vacant for many years.

New Haven Nominees Pty Ltd took over the lease of the café on 29 April 2015 via a Deed of Assignment. Since then, the new Lessees (John and Jenny Marshall) have improved the business and continue to operate the café very successfully. Council has not received any complaints about the new lessees, nor have the new lessees made any unreasonable demands on Council. Lease payments are made regularly and are up-to-date.

Presently, the lease payment for the River Cruz Café is $18,433.20 per annum with CPI applying. Previously, the lease payment for the front office was $4,675.51 (no CPI applied).

The footprint of the café (including public access toilets) is approximately 190 square meters. The footprint of the front office is approximately 80 square meters. This makes a total for the new lease of 270 square meters.

Associated Person/Organization:

John Marshall and Jenny Marshall

Consultation:

Portfolio Spokesperson: Cr David Batt

Divisional Councillor: Cr Helen Blackburn

Nathan Powell, Property Leasing Officer; Rachael Brauer, Facilities Coordinator

Legal Implications:

Where Council agrees with the below recommendation, there is no legal implications as Local Government Regulations 1.c.iii state that Council does not need to go out to tender if the lease is being renewed with the existing tenant.

Policy Implications:

There appear to be no policy implications.

Financial and Resource Implications:

The below recommendation recognises a CPI increase from the previous year plus the previous lease fee for the front office. The total lease payment for 2017/2018 will therefore be $23,475.

Risk Management Implications:
There appears to be no risk management implications.

Communications Strategy:

Communications Team consulted. A Communication Strategy is:

☒ Not required

☐ Required

Attachments:

⇩1 Letter from John Marshall and Jenny Marshall (trading as New Haven Nominees Pty. Ltd.) requesting renewal of lease.

Recommendation:

That the Chief Executive Officer be authorised to finalise a 5 year term lease over part of Lot 2 on SP162005, Quay Street, Bundaberg subject to an initial annual lease fee of $23,475 per annum plus CPI increases each year thereafter being paid.

1 December 2016

CEO Peter Byrne
Bundaberg Regional Council
P.0 Box 3130
Bundaberg QLD 4670

Dear Peter,

Re: Renewal of Lease – Lot 2 on SP 162005
Newhaven Nominees trading as River Cruz Café

As our sub-lease is due to expire on the 5th March 2017, we wish to renew it as we are happy with the same terms and conditions as the previous five year lease.

Also we would like to obtain the lease for the front shop where the Bundy Belle previously operated from as this has been vacant for some time. This would give the opportunity for our business to expand.

If you have any queries, please feel free to contact John on 0417 266 686.

Kind regards

John Marshall & Jenny Marshall
River Cruz Café

Item

14 March 2017

Item Number:	File Number:	Part:
S1	A3016019	ECONOMIC DEVELOPMENT

Portfolio:

Community & Environment

Subject:

Request for Grant to complete the rebuild of "Armstrong Siddeley 40760"

Report Author:

Gavin Steele, General Manager Community & Environment

Authorised by:

Gavin Steele, General Manager Community & Environment

Link to Corporate Plan:

Community - 4.1.6 Our culture, identity and heritage being valued, documented and preserved

Background:

Council has received a letter (attached) dated 21 February 2017 from the Hinkler House Memorial Museum and Research Association Inc requesting Council give consideration of a grant of $15,250 to complete the final restoration works of Bert Hinkler's processional Armstrong Siddeley vehicle.

Once the vehicle is restored it is intended to form part of the Hinkler Hall of Aviation (HHA) collection and will be placed on public display at HHA.

The Association have previously been successful in gaining government and private funding in support of the restoration project and Council has supported the project to date by providing space at the Bundaberg Airport in Hangar 161 initially at a reduced rental and since November last year, at no cost, in support of the project.

All grants and donated funds obtained to date have now been exhausted and the project remains unfinished until the final sum of $15,250 can be raised. A full breakdown of the costs to complete the project is included in the attached letter from the Treasurer, Dr John McGrath.

The maximum amount available under Council's community grants is $5,000 so for a grant of this size Council would have to make a formal resolution if it wished to support this request.

Associated Person/Organization:

Gavin Steele – General Manager Community & Environment

Consultation:

Portfolio Spokesperson: Cr Greg Barnes

Mayor Jack Dempsey

Legal Implications:

There appear to be no legal implications.

Policy Implications:

There appear to be no policy implications.

Financial and Resource Implications:

If approved the grant of $15,250 is presently unbudgeted and would have to be included in the 3rd quarter review of the HHA Budget in the current financial year.

Risk Management Implications:

There appears to be no risk management implications.

Communications Strategy:

Communications Team consulted. A Communication Strategy is:

☐ Not required

☒ Required

Attachments:

⇩1 Letter from John McGrath
⇩2 Letter form Lex Rowland

Recommendation:

That a donation of $15,250 (inc GST) be made to the Hinkler House Memorial Museum and Research Association Inc, to complete the restoration project on Bert Hinkler's Armstrong Siddeley 40760 processional vehicle.

Hinkler House Memorial Museum and Research Association Inc.

IA: 18 460 ABN: 51 320 323 264

P.O. Box 942
Bundaberg. Q. 4670

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P.C. Neville
Vice-President
Phone 07 4153 2374

Dr C.M.(John) McGrath PhD (History)
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J.G.F Wientjens
A.E. Bent
I.R. Gibson
A. Whitaker
C. King
I. Watson L.A.M.E.
Ted Lake
Frank Smith

Bundaberg Regional Council
P.O. Box 3130,
Bundaberg QLD 4670

17th February 2017

Attention: Office of the Mayor

cc. Gavin Steele

Dear Jack,

Following on from Lex Rowland's visit to your office on Tuesday 7th February we detail the items that the generous donation from the Bundaberg Regional Council will cover. This funding will enable the completion of the restoration of the Bert Hinkler processional Armstrong Siddeley vehicle.

Safety requirements – on road	$3,200
Systems testing	1,500
Oils/greases and storage box	1,800
Technical brochure	1,650
Spare parts	3,000
Tool box and tools	1,500
Start-up manual	600
Recording and conservation of accumulated memorabilia	2,000
Total	$15,250

Jack, on behalf of all the people who have been associated with this project, the executive of the Hinkler House Memorial Museum and Research Association Inc. thanks you and the Bundaberg Regional Council for its initiative in ensuring that this project takes its rightful place as part of Bundaberg's memorial to its celebrated aviation son.

Kind regards

Dr John McGrath
Treasurer

Hinkler House Memorial Museum and Research Association Inc.

IA: 18 460 ABN: 51 320 323 264

P.O. Box 942
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The Chief Executive Officer
Mr Peter Byrne
Bundaberg Regional Council
PO Box 3130
BUNDABERG QLD 4670

CC:JAR
PCN
CMM
JD - BRC

21 February 2017

Dear Peter,

Application for Sponsorship - Rebuild "Armstrong Siddeley 40760"

Further to our Associations unsuccessful out of round application to RADF of 2016, and revised discussions regarding eligibility for the 2017 round, it was suggested our Association write to council requesting Sponsorship to complete stage (4) of the project.

Our goals of restoration were pitched to a very high standard of museum excellence from the outset, anticipating the scrutiny of those involved in historic automotive engineering and restoration.

Additional is the fact this vehicle is an operational centre fold and show piece for Bundaberg representing not only the World Wide acclaim of Bert Hinkler, and his generation, but furthermore the skilled core of a volunteer Bundaberg workforce.

At a meeting convened by the Mayor on the 7th February and attended by Mr Gavin Steele, it was suggested our Association apply for Sponsorship from Council to complete the final stage of the rebuild, as indicated in a letter from our Treasurer, Dr John McGrath, which is attached.

To follow the history of Armstrong Siddeley 40760 from 1926 to this day is a lesson of achievement for our present day generation, typifying to some extent the life, of the boy from Gavin Street North Bundaberg. I am sure the Car will be an admired and treasured memento for the People of Bundaberg.

On behalf of the Association, Council's favourable consideration of this Submission would be most appreciated!

Yours Faithfully,

J.A. (Lex) Rowland
President – Hinkler House Memorial Museum and Research Association
Trustee – Hinkler Hall of Aviation Memorabilia Trust