



INFRASTRUCTURE COMMITTEE MEETING

AGENDA

15 AUGUST 2017

Your attendance is required at a meeting of the Infrastructure Committee to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 15 August 2017 commencing at 12.30pm for transaction of the enclosed business.

A handwritten signature in black ink that reads "R Cheesman".

ACTING CHIEF EXECUTIVE OFFICER
10 August 2017

Next Meeting Date: 19.09.17

Please note:

In accordance with the *Local Government Regulation 2012*, please be advised that all discussion held during the meeting is recorded for the purpose of verifying the minutes. This will include any discussion involving a Councillor, staff member or a member of the public.

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1 OPENING

2 PRESENT

Members Present:

Councillor A P Williams (Chairperson)
The Mayor, Councillor M F Strelow
Councillor R A Swadling
Councillor N K Fisher
Councillor C E Smith
Councillor C R Rutherford
Councillor M D Wickerson

In Attendance:

Mr P Kofod – General Manager Regional Services
Mr E Pardon – Chief Executive Officer

3 APOLOGIES AND LEAVE OF ABSENCE

4 CONFIRMATION OF MINUTES

Minutes of the Infrastructure Committee held 18 July 2017

5 DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

6 BUSINESS OUTSTANDING

6.1 BUSINESS OUTSTANDING TABLE FOR INFRASTRUCTURE COMMITTEE

File No: 10097
Attachments: 1. Business Outstanding Table
Authorising Officer: Evan Pardon - Chief Executive Officer
Author: Evan Pardon - Chief Executive Officer

SUMMARY

The Business Outstanding table is used as a tool to monitor outstanding items resolved at previous Council or Committee Meetings. The current Business Outstanding table for the Infrastructure Committee is presented for Councillors' information.

OFFICER'S RECOMMENDATION

THAT the Business Outstanding Table for the Infrastructure Committee be received.

BUSINESS OUTSTANDING TABLE FOR INFRASTRUCTURE COMMITTEE

Business Outstanding Table

Meeting Date: 15 August 2017

Attachment No: 1

Date	Report Title	Resolution	Responsible Officer	Due Date	Notes
21 June 2016	Webber Park Preliminary Drainage Investigation	<p>THAT Council take the following action:</p> <ul style="list-style-type: none"> a) proceed to preliminary design and cost estimating for Stages 1B and 1A of the Webber Park Drainage Scheme; b) include the Webber Park Drainage Scheme in the Stormwater Project Prioritisation process and list for consideration for future capital budgets; c) enter into discussions with members of the public directly impacted by the proposed Webber Park Drainage Scheme; and d) advise interested residents of the results of the preliminary investigation and the actions being undertaken in accordance with the recommendations above. 	Martin Crow	05/07/16	<p>Preliminary design plans have been completed but require some minor adjustments. Awaiting revised estimates.</p> <p>AECOM are currently progressing the preliminary design works. The Webber Park drainage scheme has been prioritised and stages 1A and 1B have been included in the forward works program. Preliminary discussions have taken place with the Bluebirds Sports Club management representatives. Further consultation is to happen when preliminary design work is nearing completion.</p>
14 February 2017	German Street Traffic Concerns	<p>THAT Council</p> <ul style="list-style-type: none"> • Approve OPTION 4 - line marking and raised pavement markers as shown in drawing 2017-GERM1 for consultation with the directly affected residents. • Implement the recommended option, subject to no major objections being raised by affected residents. • Construct the extension of the concrete footpath on the southern side of German Street from 206 German Street to 212 German Street in the 2017/18 	Stuart Harvey	28/02/2017	<p>Officers have received approval from one resident and are currently liaising with the second affected resident.</p>

14 March 2017	Bus Stops Compliance with Disability Discrimination Act 1992	THAT the update on the Bus Stop Disability compliance program be received; and THAT an additional report be presented to the Infrastructure Committee on the Bus Stop Shelters program and its implementation.	Martin Crow	28/03/2017	
14 March 2017	Request to Rename section of Main Street	THAT Council endorse Option 1 to undertake an engagement process to gauge the breadth of confusion experienced, and level of support for a renaming option from all residents and landowners within the 'A' section of Main Street. Depending on the engagement outcome, further action for renaming may be progressed.	Stuart Singer	28/03/2017	Cr Williams and Officers door knocked the area and followed up with residents about potential name change. Report with recommendations to be tabled at September meeting.
16 May 2017	Ward and Spencer Street Traffic Safety Analysis	THAT Council endorse Option C to improve intersection sight distance at the identified intersections, and to remark parking spaces on Jessie Street as detailed in Option 3 Overall Linemarking Plan and Council review traffic speeds in the area in 6 months.	Stuart Harvey	30/05/2017	Works order has been raised pending a letter to petitioners / school to be sent informing them of the changes to parking.

7 PUBLIC FORUMS/DEPUTATIONS

Nil

8 OFFICERS' REPORTS

8.1 ARROW BOWEN PIPELINE PROJECT

File No: 2083

Attachments:

1. PPL Amendment Application
2. P&S Committee Report

Authorising Officer: Peter Kofod - General Manager Regional Services

Author: Martin Crow - Manager Engineering Services

SUMMARY

Council Officers had been in discussions with Arrow Energy in relation to the road impacts of the proposed Arrow Bowen Pipeline Project. Discussions have not progressed since December 2015.

OFFICER'S RECOMMENDATION

THAT the Arrow Bowen Pipeline Project report be received.

COMMENTARY

Throughout the period between September 2015 and December 2015 negotiations were underway between Council Officers and Jacobs Consulting Engineers on behalf of Arrow Energy in regards to the Road Impact Assessment (RIA) for the Arrow Bowen Pipeline Project. The RIA Revision 2 was reviewed by Council Officers in early December 2015 and there were still some concerns in relation to the proposed access to camp site 1 near Fogarty Lane and the processes involved in securing our right to maintain the roads over the tops of the pipelines without further reference to them. A joint site inspection of impacted roads and intersections was also to be undertaken to finalise the RIA and allow negotiations on the Road Use Management Plan and Infrastructure Agreement to commence. This joint site inspection has not proceeded and no further consultations between Arrow Energy and Council Officers have taken place since that time.

Council did receive notification in July 2016 (refer attached) that Arrow Energy had requested their pipeline license be amended to show construction commencing indicatively in 20/21 with completion by 1 June 2022. Previously this had been starting in 2017/18 with completion by 1 June 2019. This would seem to suggest that construction of the pipeline is still some time off.

BACKGROUND

The General Manager Regional Services provided a comprehensive report to the Performances and Services Committee of Council on 22nd September 2015 (refer attached). This report provided Council with a broad overview of the Arrow Bowen Pipeline Project, provided a list of roads likely to be impacted by the project and generally described how a Road Impact Assessment was to be carried out which would in turn lead into a Road use Management Plan and Infrastructure Agreement.

CONCLUSION

Council Officers had negotiated the Road Impact Assessment for the Arrow Bowen Pipeline Project to a point where it was nearing acceptance. No further discussions have taken place with Arrow Energy since December 2015. Requested changes to the pipeline license suggest that construction of the pipeline is still some time off.

ARROW BOWEN PIPELINE PROJECT

PPL Amendment Application

Meeting Date: 15 August 2017

Attachment No: 1



18 July 2016

Ref: EXP16-21:MM/vp

Attn: Petroleum Registrar
Petroleum Assessment Hub
Mining & Petroleum Operations
Department of Natural Resources and Mines
PO Box 15216
CITY EAST QLD 4002

By email

Dear Sir/ Madam

Re: Proposed construction completion day amendment application for Petroleum Pipeline Licence (PPL) Number 2016


PPL 2016 was lodged on 17 September 2015 and is currently held by Arrow Bowen Pipeline Pty Ltd (100%). The proposed construction completion day of the Arrow Bowen Pipeline (PPL 2016) is denoted in the application as 1 June 2019.

Construction of a major pipeline like the Arrow Bowen Pipeline would see construction commence some years earlier which Arrow had indicatively earmarked for 2017-18. Arrow now advises that due to changes to the upstream Arrow Bowen Project, planning for construction commencement is now more indicatively 2020-21 subject to progress with the upstream.

Application is hereby made to amend the proposed construction completion day to 1 June 2022, pursuant to section 844 of the *Petroleum and Gas (Production and Safety) Act 2004*.

Should you require any additional information regarding this matter please contact Vladimir Pavic of Arrow's Tenement Management Unit on email: tenementmanagement@arrowenergy.com.au or by phone number (07) 3012 4343.

Yours sincerely,

Full Name & Position of Applicant	Signature of Applicant
Arrow Bowen Pipeline Pty Ltd – Matthew Mitchell – Refer to Authority Letter	

cc: Isaac Regional Council; Central Highlands Council; Livingstone Shire Council; Rockhampton Regional Council; Gladstone Regional Council

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ARROW BOWEN PIPELINE PROJECT

P&S Committee Report

Meeting Date: 15 August 2017

Attachment No: 2

PERFORMANCE & SERVICE COMMITTEE

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9.1 ARROW BOWEN PIPELINE PROJECT

File No: 2083

- Attachments:
1. Arrow Bowen Pipeline through RRC
 2. Arrow Weed Management Framework
 3. Arrow's comments on SGIC Weed Management Plan
 4. Arrow's proposed SGIC Weed Management Plan
 5. SGIC Weed Management Plan
 6. RRC comments on Arrow's Weed Management Plan
 7. Advert in The Morning Bulletin September 2015
 8. Notice from The Morning Bulletin September 2015

Authorising Officer: Evan Pardon - Chief Executive Officer

Author: Robert Holmes - General Manager Regional Services

SUMMARY

The Arrow Bowen Pipeline Project comprises the construction of a 430 km high pressure pipeline from a Central Gas Processing Facility (CGPF) located north of Moranbah to a gas gathering hub at Mount Larcom. About 143 km of the Arrow Bowen Pipeline will be constructed and located in the Rockhampton Regional Council area. This will require the use of Council roads as well as State roads and this report is to provide an update to the Committee on the project and its impacts on the Council area.

OFFICER'S RECOMMENDATION

THAT the information in the Arrow Bowen Pipeline Project report be noted.

BACKGROUND

Arrow Energy intends to construct and operate the Arrow Bowen Projects that consist of the Arrow Bowen Pipeline (ABP) and the Bowen Gas Project (BGP). The BGP is located in the Bowen Basin area of central Queensland. Arrow Energy has tenures covering approximately 8,000 km² that are located approximately 150km south-west of Mackay, with the bulk extending from Glenden in the north to Blackwater in the south.

The gas wells in the Phase 1 development of the BGP that is a subject of the Rockhampton Region Road Infrastructure Assessment are located north of Moranbah and the Peak Downs Highway at Red Hill, Ward Wells and Lancewood to the north of the Suttor Development Road.

The land uses adjoining the BGP site are mainly:

- broad acre cattle grazing on cleared and uncleared land with associated homestead and cattle yards (no feedlots and no cropping);
- coal mining by open cut and underground longwall methods with associated industrial facilities and rail load outs; and
- a limited number of coal mine accommodation facilities.

The ABP traverses a range of land uses, mainly:

- coal mining and broad acre cattle grazing (cleared and uncleared) north of Peak Downs Highway;
- broad acre cattle grazing (cleared and uncleared) and cropping land in the middle

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sections;

- smaller rural lots and rural residential in areas around Rockhampton and Gracemere; and
- linear transport and services (rail, road, electricity, water and gas), small transport towns and broad acre cattle grazing in the southern sections.

The ABP will be a 430 km high pressure gas pipeline to take coal seam gas from a number of gas fields in the Bowen Basin to a gas gathering hub (GGH) near Mount Larcom, approximately 25 km northwest of Gladstone in Queensland. As part of the ABP works, four (4) temporary workforce camps are expected to be provided along its alignment.

For the ABP a combination of State, Council and private roads will be used to deliver the pipe to the location where it is to be installed within the Right of Way (RoW).

Delivery hubs are to be in Mackay for the northern section of the ABP and Gladstone for its southern section. The intention is for the ABP to be constructed from south to north (Mount Larcom to Red Hill, which is located north of Moranbah). A large number of roads will be used for construction access and these have been identified in the relevant TMR or local government Road Infrastructure Assessment reports.

Arrow Bowen Pipeline

The ABP Project comprises the construction of a 430 km high pressure pipeline from west of Gladstone through to a Central Gas Processing Facility (CGPF) located at RH1, north of Moranbah. The pipeline passes through four local government areas and two Department of Transport and Main Roads (TMR) districts as listed below:

- Gladstone Regional Council
- Rockhampton Regional Council
- Isaac Regional Council
- Livingstone Shire Council
- TMR Fitzroy District
- TMR Mackay/Whitsunday District.

During construction of the ABP it is expected that four (4) temporary workforce camps would be provided along the pipeline route to accommodate construction crews.

The BGP works are predominantly concentrated in Isaac Regional Council and the TMR Mackay/ Whitsunday District and comprise two main separate activities which are:

- Construction of a Central Gas Processing Facility, Marshalling Yard, Construction Laydown Yard, Water Treatment Facility and Transfer Stations, four Field Compression Facilities, a sub-station and an Accommodation Village and includes a crossing of the Isaac River to access the RH2 gas drainage area.
- Construction of access tracks and well pads, drilling operations for approximately 678 producing wells, approximately 700 km of water and gas gathering pipes (low and medium pressure gas pipes) and connection to the ABP that is a high pressure gas pipeline.

COMMENTARY**Route**

As outlined above, the Arrow Bowen Pipeline is 430km of high pressure gas pipeline transporting coal seam gas from a number of gas fields in the Bowen Basin to a gas gathering hub near Mount Larcom. A map indicating the overall route of the Arrow Bowen Pipeline is below.

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The route through the Rockhampton Regional Council area is shown in more detail in Attachment 1 with approximately 143km of the pipeline constructed in the Region.

The schedule of RRC roads and approximate lengths of those roads to be used are as follows:

ROAD NAME	SEALED/UNSEALED	APPROX LENGTH KM
Hoare Road - Bruce Highway to ROW	Unsealed	2.19
Twelve Mile Road - Bruce Highway to ROW	Unsealed	5.04
Toonda Port Alma Road - Bruce Highway to Twelve Mile Road	Sealed	0.21
Toonda Port Alma Road - Twelve Mile Road to ROW	Sealed	4.5
Casuarina Road - Bruce Highway to Georges Road	Unsealed	1.16
Casuarina Road - Georges Road to ROW	Unsealed	0.62
Georges Road - Casuarina Road to ROW	Unsealed	1.65
Roope Road - Bruce Highway to ROW	Sealed	1.72
W hte Road - Bruce Highway to ROW	Unsealed	0.63
Jellicoe Street - Bruce Highway to Old Bruce Highway	Sealed	1.29
Old Bruce Highway - Jellicoe Street to Bruce Highway	Sealed	1.49
Fairy Bower Road - Capricorn Highway to Malchi Nine Mile Road	Sealed	7.08
Newman Road / Fogarty Lane / Fogarty Road - Fairy Bower Road to ROW	Part sealed	1.30
Malchi Nine Mile Road / Lion Mountain Road - Fairy Bower Road to Harding Road		
Unsealed	12.78	
Harding Road - Harding Road to Stanwell - W	Unsealed	6.21

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ROAD NAME	SEALED/UNSEALED	APPROX LENGTH KM
aroula Road		
Harding Road - Lion Mountain Road to ROW	Unsealed	0.86
Stanwell - W aroula Road - Harding Road to ROW	Part sealed	5.26
Dalma Ridglands Road - Stanwell - W aroula Road to ROW	Part sealed	9.52
Faraday Road - Dalma Ridglands Road to ROW	Unsealed	4.01
Moses Road - Faraday Road to Morinish Road	Unsealed	6.75
Morinish Road - Moses Road to ROW	Unsealed	4.10
Craignaught Road - Morinish Road to ROW	Unsealed	3.23
Glenroy Road - Glenroy Road to Craignaught Road	Unsealed	1.73
Glenroy Road - Glenroy Road to Garnant Road	Unsealed	7.55
Garnant Road - Glenroy Road to Garnant Road	Unsealed	6.84
Glenroy Road - Craignaught Road to Marble Ridges Road	Unsealed	15.16
Glenroy Road - Glenroy Road to Marble Ridges Road	Unsealed	7.22
Marble Ridges Road - Glenroy Road to ROW	Unsealed	1.54
Glenroy Road - Marble Ridges Road to Fairview Road	Unsealed	6.52
Fairview Road - Glenroy Road to ROW	Unsealed	2.58
Glenroy Road - Fairview Road to Red Bank Road	Unsealed	5.05
Redbank Road - Glenroy Road to ROW	Unsealed	6.19
Glenroy Marlborough Road - Glenroy Road to Morbank Road	Unsealed	22.40
Glenroy Marlborough Road - Glenroy Road to ROW (towards Coorumburra Road)	Unsealed	4.03
Morbank Road - Glenroy Marlborough Road to ROW	Unsealed	8.85

As well as the Council owned roads in the above table, the following State controlled roads in the Council area will also be used:

ROAD NAME	SEALED/UNSEALED	APPROX LENGTH KM
Bajool - Port Alma Road	Sealed	5.53
Capricorn Highway	Sealed	48.96
Bruce Highway	Sealed	65.41
Ridglands Road	Sealed	28.64
Gavial - Gracemere Road	Sealed	10.30
Burnett Highway	Sealed	

Use of Roads

As part of the planning for such a project, Arrow Energy as well as identifying the proposed routes that they will use in conjunction with the project, they also indicate that duration, type and volume of traffic that they will place on those roads. This information is then used by Arrow Energy to undertake the Road Impact Assessment (RIA) to assess:

- the suitability of the identified roads and intersections;
- the condition of the roads and intersections,

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- what works they may need to do to be able to place that volume and type of traffic on those roads; and
- what remedial work they may need to do at the end of the project.

This RIA also addresses the requirements of the Department of Environment and Heritage Protection evaluation of the EIS that was reported in March 2013 for the Arrow Bowen Pipeline and September 2014 for the Bowen Gas Project. The evaluation report included a recommendation that an updated RIA should be provided no later than six months prior to the commencement of any Project construction works. The updated RIA should include:

- review and finalise the RIA to include details of the latest project traffic generation and all project transport impacts on the safety condition and efficiency of state controlled roads in accordance with Guidelines for Assessment of Road impacts of Development (2006) in consultation with relevant TMR Regional Offices (Manager, Project Planning and Corridor Management);
- clearly indicate where detailed information is not available and use methodologies as agreed with DTMR and Councils, prior to RIA finalisation;
- undertake a Cumulative Impact Assessment and/or include project transport impacts of the related Arrow Bowen Pipeline project;
- submit the updated RIA to the relevant TMR Regional Offices for review and approval; and
- prepare a Road Use Management Plan (RMP) for all use of state-controlled roads for each phase of the project, in accordance with TMR Guide to Preparing a Road Use Management Plan available from the TMR Central Coast region.

The RMP must receive TMR's approval prior to its implementation and must include:

- latest traffic generation figures (e.g. vehicle numbers);
- finalised impact assessment of safety and efficiency at intersections, impact on road links and pavements and other elements as per the above guideline; and
- updated impact mitigation strategies, focussing on road-use management strategies, particularly road safety measures such as bussing workers, fatigue management, avoiding school bus routes during peak operating times. These RMP strategies should be listed in a Table of Commitments to allow review of their implementation/ completion.

This RIA provides an assessment of the road and pavement impacts and development of suitable mitigation measures for the local roads in Rockhampton Regional Council including recommending measures for inclusion in a RMP that should be implemented and refined as part of the approvals process prior to construction of the Project.

The proposed project traffic to be experienced on RRC roads for the project are as follows:

ROAD NAME	April 2017 to April 2018 total daily one-way traffic	2023 total daily one-way traffic	2036 total daily one-way traffic
Hoare Road – Bruce Highway to ROW	36	0	0
Twelve Mile Road – Bruce Highway to ROW		36	0
Twelve Mile Road - T oonda Port Alma Road to ROW	72	0	0
Toonda Port Alma Road – Bruce Highway to Twelve Mile Road -	72	0	0
Toonda Port Alma Road – Twelve Mile Road to ROW	42 (light vehicles only)	0	0

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ROAD NAME	April 2017 to April 2018 total daily one-way traffic	2023 total daily one-way traffic	2036 total daily one-way traffic
Casuarina Road - Bruce Highway to Georges Road	180	0	0
Casuarina Road – Georges Road to ROW	72	0	0
Georges Road - Casuarina Road to ROW	108	0	0
Roope Road – Bruce Highway to ROW	24	0	0
W hYTE Road - Bruce Highway to ROW	36	0	0
Jellicoe Street - Bruce Highway to Old Bruce Highway	36	0	0
Old Bruce Highway - Jellicoe Street to Bruce Highway	36	0	0
Fairy Bower Road - Capricorn Highway to Fogarty Lane	1212	0	0
Fairy Bower Road – west of Newman Road	1176	0	0
Newman Road, Fogarty Lane, Fogarty Road – Fairy Bower Road to ROW	2230	0	0
Malchi Nine Mile Road – Fairy Bower Road to Lion Mountain Road	1104	0	0
Lion Mountain Road – Fairy Bower Road to ROW	1104	0	0
Harding Road – Harding Road to Lion Mountain Road	1008	0	0
Harding Road - Lion Mountain Road to ROW	48	0	0
Stanwell - W aroula Road – Harding Road to ROW	960	0	0
Dalma Ridglands Rd - Stanwell-Waroula Rd to ROW	888	0	0
Faraday Road - Dalma Ridglands Road to ROW	852	0	0
Moses Road - Faraday Road to Morinish Road	792	0	0
Morinish Road – Moses Road to ROW	36	0	0
Craignaught Road - Morinish Road to ROW	36	0	0
Glenroy Road - Craignaught Road to ROW	720	0	0
Glenroy Road - Glenroy Road to Craignaught Road	756	0	0
Glenroy Road - Glenroy Road to Garnant Road	0	0	0
Garnant Road - Glenroy Road to Garnant Road	0	0	0
Glenroy Road - Glenroy Road to Marble Ridges Road	636	0	0

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ROAD NAME	April 2017 to April 2018 total daily one-way traffic	2023 total daily one-way traffic	2036 total daily one-way traffic
Marble Ridges Road - Glenroy Road to ROW	72	0	0
Glenroy Road - Glenroy Road to Fairview Road	564	0	0
Fairview Road - Glenroy Road to ROW	120	0	0
Glenroy Road - Fairview Road to Red Bank Road	444	0	0
Redbank Road - Glenroy Road to ROW	144	0	0
Glenroy Marlborough Road - Glenroy Road to Morbank Road	300	0	0
Glenroy Marlborough Road - Glenroy Road to ROW	60	0	0
Morbank Road - Glenroy Marlborough Road to ROW	24	0	0
Coorumburra Road - Glenroy Marlborough Road to Livingstone Council boarder	0	0	0

This RIA is based on current Project information that was available at the time of its development. If Project information changes following the finalisation of this RIA, then such changes will be addressed in the RMP.

Prior to the commencement of the Project traffic travelling on Rockhampton Regional Council roads, an Infrastructure Agreement between Rockhampton Regional Council and Arrow Energy will be formally put in place. An Infrastructure Agreement will clearly set out the requirements and responsibilities of each party in maintaining the Rockhampton Regional Council roads impacted by Project traffic to a safe and trafficable standard. This RIA and the subsequent RMP should contain information and set-out processes that would inform an Infrastructure Agreement. Therefore, an Infrastructure Agreement may be developed following completion and approval of this RIA and the associated RMP.

Council Officers are currently negotiating with Arrow Energy representatives regarding the RIA and the suitability of some of the roads for the proposed traffic. Once these negotiations are finalised a Road Infrastructure Agreement will be drafted and negotiated with Arrow.

Temporary Workforce Camp Access

As part of the ABP, there are expected to be four (4) temporary workforce camps situated along the ABP ROW. The probable access routes to each camp to the ABP ROW are detailed in the table below. Note that the final locations of the camps will be determined by the ABP construction contractor. Two of the workforce camps, camps #1 and #2, would be located in the Rockhampton Regional Council area with the workforce travelling in coaches from Rockhampton Airport at the start and end of shifts.

Camp #1 would support ABP construction from Chainage 428.4 km (at Mt Larcom) to 332.6 km (in the vicinity of Stanwell - Waroula Road) and is currently planned to be located south west of Rockhampton. This camp would be accessed via Fairy Bower Road from the Capricorn Highway. This camp would be located adjacent to the ABP ROW.

Camp #2 would support ABP construction from Chainage 332.6 km to 211 km (in the south east area of Isaac Regional Council). Camp #2 is currently planned to be located in the north west of the Rockhampton Council area, close to its border with Livingstone and Central Highlands Council areas. Camp #2 is currently planned to be accessed from Glenroy-Marlborough Road and would also be located adjacent to the ABP ROW.

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The traffic generation profile used for this assessment includes all vehicle trips associated with the establishment and removal of the camps such as delivery of plant and material, workforce movements to and from the ABP ROW and movement of materials to and from the camp such as fuel, water, waste and other deliveries.

Camp #	Location	Local Govt area	Access Routes	Set-up	Occupation by Workforce	Demob
1	South west of Rockhampton	Rockhampton Regional Council	Capricorn Highway Fairy Bower Road Newman Road Fogarty Lane Fogarty Road	Jan - Mar 17	Apr - Jun 17	Aug - Oct 17
2	Glenroy	Rockhampton Regional Council	Marlborough-Sarina Road Coorumburra Road Glenroy-Marlborough Road Morbank Road	May - Jun 17	Jul - Sep 17	Oct - Dec 18

Those camps will accommodate fly-in/ fly-out workers on a 28 day-on and 9 day-off shift pattern for the construction of the ABP. Staff will be bussed from designated airports to the camp sites. Each ABP camp would accommodate around 425 workforce personnel and 75 camp crew. The camp crew would be split into two crews. This workforce would be transported from the relevant airport to the camp by a small fleet of buses, each with a capacity for 69 people. As this movement of staff would only occur around once a month it has not been included in the traffic profile.

Weed Management Plan

Council Officers have met with representatives of Arrow Energy to discuss Arrow's concerns regarding the current Stanwell Gladstone Infrastructure Corridor (SGIC) Weed Management Plan. Arrow's concerns related to –

- Arrow's inability to comply with the Plan as currently written in light of current and new state legislation;
- the inconsistency that will occur between Arrow's Weed Management Plan contained in its landholder Conduct and Compensation Agreements (CCAs) and the SGIC Weed Management Plan; and
- the costs and schedule issues involved in complying with the Plan.

Arrow was, at that time, negotiating a licence agreement with the Office of Coordinator-General (OCG) for its use of the SGIC for the Arrow Bowen Pipeline. Arrow indicated that they had raised their concerns regarding the SGIC Weed Management Plan with the OCG and undertook to approach both the Rockhampton and Gladstone Regional Councils to discuss those concerns. Arrow was seeking Council's view on its proposed Weed Management Plan to inform their discussions with the OCG.

Arrow provided amongst other material the following in respect of their position and they are provided for the Committee's information:

- Arrow's Weed Management Framework (Attachment 2)
- Arrow's comments on the current SGIC Weed Management Plan (Attachment 3)
- Arrow's proposed SGIC Weed Management Plan (Attachment 4)
- SGIC Weed Management Plan (Attachment 5)

As indicated Council Officers met with the Arrow Energy representatives and then gave consideration to their position but also to what the RRC community impacted by this project would expect and then provided Arrow with those comments for consideration and

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incorporation into the Weed Management Plan. A copy of the comments provided by RRC are contained in Attachment 6.

Recent advices from Arrow Energy have indicated that they have considered those comments and would get a draft of the revised Weed Management Plan back to Council; however, that is yet to be received.

Strategic Cropping Land

The Regional Planning Interests Act 2014 (RPI Act) identifies and protects areas of Queensland that are of regional interest. In doing this, the RPI Act seeks to manage the impact and support coexistence of resource activities and other regulated activities in areas of regional interest. The RPI Act is supported by the RPI Regulation.

Together, the RPI Act and Regulation seek to strike an appropriate balance between protecting priority land uses and delivering a diverse and prosperous economic future for our regions. In addition, the RPI Act provides the framework for implementing various policies of the government's statutory regional plans.

The RPI Act protects:

- living areas in regional communities;
- high-quality agricultural areas from dislocation;
- strategic cropping land; and
- regionally important environmental areas.

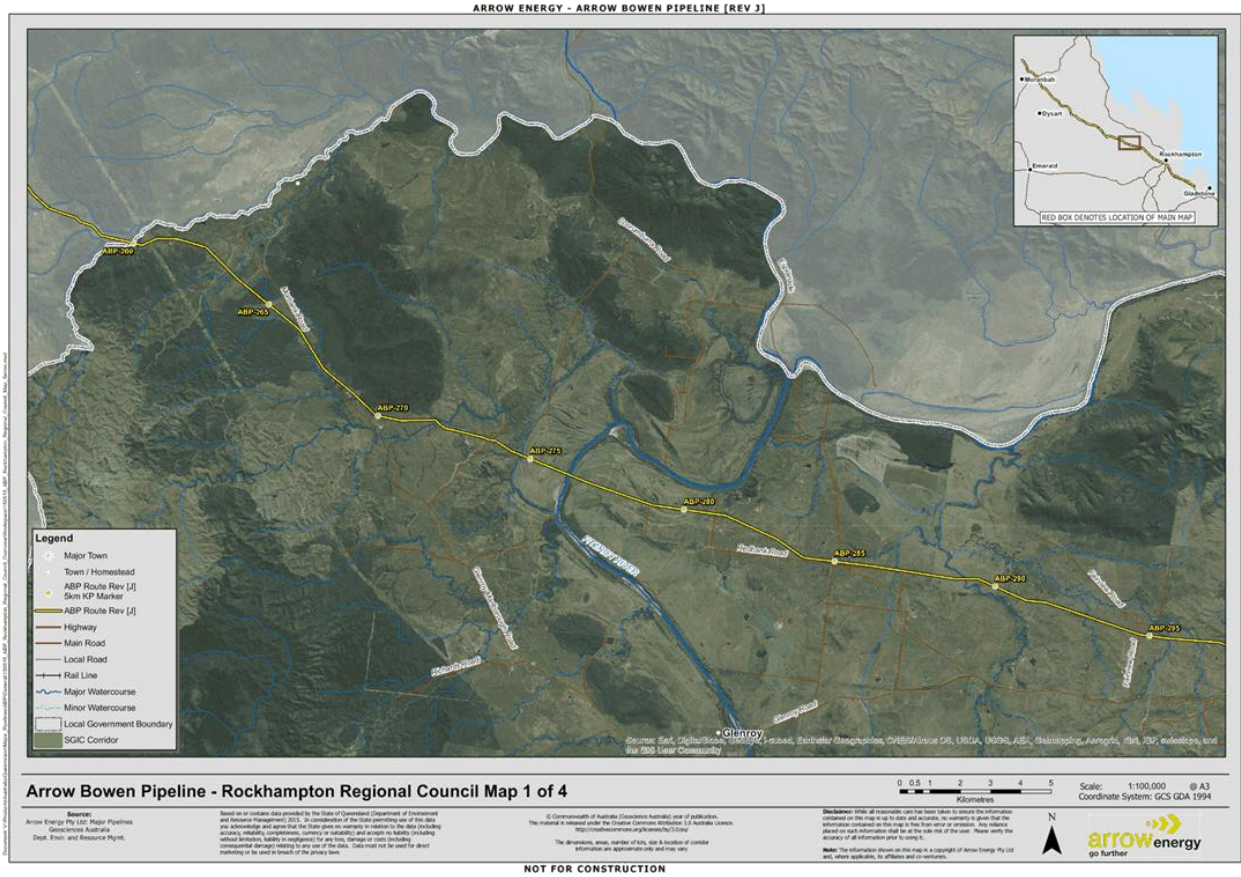
A Regional Interests Development Approval (RIDA) may be required when a resource or regulated activity such as the Arrow Bowen Pipeline project is proposed to be located in an area of regional interest.

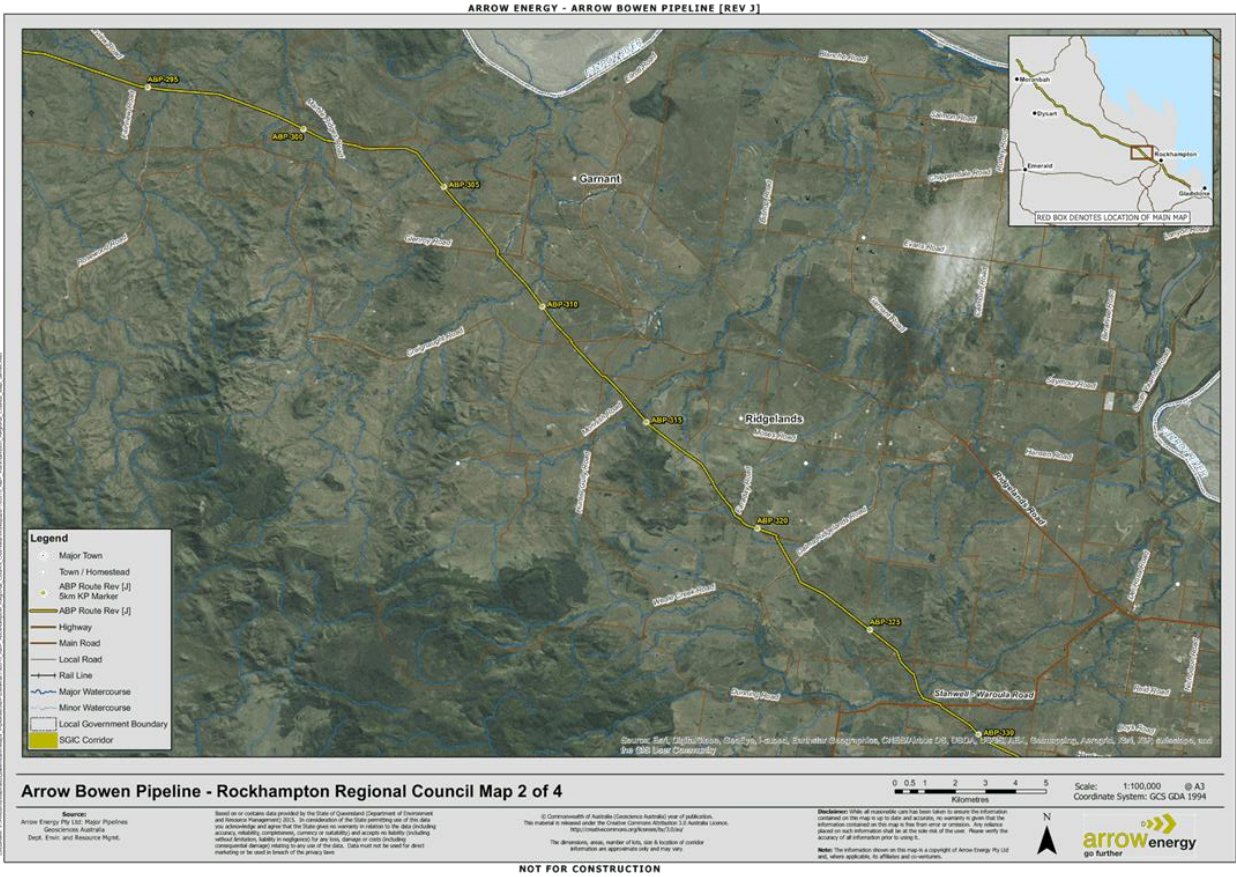
Arrow Energy have made such an application in respect of strategic cropping land and this was advertised in The Morning Bulletin recently. A copy of the advertisement and notice is attached as Attachment 7.

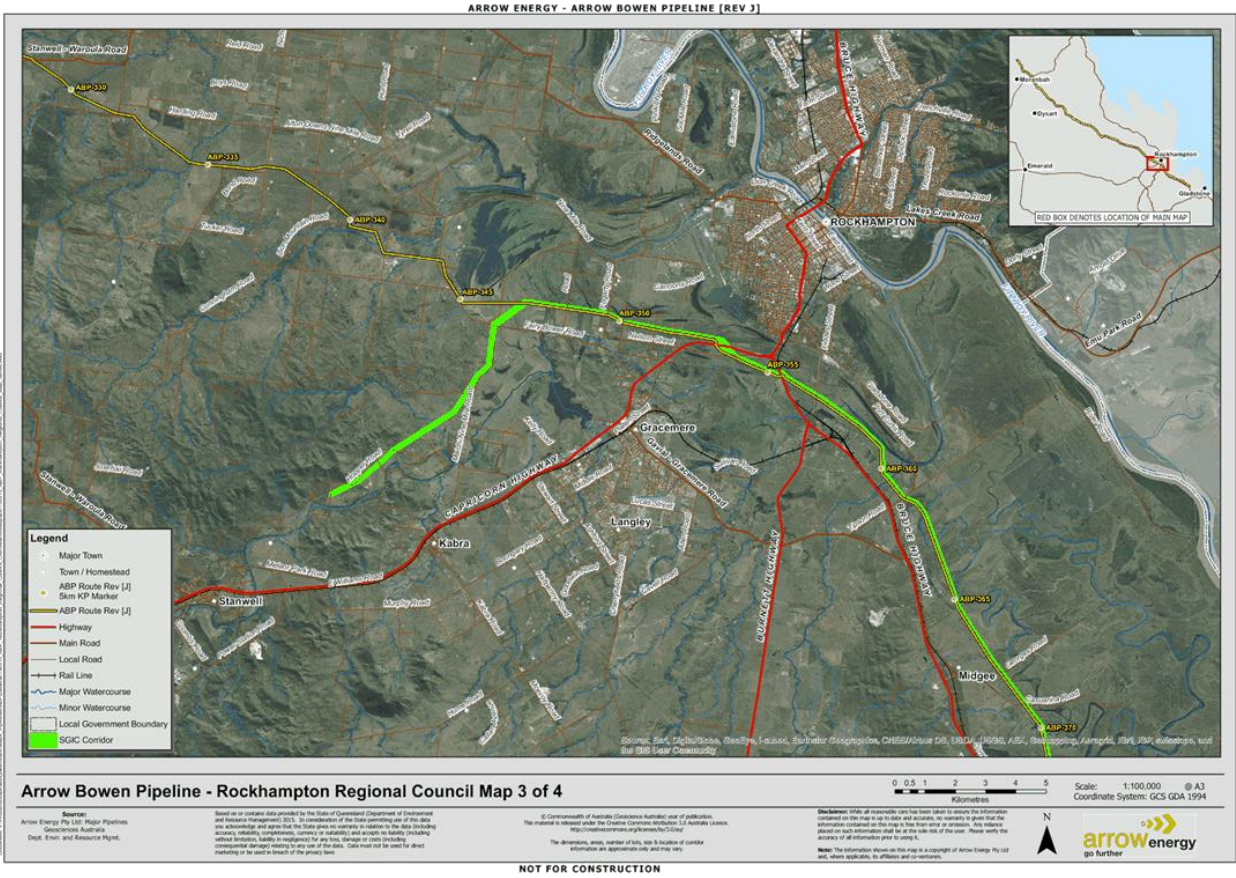
It should be noted that one of the properties identified is under the control of Council with that block being L93 on LN2601 located at Fairy Bower Road, Fairy Bower. That land is a drainage reserve.

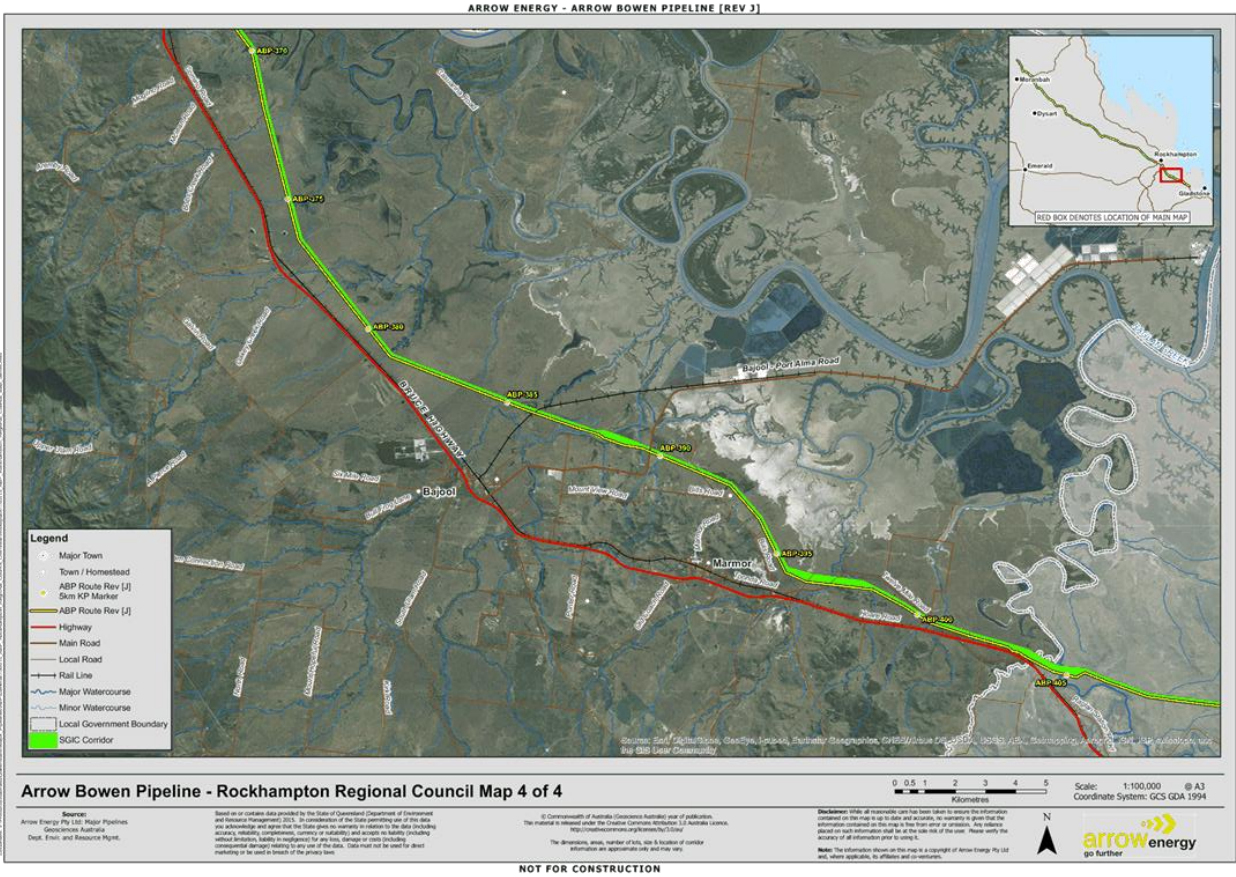
CONCLUSION

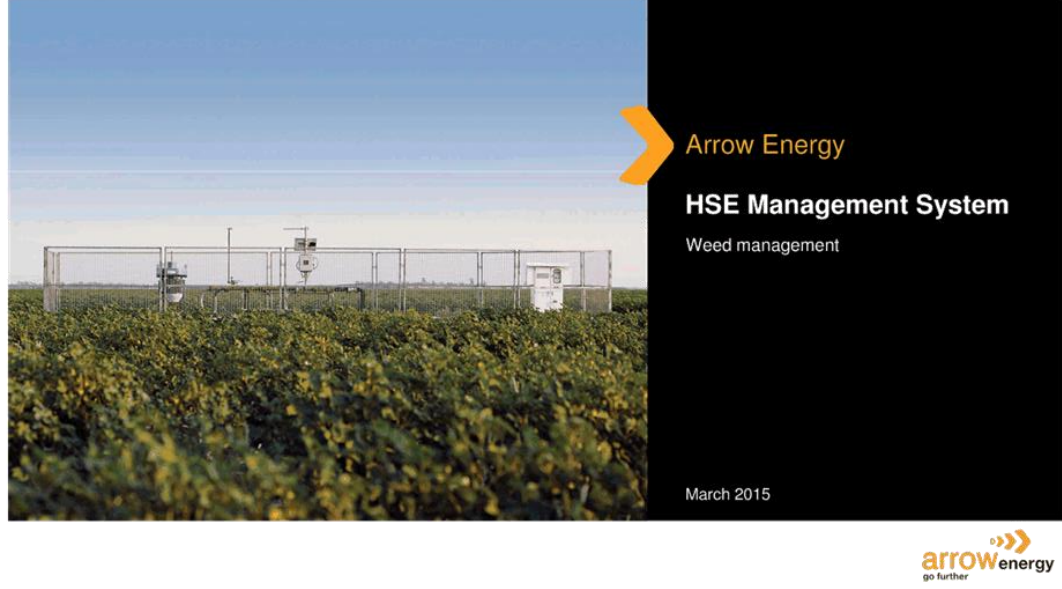
The foregoing provides an overview of where the Council's negotiations are with Arrow Energy and much of this to date has been by email and telephone. We will be commencing face to face meetings in the near future and the opportunity will also be taken to promote the use of both local workers and businesses whilst the project is in the Council's area.

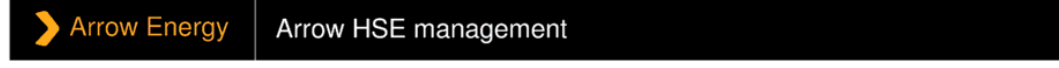






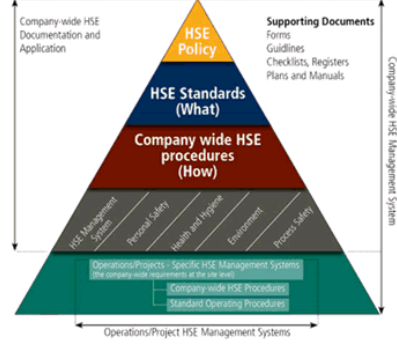


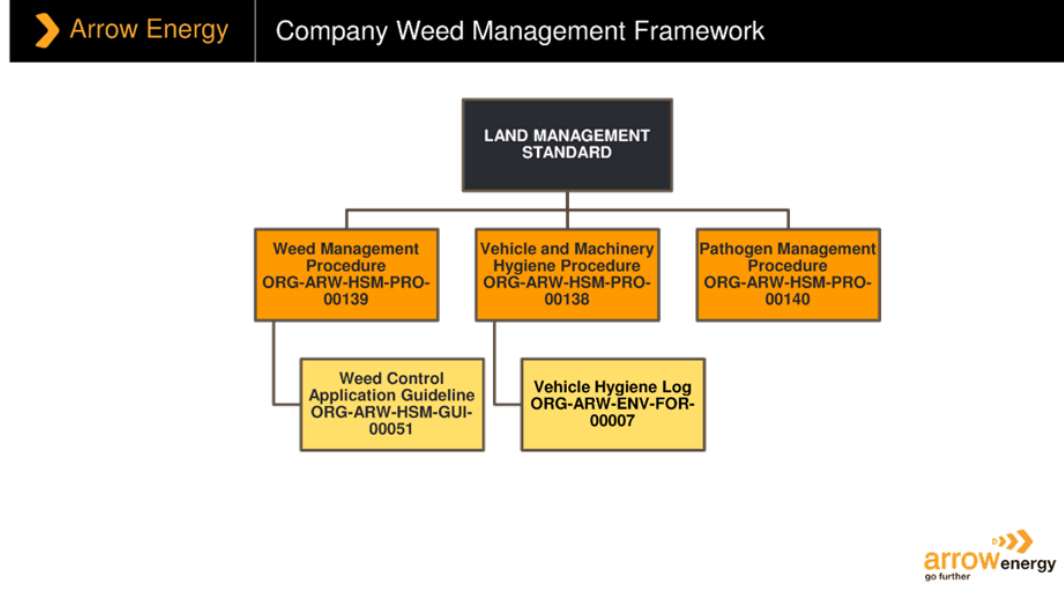




Health, Safety and Environment Management System

- Arrow Energy has an integrated HSE policy with one of the pillars being Environment
- Land management Standard includes managing:
 - Weeds
 - Vehicle and machinery hygiene
 - Pathogens.



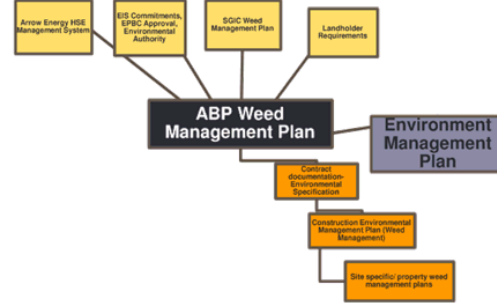


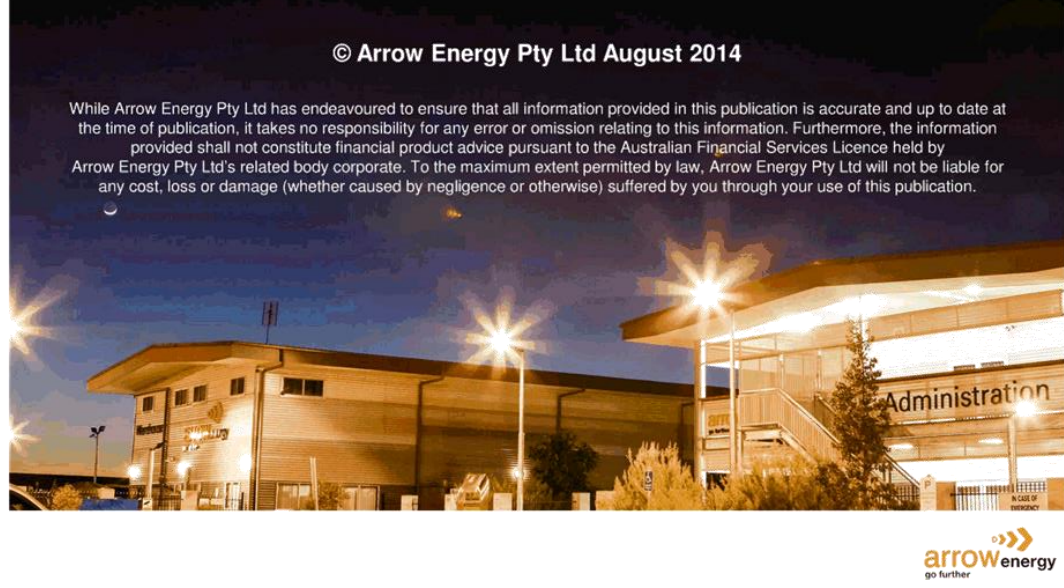
Arrow Energy Arrow Bowen Pipeline Weed Management Plan

ABP Weed Management Framework

- Consistent with:
 - Legislative requirements
 - EIS commitments
 - Conditions imposed by statutory authorities
 - Land access code

- Covers management of all project phases
 - Pre-disturbance
 - Land clearing
 - Construction
 - Restoration
 - Rehabilitation





*Item 9.1 - Attachment 3**Arrow's comments on SGIC Weed Management Plan*

Stanwell-Gladstone Infrastructure Corridor State Development Area Weed Management Plan (Construction and Maintenance)	Arrow Comments on Requirements
<p>Objectives</p> <ul style="list-style-type: none"> Minimise the introduction and distribution of weeds, and unwanted plant or crop species within the Stanwell-Gladstone Infrastructure Corridor State Development Area (SGIC) and its borders 	<p>Arrow would meet the objective which aligns with relevant legislative requirements:</p> <ol style="list-style-type: none"> A relevant person must take all reasonable steps to ensure that, in carrying out authorised activities, the person does not spread the reproductive material of a declared pest. (Land Access Code, 2010) A person must not, without reasonable excuse, introduce a declared pest other than under a declared pest permit (<i>Land Protection (Pest and Stock Route Management) Act 2002</i>) <p>Legislative requirements only require management of National, State and local law declared weeds, not any "unwanted plant or crop species". If a particular landholder had reasonable concerns about a particular plant that wasn't declared under legislation, Arrow could consider specific management for this species during rehabilitation.</p>
<p>Performance Criteria</p> <ul style="list-style-type: none"> Compliance with the weed policies of Rockhampton Regional Council and Gladstone Regional Council No new infestations in the SGIC No spread of weeds, or other unwanted plants, from infested areas to weed-free areas SGIC maintained in a state that minimises weed colonisation of disturbed areas 	<p>New infestations should be confined to declared weeds.</p> <p>Under legislation, Arrow would "take all reasonable steps not to spread the reproductive material of a declared pest". The performance criteria of "No spread of weeds, or other unwanted plants, from infested areas to weed-free areas" is unreasonable as a range of species, some considered undesirable and "weedy", will likely emerge as soon as the soil is disturbed. Most of these species are common and wide spread. This performance criteria is therefore unachievable and would be difficult to monitor. The performance should be confined to legislative obligations i.e. declared weeds.</p>
<p>Management (Control) Strategy</p> <ul style="list-style-type: none"> A weed inspection of the SGIC will be completed before construction and the location of declared plants and other noxious weeds recorded Weed control of the SGIC and relevant access tracks will be undertaken prior to construction Immediately prior to entering or re-entering the SGIC, all vehicles, equipment and portable infrastructure (including trailers, generators, workshop sheds and 	<p>Arrow conducts ecological surveys that identify all species present. Locations of declared plants are recorded. However, weed seed stock will not be detected during surveys therefore some species may not be detected.</p> <p>Arrow prepares weed management plans prior to commencing construction. These document the weed controls required for declared weeds that are present as identified during surveys. Different species require different controls at different times, which also depends on land type, climate, etc</p> <p>It is not a requirement under the <i>Land Protection (Pest and Stock Route Management) Act 2002</i> to "wash down" vehicles, equipment and portable infrastructure every time property is entered or re-entered. A vehicle is considered to remain clean if it leaves its point of origin clean and only travels on sealed roads</p>

*Item 9.1 - Attachment 3**Arrow's comments on SGIC Weed Management Plan*

Stanwell-Gladstone Infrastructure Corridor State Development Area Weed Management Plan (Construction and Maintenance)	Arrow Comments on Requirements
<p>accommodation huts) will be washed at a designated weed wash-down area with wash-down certified by Inspectors authorised by the appropriate Local Government.</p> <ul style="list-style-type: none"> • Access roads to the SGIC will be limited to minimise the potential for the introduction of weeds • Wash-down protocols including certification are to be observed to limit the spread of weeds by vehicles travelling along the SGIC: <p>- Cleaning must remove all soil or organic matter from the surfaces and undercarriages of vehicles, equipment and portable infrastructure. Similarly, soil and organic matter must be removed from clothing and footwear</p>	<p>or well-maintained unsealed roads (roads that do not have vegetation growing on or encroaching onto the area occupied by traffic). (Explanatory notes, Queensland Government Weed Hygiene Declaration, definitions).</p> <p>If an inspection is undertaken and the vehicle is found to be free of weed seed, then a clean down is not required.</p> <p>Biosecurity Queensland's clean-down procedure specifies that cleaning vehicles and equipment on site before these are moved to a different area helps prevent the spread of weeds to adjoining land, other parts of the property and along roads. Where practical and agreed to by the landholder, Arrow prefers to reduce the risk of weed spread by cleaning vehicles and equipment (using fit for purpose equipment) in identified high risk areas (high risk due to the presence of declared weeds).</p> <p>Under legislation, cleaning the vehicle and equipment does not necessarily require washing. The term 'wash-down' is defined within the Land Access Code (published by the Queensland Government) as "the removal of reproductive material from a vehicle or machine using an appropriate cleaning process." For example, 'wash-down' may include the use of an air compressor to 'blowdown' equipment.</p> <p>Legislation does not require a person to be accredited by Biosecurity Queensland to use a Weed Hygiene Declaration and no specific training is required. However, Biosecurity Queensland recommends that persons undertaking the cleaning and inspection of vehicles and machinery should obtain the competency levels equivalent to AHC BIO201A-Inspect machinery for plant, animal and soil material. As per Biosecurity Queensland's recommendation, Arrow only allows trained staff to inspect and sign off vehicles and machinery. Arrow maintains a register of trained staff. There is no requirement under legislation to use third party providers with training equivalent to AHC BIO201A.</p> <p>The legislation states that reasonable steps must be taken to ensure a vehicle or "thing" is free of reproductive material of a declared pest. There is a difference between soil/organic matter and reproductive material. It is practically impossible to remove all traces of soil or organic material from a vehicle. The legislation requires "reasonable steps" to be taken.</p> <p>Clean means that no soil and/or organic matter that may contain weed reproductive material is on or in areas that are accessible during cleaning and maintenance work." i.e. a vehicle, machine or equipment may have soil or dirt on it and still be free of weed</p>

Item 9.1 - Attachment 3

Arrow's comments on SGIC Weed Management Plan

Stanwell-Gladstone Infrastructure Corridor State Development Area Weed Management Plan (Construction and Maintenance)	Arrow Comments on Requirements
<p>reproductive material, especially if it has only travelled in an area identified as low risk as it does not contain declared weeds. (Explanatory notes, Queensland Government Weed Hygiene Declaration, definitions)</p> <p>- Wash-down by air or water of vehicles or portable equipment will be supervised by trained personnel and the vehicle details will be recorded in a vehicle wash-down register to be maintained by each vehicle operator</p> <p>- All vehicles are to be certified as clean before entering the SGIC</p> <ul style="list-style-type: none"> Disturbed topsoil and vegetative material are to be returned, as close, to their original sites as possible in order to limit the potential spread of weeds and pathogens Any imported organic matter, seeds or fill are to be sourced from suppliers who can certify weed-free materials 	<p>Arrow requires that staff are trained to inspect vehicles and machinery.</p> <p>Arrow's procedure requires that vehicles are clean and that this is recorded.</p>
<p>Notes to the Plan</p> <p>2. Weeds are defined as:</p> <p>(i) Declared weeds (ii) plants generally considered to be pests (iii) unwanted plants which compete with plants of greater economic or environmental value.</p>	<p>Under legislation, only those plants that are WONS, State declared class 1, 2 (3 where impacting an environmentally sensitive area) and weeds declared under local law, are required to be managed. The definition should be confined to these plants. A range of species, some considered undesirable and "weedy", may emerge as soon as soil is disturbed. These species are common and wide spread and have heavy seed banks.</p> <p>If a particular landholder had reasonable concerns about a particular plant that wasn't declared under legislation, Arrow could consider specific management for this species during rehabilitation. The reinstatement and rehabilitation phase of the project will ensure that the site is stable and rehabilitated to be consistent with the adjacent land, which is a standard Environmental Authority condition (although EA for the pipeline has not been issued.)</p>
<p>The weeds in the attached table are cited in either the former Calliope Shire Council Pest Management Plan 2005-2008 or the former Fitzroy Shire council scheme for the control of priority weeds (2007) as updated by the Gladstone Regional and Rockhampton Regional councils:</p> <p>1 Salvinia</p>	<p>Under legislation, only those plants that are Weeds of National Significance (WONS), State declared class 1, 2 (3 where impacting an environmentally sensitive area) and weeds declared under local law, are required to be managed. The management of Class 3 weeds is required when a notice is issued by the Council if the weeds are considered to be impacting an environmentally sensitive area. The list includes the following Class 3 weeds: Water Lettuce, Broad Leaf Pepper Tree, Cats Claw Creeper, Singapore Daisy.</p>

Item 9.1 - Attachment 3Arrow's comments on SGIC Weed Management Plan

Stanwell-Gladstone Infrastructure Corridor State Development Area Weed Management Plan (Construction and Maintenance)	Arrow Comments on Requirements
2 Water Hyacinth 3 Water Lettuce 4 Broad Leaf Pepper Tree 5 Cats Claw Creeper 6 Singapore Daisy 7 African Fountain grass 8 Agave spp. 9 Khaki burr 10 Leucanena 11 Harrisia Cactus 12 Bellyache Bush 13 Prickly Acacia 14 Honey Mesquite 15 Parkinsonia 16 Groundsel Bush 17 Sicklepod 18 Parthenium Weed 19 Rubber vine 20 Mother of Millions 21 Giant Rat's Tail Grass 22 Sisal Hemp	The following plants have been listed as local law under Rockhampton Regional Council: Agave spp "sisal", leucanena Khaki burr is not a declared plant. Sisal Hemp is covered under Agave spp.

Item 9.1 - Attachment 4Arrow's proposed SGIC Weed Management Plan

ATTACHMENT 2: Proposed STANWELL- GLADSTONE INFRASTRUCTURE CORRIDOR
STATE DEVELOPMENT AREA
WEED MANAGEMENT PLAN
(CONSTRUCTION AND MAINTENANCE PHASES, PRIOR TO PIPELINE OPERATION)

Objectives	<p>Each licensee constructing infrastructure within the SGIC should develop and implement a weed management plan to:</p> <ul style="list-style-type: none"> Comply with Australian, Queensland and local laws and plans relating to weed management (<i>Biosecurity Act 2014</i>)¹ <ul style="list-style-type: none"> taking all reasonable and practical measures to prevent or minimise the biosecurity risk omit to do something if it may exacerbate the adverse effects, or potential adverse effects of the biosecurity matter, carrier or activity on a biosecurity matter (failing to manage the impact of invasive plants on the land) Comply with specific industry relevant Australian and Queensland laws, policies & codes (for example <i>Petroleum & Gas (Production and Safety) Act 2004</i>, Land Access Code). <ul style="list-style-type: none"> For example, to take all reasonable steps to ensure that, in carrying out authorized activities, the person does not spread the reproductive material of a declared pest. Identify a monitoring schedule Identify auditing actions and processes Identify methods for weed management during the construction and rehabilitation phases Ensure the entire footprint of the project (including all construction areas, laydowns, access tracks) is incorporated Ensure implementation systems and procedures are developed to demonstrate compliance with this plan.
Outcomes	<ul style="list-style-type: none"> Compliance with biosecurity obligations relating to weed management Construction activities are undertaken using methods to minimise the risk of spread of reproductive material and colonisation of invasive² weeds (<i>Biosecurity Act 2014</i>) and weeds identified in local laws.
Management (Control) Strategy	<ul style="list-style-type: none"> An assessment of the infrastructure route by suitably qualified environmental scientists or ecologists will be completed before construction and the location of high threat weeds (Weeds of national significance (WONS), invasive weeds and weeds identified in local laws) should be recorded. Development of site specific management plans where high threat weeds are recorded on the infrastructure corridor, to ensure all reasonable and practical measures to prevent or minimise the biosecurity risk. <ul style="list-style-type: none"> This may include weed control prior to construction and treatment of topsoil stockpiles, and returning topsoil to their original site as much as possible. Develop a vehicle and machinery hygiene procedure to ensure the

¹ Note the *Biosecurity Act 2014* received assent on 13 March 2014, although a number of provisions have not commenced. Commencement of the balance of provisions will occur on 1/7/16 or earlier if a proclamation is made.

² Invasive plants- identified in the *Biosecurity Act 2014* (currently declared plants- Class 1 or 2)

Item 9.1 - Attachment 4Arrow's proposed SGIC Weed Management Plan

	<p>objectives of this plan are met. The procedure should be based on a risk assessment of the likelihood of spreading reproductive material from high threat weeds. A vehicle and hygiene management procedure may incorporate any or all of the following examples, and be consistent with <i>Vehicle and machinery checklists-clean-down procedures, DAFF, 2014</i>:</p> <ul style="list-style-type: none"> ▪ Cleandowns should use a fit for purpose method – for example air or water, brushes – and by assessing the work task and site conditions. ▪ Vehicles and machinery should preferably be cleaned down in location where they have been operating. ▪ Vehicles and machinery will be inspected by a suitably trained person to determine whether a clean down is required. ▪ Clean down equipment and facilities must be adequate for the construction phase of the project. <ul style="list-style-type: none"> ○ After inspecting vehicles and machinery to be clean, a record should be logged by a suitably trained person to inspect for weed reproductive material. <ul style="list-style-type: none"> • Transported loads of materials need to be managed to minimise or prevent the biosecurity risk and weed hygiene declarations provided.
Monitoring & Auditing	<ul style="list-style-type: none"> • Weed monitoring schedule identified in the weed management plan should be implemented. It should be based on the risk profile of activities and predisturbance high threat weed records. • The audit program should be implemented.
Reporting & Corrective Actions	<ul style="list-style-type: none"> • The licensee is responsible for implementing relevant corrective actions. • The licensee will provide weed management reports for their project area to the Coordinator General identifying monitoring results, audit findings, and corrective actions and programs that are planned and completed, as requested by the CG.



STANWELL-GLADSTONE INFRASTRUCTURE CORRIDOR
ATTACHMENT 1 STATE DEVELOPMENT AREA
WEED MANAGEMENT PLAN
(CONSTRUCTION AND MAINTENANCE)

Objectives	<ul style="list-style-type: none"> Minimise the introduction and distribution of weeds, and unwanted plant or crop species, within the Stanwell-Gladstone Infrastructure Corridor State Development Area (SGIC) and its borders
Performance Criteria	<ul style="list-style-type: none"> Compliance with the weed policies of Rockhampton Regional Council and Gladstone Regional Council No new infestations in the SGIC No spread of weeds, or other unwanted plants, from infested areas to weed-free areas SGIC maintained in a state that minimises weed colonisation of disturbed areas
Management (Control) Strategy	<ul style="list-style-type: none"> A weed inspection of the SGIC will be completed before construction and the location of declared plants and other noxious weeds recorded Weed control of the SGIC and relevant access tracks will be undertaken prior to construction Immediately prior to entering or re-entering the SGIC, all vehicles, equipment and portable infrastructure (including trailers, generators, workshop sheds and accommodation huts) will be washed at a designated weed wash-down area with wash-down certified by inspectors authorised by the appropriate Local Government. Access roads to the SGIC will be limited to minimise the potential for the introduction of weeds Wash-down protocols including certification are to be observed to limit the spread of weeds by vehicles travelling along the SGIC: <ul style="list-style-type: none"> Cleaning must remove all soil or organic matter from the surfaces and undercarriages of vehicles, equipment and portable infrastructure. Similarly, soil and organic matter must be removed from clothing and footwear Wash-down by air or water of vehicles or portable equipment will be supervised by trained personnel and the vehicle details will be recorded in a vehicle wash-down register to be maintained by each vehicle operator All vehicles are to be certified as clean before entering the SGIC Disturbed topsoil and vegetative material are to be returned, as close, to their original sites as possible in order to limit the potential spread of weeds and pathogens Any imported organic matter, seeds or fill are to be sourced from suppliers who can certify weed-free materials

*Item 9.1 - Attachment 5**SGIC Weed Management Plan*

Queensland Government
Department of Infrastructure and Planning

Monitoring & Auditing	<ul style="list-style-type: none"> A weed survey is to be conducted as soon as possible after the declaration of the SGIC to establish baseline data Pre-construction/installation weed survey and appropriate weed control of the SGIC should be undertaken by the Coordinator-General
Monitoring & Auditing (cont'd)	<ul style="list-style-type: none"> During construction of infrastructure, the corridor and access tracks will be inspected regularly by the SGIC licensee to assess protection measures, such as wash-down and restoration compliance protocols Depending on construction times, immediate post-construction weed survey and weed control of SGIC should be undertaken by the licensee Following completion of construction of the initial infrastructure within the SGIC, quarterly weed surveys should be conducted by the Coordinator-General and any remedial action should be taken in accordance with the survey's recommendations Frequency of surveys to re-evaluated after twelve months from the completion of initial construction
Reporting and Corrective Actions	<ul style="list-style-type: none"> The Coordinator-General is responsible for the maintenance/construction contractor who will maintain records of all monitoring and auditing activities and report when required The licensee is responsible for implementing relevant recommendations Areas left bare due to weed control will be reseeded in consultation with landholders and licensees The licensee will collate information from work reports resulting from installation of infrastructure and SGIC maintenance Any incident which introduces or disburse weeds must be reported to the Coordinator-General. The relevant response is to be implemented at the direction of the Coordinator-General.

- The Corridor has a five-phase weed-maintenance lifecycle:**
(i) Planning and Design (ii) Declaration (iii) Quarterly inspection and maintenance (undertaken by the Coordinator-General) (iv) Weed maintenance during construction (v) Decommissioning.
- Weeds are defined as:**
(i) Declared weeds (ii) plants generally considered to be pests (iii) unwanted plants which compete with plants of greater economic or environmental value.

The weeds in the attached table are cited in either the former Calliope Shire Council *Pest Management Plan 2005-2008*¹ or the former Fitzroy Shire Council scheme for the control of priority weeds (2007) as updated by the Gladstone Regional and Rockhampton Regional Councils:

¹ Prepared in accordance with the *Land Protection (Pest & Stock Route Management) Act 2002*.

Item 9.1 - Attachment 5SGIC Weed Management Plan

1	Salvinia
2	Water Hyacinth
3	Water Lettuce
4	Broad Leaf Pepper Tree
5	Cats Claw Creeper
6	Singapore Daisy
7	African Fountain Grass
8	Agave spp.
9	Khaki burr
10	Leucanena
11	Harrisia Cactus
12	Bellyache Bush
13	Prickly Acacia
14	Honey Mesquite
15	Parkinsonia
16	Groundsel Bush
17	Sicklepod
18	Parthenium Weed
19	Rubber Vine
20	Mother of Millions
21	Giant Rat's Tail Grass
22	Sisal Hemp

Item 9.1 - Attachment 6

RRC comments on Arrow's Weed Management Plan

<p>Objectives</p> <ul style="list-style-type: none"> Minimise the introduction and distribution of weeds, and unwanted plant or crop species within the Stanwell- Gladstone Infrastructure Corridor State Development Area (SGIC) and its borders 	<p>Arrow would meet the objective which aligns with relevant legislative requirements:</p> <ol style="list-style-type: none"> A relevant person must take all reasonable steps to ensure that, in carrying out authorised activities, the person does not spread the reproductive material of a declared pest. (Land Access Code, 2010) A person must not, without reasonable excuse, introduce a declared pest other than under a declared pest permit (<i>Land Protection (Pest and Stock Route Management) Act 2002</i>) <p>Legislative requirements only require management of National, State and local law declared weeds, not any "unwanted plant or crop species". If a particular landholder had reasonable concerns about a particular plant that wasn't declared under legislation, Arrow could consider specific management for this species during rehabilitation.</p>	<p>Requirements need to align with the <i>Biosecurity Act 2014</i> when in operation</p>
<p>Performance Criteria</p> <ul style="list-style-type: none"> Compliance with the weed policies of Rockhampton Regional Council and Gladstone Regional Council No new infestations in the SGIC No spread of weeds, or other unwanted plants, from infested areas to weed-free areas SGIC maintained in a state that minimises weed colonisation of disturbed areas 	<p>New infestations should be confined to declared weeds.</p> <p>Under legislation, Arrow would "take all reasonable steps not to spread the reproductive material of a declared pest". The performance criteria of "No spread of weeds, or other unwanted plants, from infested areas to weed-free areas" is unreasonable as a range of species, some considered undesirable and "weedy", will likely emerge as soon as the soil is disturbed. Most of these species are common and wide spread. This performance criteria is therefore unachievable and would be difficult to monitor. The performance should be confined to legislative obligations i.e. declared weeds.</p>	<p>New infestations should include declared, locally declared and new invasive species.</p> <p>Council weed management plans are not confined to declared weeds and Council remains of the view that environmental weeds must also be managed.</p>

Item 9.1 - Attachment 6

RRC comments on Arrow's Weed Management Plan

<p>Management (Control) Strategy</p> <ul style="list-style-type: none"> A weed inspection of the SGIC will be completed before construction and the location of declared plants and other noxious weeds recorded Weed control of the SGIC and relevant access tracks will be undertaken prior to construction Immediately prior to entering or re-entering the SGIC, all vehicles, equipment and portable infrastructure (including trailers, generators, workshop sheds and accommodation huts) will be washed at a designated weed wash-down area with wash-down certified by Inspectors authorised by the appropriate Local Government. 	<p>Arrow conducts ecological surveys that identify all species present. Locations of declared plants are recorded. However, weed seed stock will not be detected during surveys therefore some species may not be detected.</p> <p>Arrow prepares weed management plans prior to commencing construction. These document the weed controls required for declared weeds that are present as identified during surveys. Different species require different controls at different times, which also depends on land type, climate, etc</p> <p>It is not a requirement under the Land Protection (Pest and Stock Route Management) Act 2002 to "wash down" vehicles, equipment and portable infrastructure every time property is entered or re-entered. A vehicle is considered to remain clean if it leaves its point of origin clean and only travels on sealed roads or well-maintained unsealed roads (roads that do not have vegetation growing on or encroaching onto the area occupied by traffic). (Explanatory notes, Queensland Government Weed Hygiene Declaration, definitions). If an inspection is undertaken and the vehicle is found to be free of weed seed, then a clean down is not required. Biosecurity Queensland's clean-down procedure specifies that cleaning vehicles and equipment on site before these are moved to a different area helps prevent the spread of weeds to adjoining land, other parts of the property and along roads. Where practical and agreed to by the landholder, Arrow prefers to reduce the risk of weed spread by cleaning vehicles and equipment (using fit for purpose equipment) in identified high risk areas (high risk due to the presence of declared weeds). Under legislation, cleaning the vehicle and equipment does not necessarily require washing. The term 'wash-down' is defined within the Land Access Code (published by the Queensland Government) as "the removal of reproductive material from a vehicle or machine using an appropriate cleaning process." For example, 'wash-down' may include the use of an air compressor to 'blowdown' equipment. Legislation does not require a person to be accredited by Biosecurity Queensland to use a Weed Hygiene Declaration and no specific training is required. However, Biosecurity Queensland recommends that persons undertaking the cleaning and inspection of vehicles and machinery should obtain the competency levels equivalent to AHC BIO201A-Inspect machinery for plant, animal and soil material. As per Biosecurity Queensland's recommendation, Arrow only allows trained staff to inspect and sign off vehicles and machinery. Arrow maintains a register of trained staff. There is no requirement under legislation to use third party providers with training equivalent to AHC BIO201A.</p>	<p>Council will provide a list of weeds of which it is aware and any known locations in the SGIC and adjacent areas. This is being compiled and will be made available separately. Copy of weed inspection and map with access roads/tracks to be provided to Council.</p> <p>Council notes that it is a requirement to take reasonable steps to prevent spread. To quote the Act "<i>It is an offence to move or transport a vehicle on a road, if it is known, or ought to be known that it or its load is contaminated with soil or other organic matter likely to contain the productive material of a declared pest.</i>"</p> <p>A wash down of the vehicle prior to inspection is recognised as the most appropriate mechanism to clean a vehicle. Council notes the proposal for a visual inspection in lieu of a washdown for vehicles entering and exiting the SGIC.</p> <p>RRC requires that all vehicles, equipment and other infrastructure entering or re-entering the SGIC be washed down and inspected by RRC inspectors or other third party accredited inspectors. Vehicle logs recording vehicle movement with copies made available to RRC would be required</p> <p>If the washdown and third party inspections are not undertaken, Council will need to increase its auditing and compliance role until it is satisfied that the alternative methods proposed are satisfactory.</p> <p>Use of an air compressor to blowdown vehicles and equipment does little to contain any weed contamination blown off the vehicle to a set controllable area (as occurs with a vehicle washdown). Better explanations as to how the material dislodged by a blowdown will be contained would also be required.</p>
<p>Attachment 6</p>		<p>Page 29</p>

Item 9.1 - Attachment 6

RRC comments on Arrow's Weed Management Plan

<ul style="list-style-type: none"> Access roads to the SGIC will be limited to minimise the potential for the introduction of weeds Wash-down protocols including certification are to be observed to limit the spread of weeds by vehicles travelling along the SGIC: Cleaning must remove all soil or organic matter from the surfaces and undercarriages of vehicles, equipment and portable infrastructure. Similarly, soil and organic matter must be removed from clothing and footwear Wash-down by air or water of vehicles or portable equipment will be supervised by trained personnel and the vehicle details will be recorded in a vehicle wash-down register to be maintained by each vehicle operator All vehicles are to be certified as clean before entering the SGIC Disturbed topsoil and vegetative material are to be returned, as close, to their original sites as possible in order to limit the potential spread of weeds and pathogens Any imported organic matter, seeds or fill are to be sourced from suppliers who can certify weed-free materials 	<p>The legislation states that reasonable steps must be taken to ensure a vehicle or "thing" is free of reproductive material of a declared pest. There is a difference between soil/organic matter and reproductive material. It is practically impossible to remove all traces of soil or organic material from a vehicle. The legislation requires "reasonable steps" to be taken.</p> <p>Clean means that no soil and/or organic matter <u>that may contain weed reproductive material</u> is on or in areas that are accessible during cleaning and maintenance work." i.e. a vehicle, machine or equipment may have soil or dirt on it and still be free of weed reproductive material, especially if it has only travelled in an area identified as low risk as it does not contain declared weeds. <i>(Explanatory notes, Queensland Government Weed Hygiene Declaration, definitions)</i></p> <p>Arrow requires that staff are trained to inspect vehicles and machinery.</p> <p>Arrow's procedure requires that vehicles are clean and that this is recorded.</p>	<p>RRC requests that all vehicles and machinery traveling into or out of a high risk area to be completely clean. It is well known that seed of certain plants including weeds can remain viable in soil for a considerable time.</p> <p>A map with access roads/tracks to be provided to Council.</p> <p>Apart from high risk areas identified by the proponent Council will provide further details from its records of known high risk areas separately.</p> <p>Council requires washdowns with a third party accredited inspection as this is the accepted method for ensuring high levels of compliance. Where lesser methods are utilised Council will undertake more stringent auditing compliance.</p> <p>Council recognises that a vehicle is considered to remain clean if it leaves its point of origin clean and only travels on sealed roads or well-maintained unsealed roads.</p> <p>Well-maintained unsealed road means roads that do not have vegetation growing on or encroaching onto the area occupied by traffic as stated in the Queensland State Weed Hygiene declaration explanatory notes</p> <p>Council audits of vehicles will seek evidence of current cleanliness certificates and vehicle logs for these vehicles</p>
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Attachment 6

Page 30

<p>Notes to the Plan</p> <p>2. Weeds are defined as:</p> <p>(i) Declared weeds (ii) plants generally considered to be pests (iii) unwanted plants which compete with plants of greater economic or environmental value.</p>	<p>Under legislation, only those plants that are WONS, State declared class 1, 2 (3 where impacting an environmentally sensitive area) and weeds declared under local law, are required to be managed. The definition should be confined to these plants. A range of species, some considered undesirable and "weedy", may emerge as soon as soil is disturbed. These species are common and wide spread and have heavy seed banks.</p> <p>If a particular landholder had reasonable concerns about a particular plant that wasn't declared under legislation, Arrow could consider specific management for this species during rehabilitation. The reinstatement and rehabilitation phase of the project will ensure that the site is stable and rehabilitated to be consistent with the adjacent land, which is a standard Environmental Authority condition (although EA for the pipeline has not been issued.)</p>	<p>Some additional environmental Weeds are a concern and should be taken into consideration especially Castor Oil Plant, Easter Cassia, Madiera Vine.</p> <p>Current and new infestations along riparian areas should be controlled.</p> <p>Madiera Vine - Class 3 - this is now an up and coming issue and infestations need to be treated and further spread prevented.</p>
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Item 9.1 - Attachment 6

RRC comments on Arrow's Weed Management Plan

<p>The weeds in the attached table are cited in either the former Calliope Shire Council Pest Management Plan 2005-2008 or the former Fitzroy Shire council scheme for the control of priority weeds (2007) as updated by the Gladstone Regional and Rockhampton Regional councils:</p> <ol style="list-style-type: none"> 1 Salvinia 2 Water Hyacinth 3 Water Lettuce 4 Broad Leaf Pepper Tree 5 Cats Claw Creeper 6 Singapore Daisy 7 African Fountain grass 8 Agave spp. 9 Khaki burr 10 Leucanena 11 Harrisia Cactus 12 Bellyache Bush 13 Prickly Acacia 14 Honey Mesquite 15 Parkinsonia 16 Groundsel Bush 17 Sicklepod 18 Parthenium Weed 19 Rubber vine 20 Mother of Millions 21 Giant Rat's Tail Grass 22 Sisal Hemp 	<p>Under legislation, only those plants that are Weeds of National Significance (WONS), State declared class 1, 2 (3 where impacting an environmentally sensitive area) and weeds declared under local law, are required to be managed. The management of Class 3 weeds is required when a notice is issued by the Council if the weeds are considered to be impacting an environmentally sensitive area. The list includes the following Class 3 weeds: Water Lettuce, Broad Leaf Pepper Tree, Cats Claw Creeper, Singapore Daisy.</p> <p>The following plants have been listed as local law under Rockhampton Regional Council: Agave spp "sisal", leucanena Khaki burr is not a declared plant. Sisal Hemp is covered under Agave spp.</p>	<p>Additional declared local pests and their seeds are a concern and should be taken into consideration including Castor Oil Plant, Devils Apple, Devil's Fig, Elephant Grass, Feral Leucaena, Lions Tail, Maltese Cockspur, Sisal and Wild Sisal</p> <p>Madiera Vine - Class 3 - this is now an up and coming issue and infestations need to be treated and further spread prevented.</p>
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Item 9.1 - Attachment 7

Advert in The Morning Bulletin September 2015

was convicted on
, fined a total of
disqualified from
r three months.

SPECIAL VISITORS: Catholic education director Lisa Jeffcoat, Bruce Morcombe, Kath Byrne from St Joseph's Kindergarten and Denise Morcombe unveil the new Early Years Child Safety Curriculum.

PHOTO: CONTRIBUTED

they had attended many
events, but the St Joseph's
children had been
incredibly memorable.



Golden
Casket

The Bulletin



Arrow Energy has submitted an application to the Department of Natural Resources and Mines (DNRM) relating to the Queensland Government's Strategic Cropping Land (SCL) trigger map.

Strategic Cropping Land is land that is being, or is likely to be used for cropping because of a combination of the land's soil, climate and landscape features and the SCL trigger map indicates the location of potential SCL.

Arrow's application seeks to validate the trigger map and have Strategic Cropping Land status confirmed where land meets relevant criteria, or revised, where it does not.

Find out more

Arrow will be holding a series of drop-in sessions to provide more information about the application and the process to landholders and interested parties.

If landholders believe their property has been incorrectly identified by Arrow as non-SCL they can make a written submission to DNRM. For more information on making a submission, see the public notice in this newspaper or visit DNRM's website www.dnrm.qld.gov.au.

Where	When
Glenden Shopping Centre Bell Place, Glenden	Tuesday 15 September 2015 12 noon – 3pm
Arrow's Community Information Centre Town Square, Moranbah	Wednesday 16 September 2015 7am – 10am
Dysart Community Centre 21 Queen Elizabeth Drive, Dysart	Wednesday 16 September 2015 12 noon – 3pm

Arrow's application can also be inspected until 22 October 2015.

Moranbah	Arrow's Community Information Centre Town Square Moranbah Council Library Town Square
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For more information or to obtain a copy of the application, call 1800 038 856 (toll free) or email info@arrowenergy.com.au.

Find out more online at
www.arrowenergy.com.au
BRISBANE | DALBY | MORANBAH

arrowenergy
go further

Item 9.1 - Attachment 8

Notice from The Morning Bulletin September 2015

Strategic Cropping Land Act 2011

PUBLIC NOTICE OF VALIDATION APPLICATION

Arrow Energy has submitted an application (reference number SCLVA2014/000145), for validation of strategic cropping land or non-strategic cropping land, to the Queensland Government. The subject land is situated in the western cropping strategic cropping land zone and is described in the following list, along with the assessment type applicable to each of the listed lots.

Details of the application can be viewed at the Department of Natural Resources and Mines (DNRM) website www.dnrm.qld.gov.au. Arrangements to obtain or inspect a copy of the application can be made by emailing SCLNorth@dnrm.qld.gov.au or phoning 07 4999 6962.

Making a submission

If landholders believe their lots have been incorrectly identified as non-strategic cropping land, they can make a written submission to the DNRM Chief Executive on or before 22 October 2015, and addressed to:

The Chief Executive
C/- SCL North
Department of Natural Resources and Mines
PO Box 63, MACKAY QLD 4740

This call for submissions provides an opportunity for any person to provide evidence about either the cropping history or characteristics of the respective parcels of land that are subject to the validation application.

To be accepted, submissions must:

- be signed by or for each submitter
- state the name and address of each submitter
- be made to the chief executive
- address whether the relevant property or land satisfies the Act's requirements in respect to either cropping history or zonal criteria respectively (refer below list for applicable assessment type).

For further details on how to make a submission about whether the land should or should not be strategic cropping land, please consult the DNRM website www.dnrm.qld.gov.au. Other enquiries regarding the application can be made by emailing SCLNorth@dnrm.qld.gov.au or phoning 07 4999 6962.

Lot	Plan	Street address	SCL assessment type	Lot	Plan	Street address	SCL assessment type
L48	FT546	Cormacks Road, Guluguba	zonal criteria	L2	RP801346	Manly Access, Clarke Creek	cropping history
L4	FT30	Leichhardt Highway, Guluguba	zonal criteria	L19	L118	Marlborough Road, Glenroy	cropping history
L4	CNS15	Alexandria Road, Valerrie	cropping history	L17	RP44822	Marlborough Sarina Road, Clarke Creek	cropping history
L21	SP119064	Barmount Road, Lotus Creek	cropping history	L1	SP22892	Marlborough Sarina Road, Clarke Creek	cropping history
L5	KL86	Barmount Road, Lotus Creek	cropping history	L11	RP891804	May Downs Road, Clarke Creek	cropping history
L9	KL118	Barmount Road, Lotus Creek	cropping history	L2	SP22892	May Downs Road, Clarke Creek	cropping history
L2	RP18403	Barmount Road, Lotus Creek	cropping history	L8	ROP113	May Downs Carfax Road, May Downs	cropping history
L10	ROP111	Bathaston Isaac River Road, May Downs	cropping history	L3	ROP183	May Downs Carfax Road, May Downs	cropping history
L10	SP224570	Bluff Jellinbah Road, Bluff	cropping history	L2	RP858276	May Downs Carfax Road, May Downs	cropping history
L18	SP104452	Collinsville Elphinstone Road, Elphinstone	cropping history	L1	RP858276	May Downs Carfax Road, May Downs	cropping history
L2	GV210	Collinsville Elphinstone Road, Elphinstone	cropping history	L3	RP858276	May Downs Carfax Road, May Downs	cropping history
L16	CP866443	Collinsville Elphinstone Road, Elphinstone	cropping history	L1818	PH1315	Mount Cooloon Road, Eaglefield	cropping history
L18	SP104452	Collinsville Elphinstone Road, Elphinstone	cropping history	L2	SP245736	Mount Cooloon Road, Eaglefield	cropping history
L209	E1341	Croic Street, Elphinstone	cropping history	L7	RP84515	Peak Downs Highway, Coppabella	cropping history
L308	E1341	Croic Street, Elphinstone	cropping history	L7	GV195	Peak Downs Highway, Coppabella	cropping history
L307	E1341	Croic Street, Elphinstone	cropping history	L18	SP250812	Peak Downs Highway, Coppabella	cropping history
L2	SP235303	Dysart Clermont Road, Dysart	cropping history	L19	SP250812	Peak Downs Highway, Coppabella	cropping history
L410	E1343	Ewen Street, Elphinstone	cropping history	L4	SP252740	Peak Downs Highway, Coppabella	cropping history
L404	E1341	Ewen Street, Elphinstone	cropping history	L5	CNS90	Poltral Road, Coppabella	cropping history
L406	E1341	Ewen Street, Elphinstone	cropping history	L2	GV185	Poltral Road, Coppabella	cropping history
L405	E1341	Ewen Street, Elphinstone	cropping history	L15	CNS111	Poltral Road, Coppabella	cropping history
L901	E1341	Ewen Street, Elphinstone	cropping history	L5	CNS90	Poltral Road, Coppabella	cropping history
L902	E1341	Ewen Street, Elphinstone	cropping history	L7	CP906182	Poltral Road, Coppabella	cropping history
L306	E1343	Ewen Street, Elphinstone	cropping history	L5	CNS90	Poltral Road, Coppabella	cropping history
L409	E1341	Ewen Street, Elphinstone	cropping history	L8	GV 33	Poltral Road, Coppabella	cropping history
L71	LV42477	Fairy Bower Road, Nine Mile	cropping history	LA	GV33	Poltral Road, Coppabella	cropping history
L143	LN2246	Fairy Bower Road, Nine Mile	cropping history	L2	CNS77	Railway Corridor, Mackenzie River	cropping history
L3	RP604254	Fairy Bower Road, Nine Mile	cropping history	L18	PN24	Redbank Road, Morinish	cropping history
L5	CNS48	Fitzroy Development Road, Dysart	cropping history	L5	PAK40204	Redbank Road, Morinish	cropping history
L93	LN2051	Fogarty Road, Fairy Bower	cropping history	L1860	PAK40104	Redbank Road, Morinish	cropping history
L1	G6965	Fosters Road, Guluguba	cropping history	L2340	PAK40132	Redbank Road, Morinish	cropping history
L14	PK294	Glenroy Road, Morinish	cropping history	L8	RP89147	Redbank Road, Morinish	cropping history
L6	PAK40205	Glenroy Road, Morinish	cropping history	L13	L1139	Redbank Road, Morinish	cropping history
L7	PAK40206	Glenroy Road, Morinish	cropping history	L14	L1140	Redbank Road, Morinish	cropping history
L1221	PAK4026	Glenroy Road, Morinish	cropping history	L209	E1341	Reynolds Street, Elphinstone	cropping history
L2310	PAK40118	Glenroy Road, Morinish	cropping history	L208	E1341	Reynolds Street, Elphinstone	cropping history
L1	PAK40194	Glenroy Road, Morinish	cropping history	L210	E1341	Reynolds Street, Elphinstone	cropping history
L1386	PAK4061	Glenroy Road, Morinish	cropping history	L303	E1341	Reynolds Street, Elphinstone	cropping history
L28	PA34	Glenroy Road, Morinish	cropping history	L1	RP620114	Rolle Creek May Downs Road, May Downs	cropping history
L1320	PAK4026	Glenroy Road, Morinish	cropping history	L2	RP620114	Rolle Creek May Downs Road, May Downs	cropping history
L11	CNS373	Golden Mile Road, Dysart	cropping history	L14	LE801034	Scrubbees Road, Jellinbah	cropping history
L10	CNS53	Golden Mile Road, Dysart	cropping history	L8	GV807254	Sutton Developmental Road, Burton	cropping history
L2	RP813170	Golden Mile Road, Dysart	cropping history	L636	PK2182	Sutton Developmental Road, Eaglefield	cropping history
L2	SP129860	Goonyella Road, Moranbah	cropping history	L2	SP214117	Sutton Developmental Road, Burton	cropping history
L1	SP252740	Goonyella Road, Moranbah	cropping history	L4	HLN225	Turrawilla Road, Nebo	cropping history
L2	SP252740	Goonyella Road, Moranbah	cropping history	L3	HLN29	Turrawilla Road, Nebo	cropping history
L2	SP252740	Goonyella Road, Moranbah	cropping history	L7	G8863	unnamed road, Woleabee	cropping history
L2	FT198	Jerrard Street, Guluguba	cropping history	L41	CP903280	unnamed road, Winchester	cropping history
L2	FT201	Jerrard Street, Guluguba	cropping history	L42	CP903280	unnamed road, Winchester	cropping history
L2	FT196	Jerrard Street, Guluguba	cropping history	L17	LR134	unnamed off Yarrabee Road, Barnard	cropping history
L2	FT227	Jerrard Street, Guluguba	cropping history	L6	LR94	unnamed off Yarrabee Road, Barnard	cropping history
L11	SP118494	Jerrard Street, Guluguba	cropping history	L3	SP213140	unnamed off Yarrabee Road, Barnard	cropping history
L161	SP118399	Jerrard Street, Guluguba	cropping history	L2	SP213140	unnamed off Yarrabee Road, Barnard	cropping history
L2	FT207	Jerrard Street, Guluguba	cropping history	L5	SP112795	Winchester Road, Winchester	cropping history
L2	FT210	Jerrard Street, Guluguba	cropping history	L14	RP861407	Yarrabee Road, Bluff	cropping history
L1	SP190748	Lake Vermont Road, Dysart	cropping history	L114	RP863348	Yarrabee Road, Bluff	cropping history
L2	SP190748	Lake Vermont Road, Dysart	cropping history	L12	RP861407	Yarrabee Road, Bluff	cropping history
L1	SP190749	Lake Vermont Road, Dysart	cropping history	L100	SP220773	Yarrabee Road, Bluff	cropping history
L2	SP190747	Lake Vermont Road, Dysart	cropping history	L102	SP220907	Sutton Developmental Road, Eaglefield	cropping history
L2	SP190748	Lake Vermont Road, Dysart	cropping history	L388	SP225907	Mount Cooloon Road, Eaglefield	cropping history
L5	FT32	Leichhardt Highway, Guluguba	cropping history	L8	SP282674	Portwell Road, Coppabella	cropping history
L10	SP118494	Leichhardt Highway, Guluguba	cropping history				
L55	FT819	Leichhardt Highway, Wandoan	cropping history				
L1	RP801235	Manly Access, Clarke Creek	cropping history				
19	SDP86	Manly Access, Clarke Creek	cropping history				

8.2 ENGINEERING SERVICES MONTHLY OPERATIONS REPORT – AUGUST 2017**File No:** 7028**Attachments:** 1. Monthly Operations Report - Engineering Services - July 2017**Authorising Officer:** Peter Kofod - General Manager Regional Services**Author:** Martin Crow - Manager Engineering Services

SUMMARY

This report outlines Engineering Services Monthly Operations Report for the period to the end of July 2017.

OFFICER'S RECOMMENDATION

THAT the Engineering Services Monthly Operations Report for August 2017 report be received.

COMMENTARY

The Engineering Services Section submits a monthly operations report outlining issues faced by the section and performance against nominated service level criteria. Due to the reporting timeframes and agenda requirements of the Infrastructure Committee, the statistics utilised in the reports will lag the committee meeting dates by approximately 1 month.

ENGINEERING SERVICES MONTHLY OPERATIONS REPORT – AUGUST 2017

Monthly Operations Report - Engineering Services - July 2017

Meeting Date: 15 August 2017

Attachment No: 1



Monthly Operations Report

Engineering Services

August 2017

1. Highlights

Design Services

The capital works design program has been developed for the 2017/18 year. A number of design projects had commenced prior to the end of last financial year to ensure that crews had ongoing work.

Development Engineering

The road use direction for the Carbine development at the Mt Morgan mine site has been drafted and is undergoing final checks. Work is progressing in conjunction with Strategic Infrastructure on Council's Water Sensitive Urban Design standards.

Strategic Infrastructure

The Floodplain Management Services contract is progressing well with all phase 1 projects complete and phase 2 projects underway. Planning reports are being finalised for Gracemere Water network planning. A corridor strategy for the northern section of Norman Road has commenced.

Disaster Management

Emergency Services Day was held at the Heritage Village on Sunday 30th July 2017. Approximately 6000 people attended the day.

2. Innovations, Improvements and Variations

Nil

3. Customer Service Requests

Response times for completing customer requests in this reporting period for July 2017 are within timeframes.



All Monthly Requests (Priority 3) Engineering 'Traffic Light' report July 2017

	Balance B/F	Completed in Current Mth	Current Month NEW Requests		TOTAL INCOMPLETE REQUESTS BALANCE	Work Orders Issued	On Hold	Avg W/O Issue Time (days) 12 months	Completion Standard (days)	Avg Completion Time (days) Current Mth	Avg Completion Time (days) 6 Months	Avg Completion Time (days) 12 Months	Avg Duration (days) 12 Months (complete and incomplete)
			Received	Completed									
Urban Addressing (General)	0	0	2	2	0	0	0	0.63	28	● 2.00	● 3.88	● 5.16	5.16
Development - Building Over Sewerline	1	1	7	6	1	0	0	0.00	7	● 1.83	● 4.61	● 3.53	2.44
Engineering - Development Dust, Noise, Road, Misc	1	1	0	0	0	0	0	8.59	14	● 0.00	● 14.25	● 13.60	8.64
Disaster Management - General Enquiry SES	0	0	1	1	0	0	0	0.00	5	● 1.00	● 5.50	● 14.80	1.00
Engineering - General Enquiry	0	0	3	2	1	0	0	2.63	14	● 5.00	● 13.60	● 14.12	5.71
Flood Management Creeks/Rivers	2	0	1	1	2	0	0	2.47	10	● 1.00	● 22.70	● 18.15	14.00
Heavy Vehicles (Not related to MTCE)	0	0	1	1	0	0	0	0.00	28	● 0.00	● 0.00	● 0.00	0.00
Infra. Ops Unit - G/E (D/Planner) NOT FOR CSO USE	0	0	2	1	1	0	0	0.00	28	● 0.00	● 3.75	● 9.74	8.21
Water/Sewerage	0	0	0	0	0	0	0	0.17	28	● 0.00	● 3.00	● 8.50	2.00
Petition (Infra Use Only)	0	0	0	0	0	0	0	0.00	90	● 0.00	● 0.00	● 0.00	0.00
Roundabout/Medians (Not related to MTCE)	0	0	1	0	1	0	0	-0.42	28	● 0.00	● 10.13	● 14.29	12.07
Speed Limits/Traffic Volumes (Not related to MTCE)	2	1	6	2	4	0	1	1.53	28	● 5.00	● 11.83	● 10.73	9.76
Signs & Lines (New Request - not already existing)	5	2	17	8	12	0	0	119.48	28	● 2.50	● 13.55	● 12.91	11.36
Traffic Signals (Stop Light) (Not related to MTCE)	0	0	0	0	0	0	0	-0.38	28	● 0.00	● 6.00	● 6.00	6.00
Traffic Counts	0	0	1	1	0	0	0	0.92	28	● 19.00	● 4.50	● 4.94	4.94

4. Service Delivery

Service Level	Target	Current Performance	Service Level Type (Operational or Adopted)
Development MCU, ROL Completed in 8 days	90%	100%	Operational
A total of 34 MCU & ROL referrals were completed in July 2017 in the required timeframe of 8 days. 0 MCU/ROL referrals were not completed in the required timeframe of 8 days.			

Service Level	Target	Current Performance	Service Level Type (Operational or Adopted)
Development Operational Works Completed in 8 days	90%	100%	Operational
A total of 15 OP WKS referrals were completed in July 2017 in the required timeframe of 8 days. 0 - OP WKS <u>referrals were not completed in the required timeframe of 8 days.</u>			

5. Operational Plan Targets by Section

The following Operational Plan actions and targets are required to be reported to Council on a monthly basis. This data will also form part of the Operational Plan quarterly report to Council:

Regional Infrastructure and Facilities

1.1 Safe, accessible, reliable and sustainable infrastructure and facilities

1.1.3	Develop plans that support the delivery of trunk infrastructure and service future development		
Reference	Operational Action	Target	Status
1.1.3.2	Develop governance arrangements for the ongoing management of the Capricorn Municipal Development Guidelines	Governance arrangements documented and endorsed by Council by 30 June 2018	The CMDG Technical working group have commenced drafting of a governance arrangements document.

Safety

1.3 Safe places for our community

1.3.6	Public safety initiatives and emergency response services and systems are in place to respond to a disaster effectively		
Reference	Operational Action	Target	Status
1.3.6.2	Conduct an annual review of the Local Disaster Management Plan in accordance with statutory requirements	Annual review completed by 30 November 2017	Review of the LDMP has commenced.

Active and Healthy Lifestyles

1.4 Healthy living and active lifestyles

1.4.2	Ensure strategic place making, planning and regional development initiatives are targeted at understanding, promoting and enhancing sustainable development within the Region		
Reference	Operational Action	Target	Status
1.4.2.1	Update Council's Active Transport Plan in response to the Open Space and Recreation Plan development	Pedestrian and cycle links identified in the Open Space and Recreation Plan are incorporated into the Active Transport Plan by 30 June 2018	A draft active transport plan has been prepared and is to be workshopped with Council. Awaiting completion of OSR Plan before incorporation.

6. Capital Projects

As at period ended **July 2017** – **8.3%** of year elapsed

Project	Planned Start Date	Planned End Date	Status	Budget Estimate	YTD actual (incl committals)
ENGINEERING SERVICES CAPITAL WORKS PROGRAM					
Preliminary design and conceptual layouts	1/7/17	30/6/18	Design work is continuing on Wackford St and Webber Park. Actuals may be adjusted once end of year transactions are completed.	153,000	66,309

7. Operational Projects

As at period ended **July 2017**– 8.33% of year elapsed

Project	Planned Start Date	Planned End Date	Status	Budget Estimate	YTD actual (incl committals)
Traffic / Transport Planning Consultancy Budget	1/7/17	30/6/18	Updating of traffic models for Rockhampton and Gracemere	100,000	0
Stormwater Drainage Planning Consultancy Budget	1/7/17	30/6/18	Floodplain Management Services contract phases 2 and 3	300,000	186,029
Road Safety Consultancy Budget	1/7/17	30/6/18	Road Safety Audits and Ausrap Assessments	30,000	0
Roads Alliance Consultancy Budget	1/7/17	30/6/18	Technical Coordinator support to the Regional Roads and Transport Group	55,000	11,935
Water and Sewerage Planning Consultancy Budget	1/7/17	30/6/18	Water Loss and Sewer Infiltration Investigations	30,000	0
Disaster Management Consultancy Budget	1/7/17	30/6/18	Master Planning SES Facilities	50,000	0

8. Budget

Financial performance as expected for the reporting period



End of Month General Ledger - (Inc Operating & Capital) - ENGINEERING SERVICES

As At End Of July

Report Run: 02-Aug-2017 10:30:49 Excludes Nat Accs: 2802,2914,2917,2924

	Adopted Budget	Revised Budget	Budget (Pro Rata)	Commit ments	YTD Actual	Commit + Actual	Variance	A	On target 8.3% of Year
	\$		\$	\$	\$	\$	%		
OPERATIONS									
ENGINEERING SERVICES									
Revised Budget Comparison									
Development Engineering									
1 - Revenues	(3,072)	0	(256)	0	0	0	0% A	8%	✗
2 - Expenses	1,115,494	0	92,958	2,461	63,424	65,884	6% A	8%	✓
3 - Transfer / Overhead Allocation	(432,430)	0	(36,036)	64	3,466	3,529	-1% A	8%	✗
Total Unit: Development Engineering	679,992	0	56,666	2,524	66,890	69,414	10% A	8%	✗
Strategic Infrastructure									
1 - Revenues	(38,500)	0	(3,208)	0	(33,227)	(33,227)	86% A	8%	✓
2 - Expenses	2,071,978	0	172,665	201,114	60,873	261,987	13% A	8%	✗
3 - Transfer / Overhead Allocation	(327,000)	0	(27,250)	22	1,069	1,091	0% A	8%	✗
Total Unit: Strategic Infrastructure	1,706,478	0	142,207	201,136	28,714	229,850	13% A	8%	✗
Engineering Services Management									
2 - Expenses	369,027	0	30,752	7,570	24,480	32,050	9% A	8%	✗
Total Unit: Engineering Services M	369,027	0	30,752	7,570	24,480	32,050	9% A	8%	✗
Design Services									
2 - Expenses	568,326	0	47,360	12,410	29,870	42,280	7% A	8%	✓
3 - Transfer / Overhead Allocation	25,525	0	2,127	0	443	443	2% A	8%	✓
Total Unit: Design Services	593,851	0	49,488	12,410	30,313	42,723	7% A	8%	✓
Disaster Coordination									
1 - Revenues	(38,000)	0	(3,167)	0	0	0	0% A	8%	✗
2 - Expenses	269,844	0	22,487	18,572	8,883	27,455	10% A	8%	✗
3 - Transfer / Overhead Allocation	289,000	0	24,083	284	13,638	13,922	5% A	8%	✓
Total Unit: Disaster Coordination	520,844	0	43,404	18,856	22,522	41,377	8% A	8%	✓
Total Operations:	3,870,192	0	322,516	242,496	172,919	415,414	11% A	8%	✗

CAPITAL ENGINEERING SERVICES

Revised Budget Comparison

CP430 - CAPITAL CONTROL ENGINEERING SERVICES

2 - Expenses	153,000	0	0	66,309	0	66,309	0% B	8%	✗
Total Unit: Disaster Coordination	153,000	0	0	66,309	0	66,309	0% B	8%	✗

CP431 - CAPITAL CONTROL ENGINEERING SERVICES REVENUE

1 - Revenues	(1,000,000)	0	0	0	0	0	0% B	8%	✓
Total Unit: Disaster Coordination	(1,000,000)	0	0	0	0	0	0% B	8%	✓

Total Capital:	(847,000)	0	0	66,309	0	66,309	0% B	8%	✗
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Grand Total:	3,023,192	0	322,516	308,805	172,919	481,723	0% B	8%	✓
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8.3 CIVIL OPERATIONS MONTHLY OPERATIONS REPORT - AUGUST 2017

File No: 7028

Attachments:

1. Civil Operations Monthly Operations Report - August 2017
2. Works Program - August - September 2017

Authorising Officer: Peter Kofod - General Manager Regional Services

Author: David Bremert - Manager Civil Operations

SUMMARY

This report outlines Civil Operations Monthly Operations Report 31 July 2017 (attachment 1), and also Works Program of planned projects for the months August - September 2017.

OFFICER'S RECOMMENDATION

THAT the Civil Operations Monthly Operations Report for August be received.

COMMENTARY

The Civil Operations Section submits a monthly report outlining the details of the programmed works for the upcoming month to assist Council's Executives and Councillors when they receive enquiries from their constituents in relation to road and associated road reserve works.

CIVIL OPERATIONS MONTHLY OPERATIONS REPORT - AUGUST 2017

Civil Operations Monthly Operations Report - August 2017

Meeting Date: 15 August 2017

Attachment No: 1



Monthly Operations Report

Civil Operations

August 2017

1. Highlights

Construction

Completion of the 2016/17 Capital Program, which delivered over \$54 million in works. This includes flood damage and Council's capital works.

Stanwell – Waroula and Nine Mile Floodway grant funded projects are well underway.

2. Innovations, Improvements and Variations

3. Customer Service Requests

Response times for completing customer requests in this reporting period for July 2017 are within limits, except for the Infrastructure General.



All Monthly Requests (Priority 3) Civil Operations 'Traffic Light' report July 2017

	Balance B/F	Completed in Current Mth	Current Month NEW Requests		TOTAL INCOMPLETE REQUESTS BALANCE	Work Orders Issued	On Hold	Avg W/O Issue Time (days) 12 months	Completion Standard (days)	Avg Completion Time (days) Current Mth	Avg Completion Time (days) 6 Months	Avg Completion Time (days) 12 Months	Avg Duration (days) 12 Months (complete and incomplete)
			Received	Completed									
Abandoned Vehicles (INFRA USE ONLY NOT CS) (Asset)	23	9	0	0	14	0	0	35.31	90	0.00	42.00	66.42	64.15
Property Accesses	0	0	5	3	2	0	0	0.00	14	4.00	5.62	4.13	2.74
Rural Property Addressing (Existing)	0	0	1	0	1	0	0	4.42	28	0.00	5.58	10.41	8.76
Rural Property Addressing (New)	0	0	0	0	0	0	0	0.00	28	0.00	1.00	1.80	2.89
Bridge Vandalism (Asset)	0	0	1	1	0	0	0	2.50	14	3.00	32.50	32.50	3.00
Boat Ramp (Asset)	0	0	0	0	0	0	0	5.04	14	0.00	10.50	7.29	6.17
Bridge Maintenance (Asset)	2	0	0	0	2	0	0	2.07	60	0.00	7.57	7.64	16.23
Bin Off-Arrow - Redirection Binning	0	0	4	3	1	0	0	0.00	5	2.00	2.67	2.65	2.07
Bus Stops, Seating, Bus Shelters (Asset)	3	1	2	1	3	0	0	3.06	60	0.00	9.20	13.90	14.57
Damage Miscellaneous (Asset)	26	7	22	8	33	5	0	6.25	30	4.50	37.11	42.04	41.98
Damage Inundation (Flooding Issues) (Asset)	6	2	1	0	5	0	0	4.91	30	0.00	5.82	12.93	13.77
Damage Ho to & Claret (Asset)	12	6	2	2	6	0	0	7.45	30	19.00	26.79	20.44	19.78
Damage Gully Pits (Asset)	1	1	1	0	1	1	0	4.25	30	0.00	55.45	34.57	33.59
Damage Pipes and Culverts (Asset)	7	2	0	0	5	0	0	2.33	5	0.00	110.96	97.93	109.82
Damage Vandalism (Asset)	0	0	1	1	0	0	0	5.58	30	5.00	5.00	5.00	5.00
Grading Unsealed Road Maintenance (Asset)	22	11	16	8	19	3	0	2.37	60	4.50	266.85	260.26	243.20
Gravel Rail (Asset)	1	1	1	1	0	0	0	1.23	30	9.00	15.50	13.00	13.00
Gully Post (Asset)	1	0	0	0	1	0	0	4.07	14	0.00	41.00	17.00	27.33
Illegal Dumping (INFRA ONLY-CSO USE NULL) (Asset)	1	1	1	0	1	1	0	48.08	14	0.00	78.88	28.92	28.84
Infrastructure - General Enquiry	8	1	17	15	9	0	0	5.30	2	2.56	6.00	7.05	6.08
Jetties/Villages (Asset)	0	0	0	0	0	0	0	7.21	14	0.00	3.00	3.00	3.00
Miscellaneous Road Issues (Asset)	73	20	62	42	70	5	3	3.85	14	6.38	28.10	33.30	35.98
Footpaths & Other Road Cycle Ways Maint. (Asset)	23	7	41	23	33	9	1	6.31	30	6.78	19.16	19.43	20.64
Potholes - Sealed Roads (Asset)	23	5	41	36	23	1	0	1.34	5	4.39	49.69	39.69	39.00
Railway Crossings (Asset)	0	0	0	0	0	0	0	13.19	60	0.00	0.00	17.00	17.00
Rural Roadside Vegetation Staking (Asset)	0	0	3	2	1	1	0	3.47	30	7.00	8.87	7.30	7.58
Signs & Lines (Already Existing) - (Asset)	50	16	39	18	55	9	0	5.57	10	5.89	203.13	106.67	20.95
Street Lighting - Other (Asset)	2	0	4	1	5	0	0	2.08	30	2.00	30.75	21.29	29.83
Street Lighting - Maintenance (Asset)	0	0	2	1	1	1	0	0.41	30	0.00	1.57	26.08	22.67
Street Sweeping - (Asset)	7	3	10	3	11	2	0	3.87	14	9.50	9.39	6.85	8.13
Traffic Lights (Asset)	5	0	4	3	6	1	0	0.54	14	1.00	3.04	5.02	14.74
Water Course Miscellaneous (Asset)	1	0	0	0	1	0	0	4.10	14	0.00	125.80	75.78	80.28
Water Course Vandalism (Asset)	0	0	0	0	0	0	0	5.01	14	0.00	0.00	3.00	3.00

4. Service Delivery

Service Level	Target	Current Performance	Service Level Type (Operational or Adopted)
Conquest Inspections – Customer Request / Conquest Inspections (finalised within 14 working days)	100%	98.78%	Adopted

5. Legislative Compliance and Standards (including Risk and Safety)

Nil issues this month.

6. Operational Plan Targets by Section

The following Operational Plan actions and targets are required to be reported to Council on a monthly basis. This data will also form part of the Operational Plan quarterly report to Council:

Regional Infrastructure and Facilities

1.1 Safe, accessible, reliable and sustainable infrastructure and facilities

1.1.1 Maintain high quality infrastructure			
Reference	Operational Action	Target	Status
1.1.1.1	Operate, maintain and repair infrastructure as detailed in the annual maintenance programs	Delivery of the annual operating budget to 95%	8% expended.
1.1.1.2	Deliver the annual capital works program	Budget expenditure greater than 95%	2017/18 program commenced.

7. Capital Projects

Works Program – 2017/18

Project	Planned Start Date	Planned End Date	Status	Budget Estimate	YTD actual (incl committals)
CP427 CAPITAL CONTROL CENTRAL URBAN OPERATIONS					
UCC-AS-Annual Reseal Program				3,035,000	0
-UCC-AS-Denham Street-George Street to Muarry Street				0	49,091
-UCC-AS-Haynes Street-Main Street to Bourke Street				0	12,813
-UCC-AS-Pilbeam Drive-Frenchville Rd to Carpark				0	3,275
-UCC-AS-Richardson Road-Denning Street to Red Hill Centre				0	171,017
UCC-BDG-Bridge Rehabilitation	16/02/2018	04/04/2018		358,500	29,000
UCC-BDG-Quay Street Bridge Major Renewal				100,000	0
UCC-Bus Stop Program	15/11/2017	29/11/2017		300,000	11,919
UCC-Capital Works Contingency Fund				1,000,000	0
UCC-FP-Derby St-Gladstone Rd-Canning St				0	10
UCC-FP-German Street-Rosewood Drive to Sunset Drive	11/09/2017	15/09/2017		10,000	0
UCC-FP-Haynes St (Richardson Rd-Harriette)	03/07/2017	17/07/2017		0	58,663
UCC-FP-Kerrigan Roundabout -Underpass of Kerrigan St				575,000	79,372
UCC-FP-Moores Creek Rd-Norman Grdns Cycle path				0	1,419
UCC-FP-Norman Rd-Norman Grdns Cycle path				0	60,205
UCC-FP-North St - Campbell St to Eventide Nursing Home				15,000	6,100

Project	Planned Start Date	Planned End Date	Status	Budget Estimate	YTD actual (incl committals)
UCC-FP-Pilbeam Walkway Stage 1 Mt Archer				0	17,698
UCC-FP-Reconstruction Footpaths-To be determined from Asset	03/07/2017	24/05/2018		279,583	7,403
UCC-FP-Talford Street_Albert Street to North Street	03/07/2017	25/08/2017		0	56,776
UCC-FP-Thozet Road-Lilley Ave to Zervos Ave Design only	13/10/2017	14/11/2017		342,000	6,571
UCC-Heavy Patching acrossUrban Area from Asset Management I	01/11/2017	11/01/2018		400,000	0
UCC-LA-Land acquisition costs associated with projects				178,000	0
UCC-MISC-Asphalt Repairs				0	3,782
UCC-Miscellaneous Small Plant Purchases				0	6,717
UCC-MISC-North Rockhampton Boatramp Fishing Platform				0	1,605
UCC-Muellerville Walk Pathway W4Q	03/07/2017	08/09/2017		37,800	7,218
UCC-NC-Blackspot Allocation for 100% Projects				500,000	0
UCC-NC-Denison St-Denham St Kerbing-Blackspot	03/07/2017	17/07/2017		0	78,325
UCC-NC-Denison St-Derby St Kerbing-Blackspot	03/07/2017	17/07/2017		0	33,856
UCC-NC-Horwell Rd (Rattenbury Rd to Caporn Rd) seal road				0	37,147
UCC-NC-Jones St - Brosnan to Norman *DO NOTUSE*	17/01/2018	28/03/2018		430,000	0
UCC-NC-Jones St -Brosnan Cr to Norman Rd				0	3,031
UCC-NC-Meals on Wheels Access Berserker				0	638
UCC-NC-North Rockhampton Flood levee				0	58
UCC-NC-Northside Boatramp Carpark	03/07/2017	03/07/2017		0	26,312
UCC-NC-Pilbeam Drive Carpark Ch 0.2km				0	330

Project	Planned Start Date	Planned End Date	Status	Budget Estimate	YTD actual (incl committals)
UCC-NC-Ski Gardens Boatramp Carpark	09/10/2017	23/10/2017		60,000	4,495
UCC-NorthRock Boat Ramp Carpark & Walkway W4Q	03/07/2017	03/07/2017		1,500,000	71
UCC-Pavement rehab CBD rds near Fitzroy St				0	20,194
UCC-RC- Mason Ave-Hotham Cl to Norman Rd	29/08/2017	29/11/2017		0	2,940
UCC-RC-Berserker St-Simpson St-Robinson St	30/11/2017	12/02/2018		412,000	0
UCC-RC-Bertram Street _Main St to Thomasson St	03/07/2017	04/08/2017		0	91,260
UCC-RC-Bevis St-Wandal Rd to Cavell St	28/08/2017	11/10/2017		230,000	0
UCC-RC-Boundary Road / Norman Rd Intersection Upgrade	09/02/2018	20/03/2018		250,000	0
UCC-RC-Bridge Street	27/10/2017	05/12/2017		265,200	0
UCC-RC-Bridge Street (Yeppoon Railway to Queen Elizabeth				0	675
UCC-RC-Campbell St-Albert St-North St	03/07/2017	11/08/2017		0	244,098
UCC-RC-Campbell St-North to Exhibition pavement failures	20/09/2017	06/11/2017		334,400	0
UCC-RC-Campbell Street (North St to Mary Blow Dr)	28/09/2017	06/11/2017		0	3,244
UCC-RC-Campbell Street-Cambridge Street to Albert Street	14/08/2017	27/09/2017		0	1,420
UCC-RC-Campbell Street-North Street to Albert Street	03/07/2017	11/08/2017		0	640
UCC-RC-Clanfield St (Donnolian to Simpson) Kerb Pmb slur	24/01/2018	27/03/2018		400,000	0
UCC-RC-Clanfield St (Wooster St to Simpson St)				0	5,969
UCC-RC-Dean st Talbort to Elphinstone	08/03/2018	29/03/2018		775,200	0
UCC-RC-Denham Street-Campbell Street Roundabout				0	9,828
UCC-RC-Dooley St Depot road Upgrade	03/10/2017	04/10/2017		100,000	19,029

Project	Planned Start Date	Planned End Date	Status	Budget Estimate	YTD actual (incl committals)
UCC-RC-Glenmore Rd Main to Railway Crossing	12/01/2018	13/02/2018		300,000	0
UCC-RC-Haynes Street - Hollingsworth to Byrne St	14/08/2017	28/08/2017		72,400	0
UCC-RC-Hindley Street-Elphinstone Street to Livingstone				0	76
UCC-RC-Main St pavement failures	28/03/2018	01/05/2018		300,000	0
UCC-RC-Mason St-School to Norman *DO NOTUSE*	29/08/2017	29/11/2017		570,000	0
UCC-RC-Oakley St-Wandal Rd to Dibden St				0	786
UCC-RC-Park St-Glenmore Rd to Haynes St	08/08/2017	06/10/2017		0	97
UCC-RC-Park Street-Glenmore Road to Haynes Street	14/08/2017	06/10/2017		400,000	0
UCC-RC-Pavement rehabiliation of Bolsover - Archer to St	09/03/2018	03/04/2018		200,000	0
UCC-RC-Pavement rehabiliation of Quay St (William to Der	14/02/2018	08/03/2018		200,000	0
UCC-RC-Power Street	04/01/2018	23/01/2018		124,800	0
UCC-RC-Rodger Street(Boland St to Medcraf St)				0	2,205
UCC-RC-Rodger Street-Medcraf Street to Buzacott Street	24/10/2017	03/01/2018		393,700	0
UCC-RC-Stanley Street-Alma Street Intersection				0	214
UCC-RC-Thozet Rd-Lakes Creek Rd-Elphinstone St				0	512
UCC-RC-Thozet Road-Lilley Ave to Zervos Avel	29/08/2017	12/10/2017		400,000	0
UCC-RC-Unnamed Laneway-Off Canning St				0	23,685
UCC-RC-Upper Dawson Rd-Nathan-Wakefield	13/02/2018	05/06/2018		700,000	0
UCC-RF-Pilbeam Drive guard rails	28/06/2016	28/06/2016		60,000	0
UCC-RS-Archer St - Alma to Talford	08/02/2018	16/03/2018		380,000	0

Project	Planned Start Date	Planned End Date	Status	Budget Estimate	YTD actual (incl committals)
UCC-RS-Denison St Fitzroy to Albert PMB + slurry	02/11/2017	08/11/2017		120,000	0
UCC-RS-Jardine St - McKelligett St to Heath	03/04/2018	11/05/2018		400,000	0
UCC-RS-Road Safety Minor Works Program	20/09/2017	06/04/2018		234,167	607
UCC-SL-Street Lighting Improvement Program				0	14,908
UCC-SW-Alexander Street Drainage				0	236
UCC-SW-Archer St main drain reline and repair				200,000	68
UCC-SW-Bawden St extsionpipepastNo10	12/10/2017	26/10/2017		40,000	0
UCC-SW-Caribbea Estate Stg 2	16/11/2017	11/01/2018		250,000	0
UCC-SW-Dean St Drainage_Rodboro St to Peter St	06/02/2018	27/02/2018		80,000	0
UCC-SW-McLeod Park Open Drain				0	78
UCC-SW-Quay Lane_North St to Albert St				0	148
UCC-SW-Replace Stormwater Inlets	03/07/2017	03/07/2018		60,775	17,554
UCC-SW-South Rockhampton Main Drain	20/11/2017	15/01/2018		160,000	0
UCC-SW-Stack St Stage 2	20/11/2017	15/01/2018		255,000	2,293
UCC-SW-Stormwater general allocation for small projects	16/01/2018	15/02/2018		150,000	0
UCC-SW-Wackford Street Drainage	28/06/2016	26/08/2016		400,000	0
UCC-SW-Webber park Stage 1B inlets/outlets	01/07/2017	01/07/2017		450,000	0
UCC-SW-Western St (Meade)	16/01/2018	02/02/2018		110,000	573
UCC-TL-Misc Traffic Light controllers from PSC analague to				0	85
UCC-TL-Misc Traffic LightUpgrades- (PAPL to Radio Link)	01/02/2018	08/06/2018		153,000	0
UCC-TM-Campbell St - North St Intersection				0	44,012

				19,051,525	1,282,353
Project	Planned Start Date	Planned End Date	Status	Budget Estimate	YTD actual (incl committals)
CP428 CAPITAL CONTROL WEST URBAN OPERATIONS					
UWC-Annual Reseal Program	14/11/2017	04/06/2018		0	0
UWC-Low cost sealing of minor roads				0	11,405
UWC-FP-Burnett Highway (between 52538 52570 Burn-Division 4				17,200	272
UWC-FPRanger St (BarryFisher)	11/10/2017	24/11/2017		255,000	0
UWC-FP-Russell St (Barry to Fisher)	18/07/2017	11/08/2017		204,548	199,245
UWC-NC-Capricorn Street Gracemere Ck to Middle Road (T5	03/08/2017	16/01/2018		103,333	707
UWC-NC-Middle RdCapricornMacquarie Stage 3	02/05/2017	02/08/2017		1,000,000	318
UWC-RC-Morgan Street Upgrade as part of streetscape	15/02/2017	15/01/2018		100,000	0
UWC-SL-Johnson Road	03/07/2017	03/07/2018		41,700	0
UWC-SW-Brooks St Drainage FSC Plan 387				520,000	0
UWC-SW-Replace Stormwater Inlets	03/07/2017	03/07/2018		200,000	0
				2,441,781	211,947

Project	Planned Start Date	Planned End Date	Status	Adopted Estimate	YTD actual (incl committals)
CP422 CAPITAL CONTROL RURAL OPERATIONS WEST					
RWC-Annual Reseal Program	06/11/2017	20/11/2017		400,000	0
RWC-NC-Renewal of Unsealed Road Gravel Program A	03/07/2017	30/06/2018		2,000,000	0
-RWC-GR-Garnant Rd Ridgeland Ch 4.2-5.2 6.81-6.95 7.05-7		26/06/2017	100% Complete	0	973
-RWC-GR-Harding Rd Alton Downs Ch 2.6 - 4.2 km		22/06/2017	100% Complete	0	11,565
-RWC-GR-Shields Rd Marmor Ch 0.0-1.23 km		26/06/2017	100% Complete	0	3,148
-RWC-GR-South Yaamba Rd Alton Downs Ch 2.8-3.8km		19/06/2017	100% Complete	0	1,697
RWC-BDG-Calmorin Rd Hansons Bridge	15/08/2018	15/08/2018		60,000	0
RWC-FW-Nine Mile Rd floodway Ch7.85-10.68			100% Complete	0	22,001
RWC-FW-Rosewood Road Ch 42.69 45.89 & 48.11	02/03/2018	10/04/2018		107,100	0
RWC-NC - Isabella - Albert St Stanwell Ch0.4-0.67 bitume		03/06/2017	100% Complete	0	24,087
RWC-NC-Mount Morgan Scenic Lookout				0	115,920
RWC-NC-South Ulam Road - Widening	04/10/2017	18/10/2017		201,100	0
RWC-RC-Cherryfield Rd (Reigal to Ashford) seal road	19/10/2017	04/12/2017		390,000	0
RWC-RC-Malchi-Nine Mile Road-Ch 7.5 to Ch 9.5	19/10/2017	04/12/2017		350,000	0
RWC-RC-Nine Mile Road Floodway Stage 2 Ch8.39-9.99	11/07/2017	07/11/2017	25% complete	1,100,000	708,961
RWC-RC-Sheldrake Rd Works				0	25,985
RWC-RC-Slaughterhouse Rd - Ch 00 to 0.80 bitumen seal		06/06/2017	100% Complete	0	2,407
RWC-RC-Stanwell Waroula Rd-Ch23.75-28.25		07/08/2017	98% complete	830,000	197,994
RWC-RC-Struck Oil Road-Ch 1.20-1.80				962	0

Project	Planned Start Date	Planned End Date	Status	Budget Estimate	YTD actual (incl committals)
RWC-Stanwell-Waroula Road - Ch 0.24 to Ch 2.24 Local Governm	03/07/2017	14/08/2017	80% complete	500,000	359,548
RWC-SW-Arthur St Wwood-Ch 2.49	01/02/2018	12/02/2018		35,700	0
RWC-SW-Bishop Rd Ch 0.06 & 3.41	20/12/2017	23/01/2018		160,000	0
RWC-SW-Bishop Rd Louisa Creek			100% Complete	0	5,598
RWC-SW-J Pierce Rd Ch 1.54	07/10/2017	31/10/2017		45,900	0
RWC-SW-Lion Mountain Rd-Ch4.32 3.26&6.86	20/11/2017	19/12/2017		153,000	0
RWC-SW-Neerkol Rd Stanwell	24/01/2018	31/01/2018		28,000	0
RWC-SW-South Yaamba Rd Sandy Creek	11/04/2018	04/07/2018	10%	526,000	-14,545
RWC-SW-Wyvills Rd Ch 0.13		05/07/2017	100% Complete	30,000	23,246
				6,917,762	1,488,584

Total Urban and Rural	28,411,068	2,982,884
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8. Operational Projects

As at period ended July 2017 – 8.3% of year elapsed – year to date expenditure is 8% – at this stage is on track.

Project	Planned Start Date	Planned End Date	Status	Budget Estimate	YTD actual (incl committals)
Cyclone Debbie Flood Damage	January 2018		Defects are being identified and assessed to be ready to submit to QRA by end of September for approval. Actual repair works are scheduled for January 2018.		

9. Budget

Financial performance as expected for the reporting period:



End of Month General Ledger - (Inc Operating & Capital) - CIVIL OPERATIONS

As At End Of July

Report Run: 02-Aug-2017 10:39:17 Excludes Nat Accs: 2802,2914,2917,2924

	Adopted Budget \$	Revised Budget	Adopted Budget (Pro Rata YTD) \$	YTD Actual \$	YTD Commit + Actual \$	Variance %	On target 8.3% of Year Gone
CAPITAL							
CIVIL OPERATIONS							
CP412 - March 2017 Rural Flood Disaster							
1 - Revenues	(1,423,602)	0	0	0	0	0%	✓
2 - Expenses	1,225,509	0	0	0	477,940	0%	✗
Total Unit: Civil Operatio	(198,093)	0	0	0	477,940	0%	✗
CP413 - March 2017 Urban Flood Disaster							
1 - Revenues	(358,796)	0	0	0	0	0%	✓
2 - Expenses	314,763	0	0	868	488,849	0%	✗
Total Unit: Civil Operatio	(44,033)	0	0	868	488,849	0%	✗
CP414 - July 2016 Rural Disaster Event							
1 - Revenues	(415,035)	0	0	0	0	0%	✓
2 - Expenses	790,600	0	0	0	0	0%	✓
Total Unit: Civil Operatio	375,565	0	0	0	0	0%	✓
CP415 - July 2016 Urban Disaster Event							
1 - Revenues	(101,662)	0	0	0	0	0%	✓
2 - Expenses	189,264	0	0	0	0	0%	✓
Total Unit: Civil Operatio	87,602	0	0	0	0	0%	✓
CP416 - 2015 RURAL DISASTER RECONSTRUCTION							
1 - Revenues	(676,200)	0	0	0	0	0%	✓
2 - Expenses	809,418	0	0	57	332,150	0%	✗
Total Unit: Civil Operatio	133,218	0	0	57	332,150	0%	✗
CP417 - 2015 URBAN DISASTER RECONSTRUCTION							
2 - Expenses	0	0	0	335	450,078	0%	✗
Total Unit: Civil Operatio	0	0	0	335	450,078	0%	✗
CP420 - CAPITAL CONTROL REVENUE CIVIL OPERATIONS							
1 - Revenues	(6,457,311)	0	0	(846,000)	(846,000)	0%	✓
Total Unit: Civil Operatio	(6,457,311)	0	0	(846,000)	(846,000)	0%	✓
CP421 - CAPITAL CONTROL RURAL GRAVEL CRUSH							
2 - Expenses	0	0	0	7,120	14,305	0%	✗
3 - Transfer / Overhead All	0	0	0	45,947	46,343	0%	✗
Total Unit: Civil Operatio	0	0	0	53,066	60,647	0%	✗
CP422 - CAPITAL CONTROL RURAL OPERATIONS WEST							
2 - Expenses	6,917,762	0	0	342,315	1,293,228	0%	✗
3 - Transfer / Overhead All	0	0	0	201,701	202,907	0%	✗
Total Unit: Civil Operatio	6,917,762	0	0	544,016	1,496,135	0%	✗
CP427 - CAPITAL CONTROL CENTRAL URBAN OPERATIONS							
2 - Expenses	19,051,525	0	0	380,524	12,493,585	0%	✗
3 - Transfer / Overhead All	0	0	0	148,158	149,209	0%	✗
Total Unit: Civil Operatio	19,051,525	0	0	528,683	12,642,795	0%	✗
CP428 - CAPITAL CONTROL WEST URBAN OPERATIONS							
2 - Expenses	2,441,781	0	0	91,889	188,451	0%	✗
3 - Transfer / Overhead All	0	0	0	23,928	24,246	0%	✗
Total Unit: Civil Operatio	2,441,781	0	0	115,817	212,697	0%	✗
Total Capital:	22,308,016	0	0	396,842	15,315,291	0%	✗
OPERATIONS							
CIVIL OPERATIONS							
Urban Operations							
1 - Revenues	(1,711,158)	0	(142,597)	(1,294)	(1,294)	0%	✗
2 - Expenses	7,255,376	0	604,615	274,620	386,801	5%	✓
3 - Transfer / Overhead All	2,138,030	0	178,169	121,523	122,917	6%	✓
Total Unit: Urban Operati	7,682,248	0	640,187	394,849	508,425	7%	✓
Rural Operations							
1 - Revenues	(1,050,650)	0	(87,554)	0	0	0%	✗
2 - Expenses	4,025,418	0	335,452	78,302	169,930	4%	✓
3 - Transfer / Overhead All	1,331,329	0	110,944	99,930	101,044	8%	✓
Total Unit: Rural Operati	4,306,097	0	358,841	178,232	270,973	6%	✓
Civil Operations Management							
1 - Revenues	(23,530)	0	(1,961)	(3,236)	(3,236)	14%	✓
2 - Expenses	23,603,032	0	1,966,919	1,912,545	1,925,111	8%	✓
3 - Transfer / Overhead All	(2,096,650)	0	(174,721)	3,936	4,014	0%	✗
Total Unit: Civil Operatio	21,482,852	0	1,790,238	1,913,245	1,925,889	9%	✗
Total Operations:	33,471,197	0	2,789,266	2,486,326	2,705,287	8%	✓
Grand Total:	55,779,213	0	2,789,266	2,883,168	18,020,578	0%	✓

Road Name	KM	Cost
Garnant Road	4.02	\$17,829.00
Scott Road	0.81	\$714.00
Sheldrake Road	1.51	\$7,336.00
San Jose Road	11.05	\$38,504.00
Ulam Connection Road	4.23	\$12,978.00
North Langmorn Road	9.30	\$28,790.00
Shields Road	0.53	\$2,120.00
Blanche Road	1.20	\$0.00
Bean Farm Road	3.60	\$8,330.00
Total	36.25	\$116,601.00

10. Section Statistics**Programs/Activities**

During this period, the following programs and activities were undertaken:

CIVIL OPERATIONS MONTHLY OPERATIONS REPORT - AUGUST 2017

Works Program - August - September 2017

Meeting Date: 15 August 2017

Attachment No: 2

Construction and Works Program - August - September 2017

Council's Civil Operations Section advises the proposed road and associated road reserve network works and other planned projects to be conducted throughout the Region in August - September 2017 subject to weather conditions and other competing priorities. Please note that the information listed in the Potential Interruptions section is general information and does not override the information that is provided to the Emergency Services Personnel and Bus Company's etc.

Rural West Area				
Work Location	Work Description	Start	Finish	Potential Interruptions
RWC-FW-Nine Mile Rd floodway ch 7.85-10.68	Stormwater	Early July	Mid November 2017	Traffic Controllers and Speed Restrictions
RWC-RC-Stanwell Waroula Road- Ch 0.24 to 2.24 , bitumen seal	Re-Construction	Early July	Early August 2017	Traffic Controllers and Speed Restrictions
RWC-RC-Stanwell Waroula Road- Ch 23.72-28.22 , bitumen seal	Re-Construction	Early July	Mid August 2017	Traffic Controllers and Speed Restrictions
RWC-Resheet-Renewal of Unsealed Road Gravel Program A	Re-Construction	Early July	Mid July 2018	Traffic Controllers and Speed Restrictions
RWC-SW-Nine Mile Rd floodway Grant Money	Stormwater	Mid July	Mid November 2017	Traffic Controllers and Speed Restrictions
RWC-SW-Nine Mile Rd floodway Grant Money	Stormwater	Mid July	Mid November 2017	Traffic Controllers and Speed Restrictions
Urban Central Area				
Work Location	Work Description	Start	Finish	Potential Interruptions
UCC-NC - Denison Street - Derby St kerbing blackspot	New Construction	Early July	Mid July 2017	Traffic Controllers and Speed Restrictions
UCC-FP-German Street-Rosewood Drive to Sunset Drive	Footpath	Mid October	Mid October 2017	Traffic Controllers and Speed Restrictions
UCC-FP-Haynes St-Richardson Rd to Harriette St (Stage 2)	Footpath	Early July	Mid July 2017	Traffic Controllers and Speed Restrictions
UCC-FP-Reconstruction Footpaths-To be determined from Asset Management Plan 2017/18	Footpath	Early July	Late May 2018	Traffic Controllers and Speed Restrictions
UCC-FP-Talford Street _Albert Street to North Street	Footpath	Early July	Late August 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Bertram Street _Main St to Thomasson St	Re-Construction	Early July	Early August 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Bevis St-Wandal Rd to Cavell	Re-Construction	Late August	Mid October 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Campbell Street - North St to Mary Blow St	Re-Construction	Late September	Early November 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Campbell Street-Albert St to Cambridge St	Re-Construction	Mid August	Late September 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Campbell Street-Albert St to North St	Re-Construction	Early July	Mid August 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Haynes Street Hollingsworth to Byrne	Re-Construction	Mid August	Late August 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Mason St	Re-Construction	Late August	Late November 2017	Traffic Controllers and Speed Restrictions

UCC-RC-Park St reconstruction Glenmore Road to Haynes St	Re-Construction	Early August	Early October 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Quay Street- Stage 1C & 1D	Re-Construction	Mid July	Late November 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Quay Street- Stage 1C & 1D	Re-Construction	Early July	Mid November 2017	Traffic Controllers and Speed Restrictions
UCC-RC-Thozet Rd- Liley Ave to Zervos	Re-Construction	Late August	Mid October 2017	Traffic Controllers and Speed Restrictions
Urban West Area				
Work Location	Work Description	Start	Finish	Potential Interruptions
UWC-NC-Middle Road-Capricorn Street to Macquarie Street Stage 3	Re-Construction	Early May	Early August 2017	Traffic Controllers and Speed Restrictions
UWC-RC-Capricorn Street Gracemere Ck to Middle Road (T-53)	Re-Construction	Early August	Mid January 2018	Traffic Controllers and Speed Restrictions
Brooks St Drainage FSC Plan 387	Stormwater	Mid July	Mid August 2017	Traffic Controllers and Speed Restrictions
Muellerville Footpath	Footpath	Mid July	Early September 2017	Traffic Controllers and Speed Restrictions

9 NOTICES OF MOTION

Nil

10 URGENT BUSINESS/QUESTIONS

Urgent Business is a provision in the Agenda for members to raise questions or matters of a genuinely urgent or emergent nature, that are not a change to Council Policy and can not be delayed until the next scheduled Council or Committee Meeting.

11 CLOSED SESSION

In accordance with the provisions of section 275 of the *Local Government Regulation 2012*, a local government may resolve to close a meeting to the public to discuss confidential items, such that its Councillors or members consider it necessary to close the meeting.

RECOMMENDATION

THAT the meeting be closed to the public to discuss the following items, which are considered confidential in accordance with section 275 of the *Local Government Regulation 2012*, for the reasons indicated.

12.1 Potential Purchase of Lot 481 Somerset Road Gracemere

This report is considered confidential in accordance with section 275(1)(h), of the *Local Government Regulation 2012*, as it contains information relating to other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

12.2 CBD Car Parking

This report is considered confidential in accordance with section 275(1)(h), of the *Local Government Regulation 2012*, as it contains information relating to other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

12 CONFIDENTIAL REPORTS

12.1 POTENTIAL PURCHASE OF LOT 481 SOMERSET ROAD GRACEMERE

File No: 12129

Attachments: 1. Gracemere Industrial Area East. Road reserve and water easement.

Authorising Officer: Martin Crow - Manager Engineering Services
Peter Kofod - General Manager Regional Services

Author: Stuart Harvey - Coordinator Strategic Infrastructure
Angus Russell - Senior Executive Strategic Projects

This report is considered confidential in accordance with section 275(1)(h), of the *Local Government Regulation 2012*, as it contains information relating to other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

SUMMARY

This report discusses potential options to progress acquisition of this site and recommends a preferred option.

12.2 CBD CAR PARKING**File No: 5252****Attachments: 1. Site Identification and Assessment****Authorising Officer: Peter Kofod - General Manager Regional Services****Author: Angus Russell - Senior Executive Strategic Projects**

This report is considered confidential in accordance with section 275(1)(h), of the *Local Government Regulation 2012*, as it contains information relating to other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

SUMMARY

The report recommends a number of actions in relation to CBD car parking.

13 CLOSURE OF MEETING