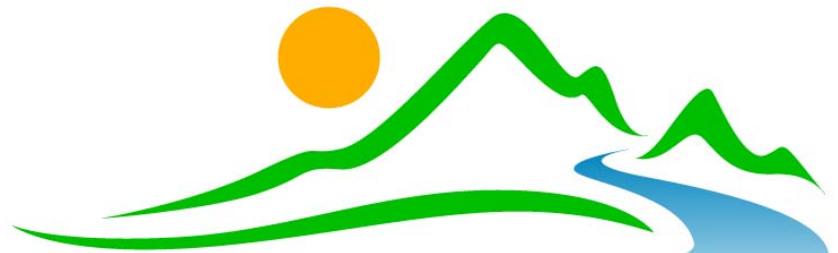


2014

Standing Committee Meetings –
Policy and Planning



NORTH BURNETT
REGIONAL COUNCIL

MONTO

North Burnett Regional Council

June 10, 2014

Attendees	Agenda Item 1	Attendees	
Welcome	Agenda Item 2	Welcome / Housekeeping	
Apologies	Agenda Item 3	Apologies	
Declaration	Agenda Item 4	Declaration of Interest	
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	5.1	9:30am – Insite Strategy – David Newby	
Governance	Agenda Item 6	Governance Report	
	6.1	2014 LGAQ Media and Communication Forum	003-006
	6.2	Endorsement of Gayndah Airport Advisory Committee	007-013
	6.2	Request to Change Monto and District Show Holiday 2015	014-016
Economic	Agenda Item 7	Economic Report	
	7.1	Responding to Submissions to Proposed Planning Scheme; Requesting Ministerial Approval to Adopt the Proposed Planning Scheme	017-037
	7.2	Proposed Planning Scheme Policies	038-040
	7.3	Proposed State Infrastructure Planning and Charging Framework	041-045
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General Business	Agenda Item 10	General Business	
Closure of Meeting	Agenda Item 11	Closure of Meeting	

2014 LGAQ Media & Communication Forum

File: 13.3.16
Responsible Officer: Mark Pitt – Chief Executive Officer
Report prepared by: Tracey Wilson – Media / Grants Officer

1 PURPOSE OF REPORT

The purpose of this report is for Council to consider and appoint a delegate to attend the 2014 LGAQ Media & Communication Forum to be held in Mackay on Monday, 27 October 2014.

2 INTRODUCTION/BACKGROUND

2014 LGAQ Media and Communications Forum - From Information to Participation - Mackay Convention Centre, Mackay - Monday October 27th, 9am-4.30pm

Communication in the digital age is increasingly defined by whether or not it encourages two way conversation with its intended audience. The immediacy of communication tools like social media, smart phones, and even free WiFi has meant that information which was once considered static has become open to real time audience engagement and distribution.

What does this mean for local government and our role as communicators? How can we ensure direct communication with communities and stakeholders is both strategic and measurable?

This year, expect case studies on achieving productivity within small communication teams, making the most of the resources at your disposal and tips and tricks for helping your councillors hit the mark in an interview situation.

During this one day intensive Forum, attending media, communication and nominated council representatives will advance their skills in communication and media liaison and hear from professional leaders in the field.

This is an important opportunity to make sure your council is up skilled and equipped with the tools it needs to present your message with confidence.

Prior Resolution

The following resolution was passed at the Policy and Planning Standing Committee Meeting held in Eidsvold on Tuesday, 16 July 2013:

Cr PW Francis moved and Cr PW Lobegeier seconded: That Media/Grants Officer, TL Wilson and Cr JF Dowling be appointed as delegates to the 2013 LGAQ Media and Communications Forum with Council meeting the normal cost of attendance.

CARRIED 6/0

3 CORPORATE/OPERATIONAL PLAN

In accordance with the 2013-2018 Corporate Plan:

- Outcome 5 – Governance – 5.06 – Community Engagement
- Outcome 5 – Governance – 5.07 – Workforce Development
- Outcome 5 – Governance – 5.09 – Elected Members

4 POLICY IMPLICATIONS

- Policy 103 - Reimbursement and provision of facilities for Mayor and Councillors
- Policy 114 - Councillor Code of Conduct
- Policy 307 - Training and Development
- Previous decisions of Council

5 STATUTORY REQUIREMENTS

- Local Government Act 2009
- Local Government Regulation 2012

6 FINANCIAL IMPLICATIONS

Transport / Accommodation / Forum Registration

7 RISK MANAGEMENT

Maintaining up to date information on current legislation and Industry Standards

8 CONSULTATION

Nil

9 OPTIONS FOR COUNCIL TO CONSIDER

Consider this report and accept, reject or amend recommendations.

10 OFFICER'S COMMENTS/CONCLUSION

Information is provided for Council consideration.

11 ATTACHMENTS

Doc ID 601567 – Date Disclaimer

RECOMMENDATION

That:

1) The 2014 LGAQ Media and Communication Forum Report as presented be received.

2) That Media / Grants Officer, TL Wilson and Cr _____ be appointed as delegates to the 2014 LGAQ Media and Communications Forum with Council meeting the normal cost of attendance.

Natalie Zillman

From: Samantha Dean <Samantha_Dean@lgaq.asn.au>
Sent: Monday, 19 May 2014 11:07 AM
Subject: DATECLAIMER: 2014 Media and Communications Forum
Attachments: Media_Comms2014.pdf

Dear all,

A note to confirm that the 2014 LGAQ Media and Communications Forum will be occurring in Mackay at the Mackay Convention Centre, October 27th, 9am – 4.30pm.

Please find attached a current date-claimer. An official invitation for the event will also be mailed to all council CEO's alerting them of the opportunity for media and communications staff or nominated council representative.

We are hoping to confirm the final program and officially open registrations very shortly. In the meantime, you can register your interest by contacting LGAQ Conference Coordinator Bron Browning, on bron_browning@lgaq.asn.au.

I will send round an alert once registrations have been officially opened.

Kind Regards,



Samantha Dean

Communications Officer

LOCAL GOVERNMENT ASSOCIATION OF QUEENSLAND

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Newstead Qld 4006

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DATE CLAIMER

2014 LGAQ Media and Communications Forum **FROM INFORMATION TO PARTICIPATION**

Mackay Convention Centre, Mackay
Monday October 27th, 9am-4.30pm

Communication in the digital age is increasingly defined by whether or not it encourages two way conversation with its intended audience. The immediacy of communication tools like social media, smart phones, and even free WiFi has meant that information which was once considered static has become open to real time audience engagement and distribution.

What does this mean for local government and our role as communicators? How can we ensure direct communication with communities and stakeholders is both strategic and measurable?

After last year's Forum in Cairns, you gave us your feedback - and we listened. This year, expect case studies on achieving productivity within small communication teams, making the most of the resources at your disposal and tips and tricks for helping your councillors hit the mark in an interview situation.

During this one day intensive Forum, attending media, communication and nominated council representatives will advance their skills in communication and media liaison and hear from professional leaders in the field.

This is an important opportunity to make sure your council is up skilled and equipped with the tools it needs to present your message with confidence.

Full details of the program will be available in the coming weeks!

For further details please call **1300 542 700** or email **ask@lgaq.asn.au**

FURTHER INFORMATION ON EVENTS

Bron Browning LGAQ CONFERENCE COORDINATOR
Phone: 07 3000 2220
Email: bron_browning@lgaq.asn.au

SPONSOR AND TRADE EXHIBITION
Carolyn McSweeney SPONSOR AND TRADE LIAISON
Phone: 0437 822 142
Email: carolyn_mcsweeney@lgaq.asn.au

Visit LGAQ Events on the LGAQ website www.lgaq.asn.au

COUNCIL ENDORSEMENT OF GAYNDAH AIRPORT ADVISORY COMMITTEE

File:

Responsible Officer: Mark Pitt – Chief Executive Officer

Report prepared by: Natalie Zillman – Administration Assistant

1 PURPOSE OF REPORT

The purpose of this report is to seek Council endorsement of the Gayndah Airport Advisory Committee.

2 INTRODUCTION/BACKGROUND

The members of the Gayndah Airport Advisory Committed resolved at the November 2013 meeting:

“The Committee of aviation users, so formed, to be accepted as the Gayndah Airport Advisory Committee to advise, direct and make recommendations regarding the airport to the North Burnett Regional Council on the best way to develop the airport as members have an interest and experience in that field.”

3 CORPORATE/OPERATIONAL PLAN

In accordance with the 2013-2018 Corporate Plan:
 - Outcome 5 – Governance – 5.06 – Community Engagement

4 POLICY IMPLICATIONS

Nil

5 STATUTORY REQUIREMENTS

Nil.

6 FINANCIAL IMPLICATIONS

The Advisory Committee utilises Council administrative staff for the recording of meeting minutes.

7 RISK MANAGEMENT

Nil

8 CONSULTATION

Nil

9 OPTIONS FOR COUNCIL TO CONSIDER

Consider this report and accept, reject or amend recommendations.

10 OFFICER'S COMMENTS/CONCLUSION

Information is provided for Council consideration.

11 ATTACHMENTS

Meeting Minutes 20 November 2013

Meeting Minutes 15 May 2014

RECOMMENDATION

That the report in relation to the Airport Advisory Committee be received and that Council endorse the meeting minutes dated 20 November 2013 and 15 May 2014.

MEETING OF THE AIRPORT ADVISORY GROUP HELD IN NBRC BOARDROOM 20 November 2013

Attendees: Cr Jo Dowling Hamish Macdonald Margie McIntyre admin assist
John Lamb Terry Cleary
Julian Nott Richie Walters
Peter Raffels Cr Don Waugh Mayor

Apologies: Bruce Ramsay

Welcome: Cr Jo Dowling opened the meeting at 2.15 pm and welcomed all attendees.

Agenda: No set Agenda for the meeting.

Business arising from the Minutes: (General business, as no previous Minutes).

General discussion regarding 3 previous NBRC Airport Reports, Julian Nott requested to look through these past reports for recommendations. It was felt that only the current report would be relevant.

Terry Cleary questioned if the Group Chair needed airport knowledge. Cr Dowling is happy to continue, and members of the group thought this good as it saved having to brief another person to take matters to NBRC if required. Cr Dowling asked members how they saw the group progressing and their aims.

Discussion continued about the Emergency Centre proposed for the airport, costing and time frame for the centre particularly in relation to fuel, which is a major hold up for aircraft. Lack of refuelling facilities is a major draw back at present. Terry Cleary spoke about possible air park, and fly in events which attract large numbers of aircraft, and the potential for further development of the airport to attract people, business, tourism and industry.

2.30pm Richie Walters entered the meeting.

Terry Cleary spoke about the RAA fly in, previously held in Monto, but looking for a new venue. Would like Gayndah to make a bid for this event in 2014. Fuel is available in Monto – not Gayndah. The members agreed fuel and a bowser is required at the airport. Peter Raffels suggested a fuel card to buy fuel, as it would need to be used and not sit in a tanker. Terry Cleary pointed out recreational users if attracted here would use the fuel. Discussion followed about fuel and the legislative requirements for handling, storage, etc. and the necessity of having fuel. Terry Cleary is meeting with Ken O'Dowd and will discuss with him the timeframes for the Emergency Centre, and funding.

The members discussed the possible fly in for October 2014, and the opportunity to showcase the proposed centre development, perhaps a site visit with a suitable NBRC officer. With a new NBRC Tourism Officer, an opportunity to promote the site with the airport close to town. John Lamb suggested a sign welcoming visitors and listing attractions and food, accommodation, etc. Cr Dowling suggested a directory instead of selected advertising type of sign.

Maintenance at Airport – Points for NBRC to consider.

Post: Terry Cleary spoke of the post at the entry. The post is too low and dangerous. John Lamb and Richie Walters will replace.

Fence: The wire fence along Adelong St needs to be fixed, also along the back of John Lamb's home. Richie Walters and John Lamb offered to fix.

Gayndah Concrete Sign:

The concrete letters to the side of the airstrip need clearing and maintaining. John Lamb offered to clean.

Grid: There had been previous discussion regarding grid and installing metal strips for smoother access for ambulance. After further discussion regarding size, quality of plate, etc, Terry said a community group may be interested.

Toilets: John Lamb commented the toilets not maintained.

Give Way Sign:

Peter Raffels requested a Give Way Sign on the corner of Taylor's Road and Tony Lutvey Avenue as a safety measure. A request will be made to NBRC.

Warning Lights:

John Lamb thanked NBRC for installation of 2 warning lights adjacent to the weather station. This is for safety, particularly for helicopters flying from the hospital at night.

Taxi-way light transformers:

An electrician is needed to install these.

SES to run the strip:

When emergency planes land, the task of running the strip is reliant upon one council employee. SES is prepared to be on call if needed.

Windows in terminal:

Suggestion to replace with polycarbonate instead of glass. This would be much more robust and less risk of vandalism.

The members discussed the possibility of locking the gates for extra security to try to minimise vandalism. As the ambulance needs ready access, this is a point that may be looked at in future development.

Terry Cleary viewed the proposed Disaster Emergency Centre as a way to encourage new residents and possibly a Club to gain grants and further development. Discussion of Gympie and Chinchilla Airports and their buildings and fuel arrangements.

Cr Dowling asked for minutes to be emailed to group members for comment, before sending to NBRC. Hamish Macdonald suggested members research separate areas, and present findings to save time eg. he would research fuel issues.

Members agreed the funding to be first priority. Cr Dowling proposed a letter to NBRC and a letter to Mr O'Dowd, minutes to be distributed to group members.

Moved: Richie Walters Seconded: Peter Raffels

“The Committee of aviation users, so formed, to be accepted as the Gayndah Airport Advisory Committee to advise, direct and make recommendations regarding the airport to the North Burnett Regional Council on the best way to develop the airport as members have an interest and experience in that field.”

Next Meeting: The next meeting date to be late January 2014. Date to be determined.

Closure of Meeting: Cr Dowling closed the meeting at 3.20 pm

MEETING OF THE AIRPORT ADVISORY GROUP HELD IN NBRC GAYNDAH BOARDROOM – Thursday
15th May 2014

Attendees: Cr Jo Dowling (Chair) John Lamb Peter Raffels
Bruce Ramsay Lisa Benham Margie McIntyre Administration

Apologies: Terry Cleary Mayor D Waugh Julian Nott

Welcome: Cr Jo Dowling opened the meeting at 10.14am and welcomed all attendees.

Minutes: Resolved.

General Business:

Bruce Ramsay would like meeting notices to be sent out earlier.

Bruce Ramsay requested Avelino De Nobrega be added to the email list. Cr Jo Dowling will pass on his correct email address.

Lisa Benham NBRC Manager Finance spoke to the group in relation to the Emergency Services Levy and the costs involved with the NBRC's allotments at the Gayndah Airport, as each allotment has a levy payable on it. The NBRC wishes to amalgamate the allotments and there was discussion regarding the allotments. Lisa Benham distributed maps of the airport with the area to be amalgamated marked in black.

It was suggested the area of scrub adjacent to the airstrip be cleared to allow for a safety zone and to eliminate coverage for kangaroos.

Bruce Ramsay moved: "That the area marked with a black outline on the Map dated 5 May 2014 be amalgamated". Seconded: John Lamb.

Fence: The wire fence along Adelong Street has been fixed.

Gayndah Concrete Sign:

The concrete letters to the side of the airstrip need clearing and maintaining. John Lamb offered to clean.

Grid: It was decided that 450mm wide chequer plate would be suitable for strips to be placed across the grid entrance to the airport, to allow for smoother access for the ambulance.

Toilets: There have been complaints from the lady pilots that the toilets are not being adequately maintained.

Give Way Sign:

Greg Willis had been requested to check and install a Give Way sign at the corner of Taylor's Road and Tony Lutvey Avenue (as per Bruce Ramsay's Map attached).

Taxi-way light transformers:

Have been installed.

Windows in terminal:

Windows have no covering at present.

Maintenance around lights:

NBRC Staff to spray weedicide at a minimum of one (1) metre circumference around the lights and cones to prevent the need for close mowing and potential damage to the lights.

Next Meeting: The next meeting to be held 10.00am Thursday 21st August 2014 in the NBRC Boardroom.

Closure of Meeting: Cr Dowling closed the meeting at 11.05am.

Responsible Officer: MJP Pitt – Chief Executive Officer
Report prepared by: NJ Zillman – Administration Officer

1 PURPOSE OF REPORT

The purpose of this report is for Council to consider the request put forward by Monto and District Show Society to move the Monto Show Holiday from Monday August 10 2015 to Monday 27 April 2015 to allow for the commemoration of ANZAC Day on the Saturday.

2 INTRODUCTION/BACKGROUND

Council received a letter from Monto and District Show Society requesting that the Monto Show Holiday for 2015 be changed from Monday August 10 2015 to Monday 27 April 2015.

3 CORPORATE/OPERATIONAL PLAN

5.8 Regional Representation

5.8.1 Advocate to all tiers of Government and relevant industry organisations for the provision and enhancement of appropriate services and infrastructure within their jurisdictions.

4 POLICY IMPLICATIONS

Nil.

5 STATUTORY REQUIREMENTS

Queensland Holidays Act 1983

6 RISK MANAGEMENT

Assessed with regards to conflicting dates.

7 CONSULTATION

Monto and District Show Society have sought approval from both the Sub-Chamber and the State body for the Queensland Chamber of Agricultural Societies.

8 OPTIONS FOR COUNCIL TO CONSIDER

1. That Council agree to endorse the request to change the Monto Show Holiday 2015.
2. That Council agree to decline the request to change the Monto Show Holiday 2015.

8 OFFICER'S COMMENTS/CONCLUSION

9 ATTACHMENTS

Letter from Monto & District Show Society Inc.

RECOMMENDATION

That Council send a request to the Attorney General and Minister for Justice. Hon Jarrod Bleijie MP asking that the 2015 Monto Show Holiday is changed from the 10 August 2015 to the 27 April 2015.

Monto & District Show Society Inc.

A.B.N. 85 595 365 403

PH: 07 41661295 FAX: 07 41663515 Email: montoshow@bigpond.com

**Address all
Correspondence to
The Secretary**



**P.O. Box 81
MONTO Q 4630**

1st May 2014



Mr Les Hotz,
North Burnett Regional Council,
Newton Street,
Monto Qld 4630

Dear Les,

On behalf of the Monto & District Show Society I would like to request that Monto Show Public Holiday for 2015 be change from August to Monday 27th April 2015. The reason for this change is that Anzac day falls on Saturday 25th April 2015 which would be our normal Show Day and in previous years we have found it near impossible to compete against Anzac Day and our Committee feels that this is not a day for a Show as Anzac Day is an important day of remembrance.

This change has been approved at Sub-Chamber level and has also been approved by our State body QCAS. Therefore we wish to hold the 2015 Monto Show on Sunday 26th & Monday the 27th April 2015 with Monday being our Public Holiday. If you require any further information please don't hesitate to contact me.

Yours faithfully,

A handwritten signature in black ink, appearing to be "Beryl Avis". The signature is written in a cursive style with a large initial "B".

.....
Mrs Beryl Avis
Secretary
Monto & District Show Society Inc.

RESPONDING TO SUBMISSIONS TO PROPOSED PLANNING SCHEME; REQUESTING MINISTERIAL APPROVAL TO ADOPT THE PROPOSED PLANNING SCHEME

File: 17.6.07

Responsible Officer: David Wiskar—General Manager

Report prepared by: David Newby—Consultant Town Planner & Partner InsiteSJC

1 PURPOSE OF REPORT

This report summarises the public submissions to the proposed planning scheme received during the notification period and provides recommendations on dealing with the matters raised. It also presents other relatively minor improvements and explains the process for finalising the scheme.

2 BACKGROUND

2.1 Preparing a planning scheme Steps 1 to 7

The process for preparing a new planning scheme is set out in *Statutory Guideline 01/2013 Making or amending local planning instruments*. Council has undertaken the first seven steps of that process (except that Step 4 was not applicable).

- Step 1. Local government proposes to make a planning scheme
- Step 2. Minister confirms state interests and matters to be addressed
- Step 3. Local government prepares a proposed planning scheme
- Step 4. N/A
- Step 5. Local government progresses a proposed planning scheme
- Step 6. Minister considers proposed planning scheme and decides how to proceed
- Step 7. Local government commences public consultation of a proposed planning scheme

The public notification period for the proposed planning scheme commenced on 14 February and closed on 28 March 2014. Council received 20 properly made submissions and therefore the next step, Step 8, requires Council to consider submissions and decide how to proceed.

2.2 Step 8

“Step 8. Local government reviews submissions and decides how to proceed with the proposed planning scheme

8.1 *The local government must consider every properly made submission about the proposed planning scheme.*

8.2 *After considering the submissions, the local government:*

- (a) *may make changes to the proposed planning scheme to:*
 - (i) *address issues raised in a properly made submission;*
 - (ii) *amend a drafting error, or*
 - (iii) *address new or changed planning circumstances or information.”*

Council:

“must advise each person in writing who made a properly made submission about how the local government has dealt with their submission”

After dealing with the submissions, Council should then request approval from the Minister to adopt the scheme attaching a written notice including:

- “(a) a summary of matters raised in the properly made submissions and how the local government dealt with the matters*
- (b) identification of any changes to the proposed planning scheme that relate to any relevant regional plan or SPP as confirmed by the Minister under Step 2A.1*
- (c) information about whether the local government considers the changes to the proposed planning scheme affect a state interest*
- (d) an electronic copy of the proposed planning scheme (and a hard copy if requested by the Minister) that clearly identifies the changes that have been made to the proposed planning scheme since the state interest review, and*
- (e) confirmation that the local government does not believe the proposed planning scheme is significantly different from a version which has undertaken public consultation and that additional public consultation under Step 8.3 has been undertaken, if applicable.”*

2.3 Step 9. Minister advises on the next stage of the process

On receipt of Council’s written notice the Minister will consider if:

- (a) conditions imposed under Step 6.3(b) have been appropriately complied with;
- (b) the version is not significantly different to that notified;
- (c) sufficient information has been provided; and
- (d) the proposed planning scheme achieves the purpose of the SPA, and addresses the key elements of a planning scheme mentioned in section 88 of the SPA, and is consistent with the SPSP (where relevant), and appropriately integrates any relevant regional plan or SPP, and does not adversely affect a state interest.

If any of these requirements are not met then Council will be asked to repeat parts of the process. Otherwise the Minister will consider the information supplied by Council and advise it may:

- (a) adopt the proposed planning scheme and proceed to Step 10 with or without conditions, or
- (b) not proceed with the proposed planning scheme.

2.4 Submitters

Attachment 1 is a list of submitters, the issues raised and recommendations about how to deal with them.

The main issues are:

- request from Ergon Energy to include provisions from a model code dealing with electricity infrastructure;
- concern about the proposed Centre Zone on Dalgangal Road, Gayndah affecting nearby residents
- concern about the change to Centre Zone from Industry Zone on Dalgangal Road, Gayndah
- request to zone the railway corridor to Community Zone
- request to zone “Pioneer Place” to Community Zone

2.5 Other refinements and corrections

The consultation stage has enabled a further internal review and refinement to improve operation and correct minor drafting errors, including the following issues or matters –

- relationship to the Local Heritage Register;
- caravans or other structures with a temporary permit under North Burnett Regional Council Subordinate Local Law No.1 (Administration) 2011;
- levels of assessment for filling and excavation;
- levels of assessment for building work;
- inclusion of the WBB Principal Cycle Network Plan;
- mapping—
 - labelling of maps to make ‘navigation’ easier;
 - zoning around Bushnell Street, Gayndah, to better reflect development potential having regard to flood hazard;
- updating use definitions to match the latest version of the QPP and consequential changes to assessment tables and codes;
- punctuation and formatting inconsistencies

3 CORPORATE/OPERATIONAL PLAN

2.4 Land Use Planning - Proposing a planning scheme under the SPA is consistent with the outcome areas and goals of the Corporate Plan.

4 POLICY IMPLICATIONS

On adoption the Planning Scheme for the North Burnett Regional Council replaces the six schemes that the Council currently administers.

The Priority Infrastructure Plan that forms part of the scheme replaces the Adopted Infrastructure Charges resolution made by Council on 17 December 2013.

Applicants can apply to Council to have development assessed against the superseded planning scheme for one year following adoption of the scheme.

The scheme incorporates the Local Heritage Register and development on those places will be assessed against the relevant scheme provisions.

5 STATUTORY REQUIREMENTS

The *Sustainable Planning Act 2009* and *Statutory Guideline 01/2013 Making or amending local planning instruments* set out the statutory requirements for preparing a planning scheme.

In essence, the next steps are:

- Council decides how to deal with the submissions and writes to each submitter
- Council makes appropriate changes to the scheme pursuant to the submissions and correcting any drafting errors
- Council gives written notice to the Minister requesting permission to adopt the scheme
- DSDIP reviews the scheme to ensure it is not substantially different to the one advertised and does not affect state interests
- DSDIP recommends to the Minister that the scheme is ready for adoption either with or without conditions
- Council complies with any conditions
- Council adopts the scheme and publishes a notice to that effect.

6 FINANCIAL IMPLICATIONS

Council ought to formulate a new Schedule of Fees and Charges for development applications pursuant to the new scheme.

7 RISK MANAGEMENT

Implementation of the new scheme should be accompanied by adequate notification to the community and appropriate staff training to minimise confusion regarding applicable town planning instruments.

8 CONSULTATION

The public notification period for the proposed planning scheme commenced on 14 February and closed on 28 March 2014. When appropriate, Council should publicly notify the commencement of the new scheme.

The changes recommended in this report have been discussed with representatives of DSDIP who confirm that they are minor and acceptable to the department.

9 OPTIONS FOR COUNCIL TO CONSIDER

In relation to the planning scheme Council's options are to:

- “(a) proceed with the proposed planning scheme with no change*
- (b) proceed with the proposed planning scheme with changes if it reasonably believes the changes do not result in the proposed planning scheme being significantly different to the version released for public consultation, or*
- (c) not proceed with the proposed planning scheme.”*

Recommended responses to the matters raised in the public submissions are detailed in Attachment 1. Other options may be considered however Council:

“must ensure any changes continue to appropriately integrate any relevant regional plan or SPP, including the state interests expressed in those instruments, as confirmed by the Minister under Step 2A.1”.

Further, the changes Council makes must not change the scheme in a significant way, otherwise the scheme must be readvertised.

10 OFFICER'S COMMENTS/CONCLUSION

The recommendations of this report include making some changes to the proposed planning scheme to correct drafting errors, amend the zoning of some properties (Attachment 2b) and some minor changes to codes and other scheme provisions. It also recommends Council proceed with the proposed planning scheme and write to the Minister seeking approval to adopt the proposed planning scheme.

RECOMMENDATIONS

1. That Council respond to the matters raised within the properly-made submissions to the proposed planning scheme as detailed in Attachment 2 to this report.
2. That Council:
 - a. proceed with the planning scheme with the changes as identified in this report, considering that ‘the changes do not result in the proposed planning scheme being significantly different to the version released for public consultation’ [Step 8.5(b)];

- b. advise each of the submitters of its decision in dealing with those submissions; and
- c. write to the Minister seeking approval to adopt the proposed planning scheme including:
 - i. a summary of submissions and Council's decisions in dealing with them;
 - ii. a statement indicating Council considers the changes do not affect a state interest;
 - iii. copies of the scheme identifying the changes that have been made to the proposed planning scheme since the state interest review, and
 - iv. a statement that Council does not believe the proposed planning scheme is significantly different from the version that Council used for public consultation.

**ATTACHMENT 1—TABLE OF SUBMISSIONS AND RECOMMENDED
RESPONSES**

ATTACHMENT 2—DETAILS OF RECOMMENDED CHANGES

Ergon Energy submission

“Overlays

Inclusion of electricity infrastructure within the requirements of the infrastructure overlay code is supported (PO7 and PO8 of table 8.2.3), however consideration should be given to replacing them with provisions from the model code included within the Statutory Guideline (currently in draft form) titled “Guidance on dealing with Electricity Infrastructure”. The model code provisions (written collectively by Powerlink, Ergon Energy and Energex in November 2013) are considered to be the most up to date and relevant provisions dealing with development near electricity infrastructure.”

The following matters should be addressed through assessment criteria contained in relevant codes:

- ensuring early integration of electricity infrastructure requirements in master planning and subdivision of newly developing (or re-developing) areas;
- minimising safety risks and health concerns through adequate separation;
- ensuring easy access for electricity transmission and distribution providers to and along easements and sites;
- minimising noise impacts;
- minimising visual impacts and improved interface with infrastructure; and,
- managing earthworks and vegetation near infrastructure.

Recommend appropriate, but simplified, changes be made generally consistent with the draft guidelines.

North Burnett Regional Council matters

The following matters have been the subject of internal deliberations—

The Heritage Code, Overlay and Policy—whether to include the Local Heritage Register within the planning scheme

The heritage provisions are contained within each of the zone codes as a separation section. SPA makes development on a Local Heritage Place code assessable. Council will become a concurrence agency for any proposal for which it is not already the assessment manager.

Section 1.7.3 of the proposed scheme identifies the LHR as incorporated in the scheme under Section 123 of the *Queensland Heritage Act 1992*. There is no need to make changes to further incorporate the Local Heritage Register.

Caravans with a temporary permit

Temporary accommodation within a caravan subsequent to such approval under Council's Local Law is not a material change of use and can be noted in the section Local Government administrative matters accordingly to make this clear.

1.7 Local government administrative matters

1.7.1 Temporary uses or activities not assessable under this planning scheme

- (1) For the purpose of this planning scheme the following temporary uses or activities do not involve making a material change of use of premises and are therefore not development—
 - (a) travelling circus—for up to one week on the one site;
 - (b) occasional community markets—for up to 12 hours in a one-week period;
 - (c) annual show—for up to one week on the one site;
 - (d) temporary accommodation within caravans, motorhomes, tents and similar—for stays up to one week on State land;
 - (e) establishment or occupation of a temporary home given approval under North Burnett Regional Council Subordinate Local Law No.1 (Administration) 2011;
 - (f) fetes and like community events; and
 - (g) similar activities.
-

Historic lot subdivisions

The North Burnett contains several historic lot subdivisions—old subdivisional estates with smaller lots and dedicated roads but usually without services or constructed roads. There have been occasions in other local governments, such as Memerambi in South Burnett, in which houses have been built on the lots but because no services are available, the Council has been under pressure to construct roads and provide services such as a water supply. There has been little interest in such places in the North Burnett and earlier in the scheme-making process (the previous) Council elected not to include any provisions related to historic lots in the new scheme.

It would be possible to prepare provisions to respond to the prospect of a Memerambi-like situation arising, but DSDIP is likely to view this as a significant change that would trigger additional public notification. Considering the late stage in the proposed scheme process, historic lot subdivisions should not prompt changes in this iteration of the scheme. Council may want to express a view that it favours a later scheme amendment, perhaps in 12 months' time once the new scheme has been tested and the new *Planning for Prosperity Act* is in place.

Self-assessment level of assessment for filling and excavation

The assessment table for operational work ought to make it clear that certain minor filling and excavation is only self-assessable if complying with the applicable code. This was the policy intention but appears to be inadvertently omitted from the draft.

Levels of assessment for building work

The assessment table for building work, Table 5.7.1 has been revised as a result of a concern that it did not assign a level of assessment in instances in which building work did not comply with the self-assessable acceptable outcomes.

The table now accounts for when the MCU component is exempt development (Dual occupancy and Dwelling house as applicable).

Some adjustments were required following DSDIP splitting the Dwelling house and Dual occupancy code into two separate codes. Several other inconsistencies are now rectified.

Table 5.7.1 nominates only self-assessable acceptable outcomes applicable to building work in each of the zone codes.

Flood hazard overlay code

The QDC MP3.5 – Construction of buildings in flood hazard areas only applies to “Additions to a Class 1 building where the additions constitute 50% or more of the floor area of the existing building”. The draft planning scheme as publicly notified has no provisions for those instances where the additions are less than 50% of the floor area of the existing building.

Changes ought to be made to limit the floor area of an addition to an existing Class 1 building below the DFL to 50m², and ensure that the finished floor level of any new habitable rooms is at or above the floor level of existing habitable rooms.

Include WBB Principal Cycle Network Plan

DTMR released its *Principal Cycle Network Plan* in October 2013, which was too late to consider whether or not the planning scheme should incorporate some aspects of the plan. Upon further investigation, the Wide Bay Burnett Principal Cycle Network Plan does not contain matters that are appropriate in a planning scheme.

Ensure all definitions of final QPP3.0 are included and any changes have been made to other definitions.

The Minister released QPP v3.0 in October 2013, late in the drafting process. There are several new or changed definitions that required appropriate changes in the schedule containing defined uses, the assessment tables, and codes.

Scheme mapping

Some relatively minor changes and improvements ought to be made to the Scheme mapping (Attachment 2b) —

1. Zoning changes as per the following marked up extracts;
2. change to the PIA boundary for Mount Perry;
3. map labelling to help users 'navigate' on the maps.

Corrections to punctuation and formatting inconsistencies that do not change policy intent

There are numerous relatively minor corrections that ought to improve readability and remediate punctuation and formatting errors.

Issue No.	Date	Name	Property	Submission type	Submission summary	Grounds	Facts and circumstances being relied upon	Response	Recommendations:
1	7-Mar-14	Ergon Energy	none specified	Policy matter	<p>To be included in NBRC Planning Scheme Strategic Framework The draft scheme's Strategic Framework (Part 3) is generally supported, in particular the inclusion of <i>key infrastructure sites and corridors</i> (3.7.2(1)) and <i>energy</i> (3.7.2 (7)) as elements</p> <p>Tables of Assessment The draft scheme's Tables of Assessment (Part 5) are generally supported, recognising <i>substation</i> development and <i>major electricity infrastructure</i> development as code assessable in those zones considered suitable (and most likely) to accommodate future electricity infrastructure</p> <p>Zones All current and future substation sites within the North Burnett LGA are included in the <i>community facilities</i> zone which is considered the most appropriate zone for this use.</p> <p>Mapping The inclusion of ur 66kV network (and associated substations) in the overlay mapping is supported. The inclusion of our substation within the <i>community facilities</i> zone is also supported. Recommendation A minor change is recommended to the overlay code as follows:</p> <p>Overlays Inclusion of electricity infrastructure within the requirements of the infrastructure overlay code is supported (P07 and P08 of table 8.2.3) however consideration should be given to replacing them with provisions from the model code included within the Statutory Guideline (currently in draft form) titled Guidance on dealing with Electricity Infrastructure. The model code provision (written collectively by Powerlink, Ergon Energy and Energex in November 2013) are considered to be the most up to date and relevant provisions dealing with development near electricity infrastructure.</p>	<p>Recognition and protection of existing electricity infrastructure through scheme's strategic framework outcomes, proposed zoning and code requirements</p> <p>Scheme's treatment of any new electricity infrastructure through proposed zoning, proposed levels of assessment and code requirements</p> <p>Scheme's promotion of energy efficiency measures</p>	<p>Represented by the energy and water supply State interest of the SPP</p> <p>Statutory Guideline (in draft form) - "Guidance of dealing with Electricity Infrastructure" - prepared to assist Councils in addressing State interest</p>	<p>The 17 pages in the model code referred to in the submission is disproportionate to the need for such regulation in the North Burnett considering the nature of development and the relatively low likelihood of development adjacent to electricity infrastructure.</p>	<p>Relatively minor amendments to better correlate to the model code but without the major additions that Ergon advocate</p>
2	1-Nov-13	Qld Fire & Rescue Service	none specified	Policy matter	<p>Inclusion of QFRS Guidelines for Fire Fighting Hydrant Systems in Residential Developments and Commercial and Industrial Lots and associated vehicle access into the planning scheme</p>	<p>To address deficiencies regarding provision of sufficient fire fighting hydrant systems and associated access requirements in residential developments and commercial and industrial lots on street networks and common access ways</p> <p>Figure 4 page 6 illustrates minimum Australian standard for hydrant provision for street networks</p>	<p><i>QFRS Guidelines for Fire Fighting Hydrant Systems in Residential Developments and Commercial and Industrial Lots and associated vehicle access</i></p>	<p>This is a relatively minor issue that ought be be easily resolved via changes to one of the schedules in the relevant Planning Scheme Policy. No change to the scheme proper is necessary.</p>	<p>Incorporate a reference to AS 2419.1-2005 Fire hydrant installations - System design, installation and commissioning within Table SC6.2.1 in Planning Scheme Policy SC6.2. It is not necessary to change the planning scheme, just the policy.</p>
3	28-Mar-14	Cheryl Cumming	Pioneer Place, Beronne Road, Gayndah	Zoning	<p>Include Pioneer Place in the Recreational and Open Space Zone - currently mapped as Rural Residential</p>	<p>area of 8.326 ha - park was set up in recognition of Gayndah's pioneer history</p> <p>Gayndah Council had memorandum of understanding to Tom Dobson who donated the land to maintain as a park area (Doc ID 105243)</p> <p>Tourist and recreational activities</p>	<p>Existence of MOU covering Pioneer Place</p> <p>Small Group of Gayndah residents maintain the park</p> <p>Park is located close to Gayndah, has no built up environment, close to natural environment and is classified as the Gayndah Botanic Gardens preserving native flora and fauna</p>	<p>Agreed</p>	<p>Include Lot 4 RP213151 in the Community facilities zone</p>

Issue No.	Date	Name	Property	Submission type	Submission summary	Grounds	Facts and circumstances being relied upon	Response	Recommendations:
4	28-Mar-14	Colin and Cheryl Cumming	Gayndah Centre Zone - Burnett Highway - North Gayndah	Zoning	To reduce total area of increased Centre Zone on Burnett Highway (Dalgangal Road)	<p>Creation of extended Centre Zone along Dalgangal Road in Gayndah will have negative impact on adjacent residential areas</p> <p>Possibility of additional noise, traffic on Burnett Highway and adjacent residential streets</p> <p>Petaluma Court (located off Station Street) will be sandwiched between a Centre Zone and Industrial Zone</p> <p>No evidence Gayndah requires increased access to shopping areas - already sufficient vacant shops in main street</p> <p>Remaining residential areas will decrease in value</p>	<p>Number of vacant shops and buildings suitable for business</p> <p>Reduces number of residential lots in North Gayndah thus reducing attractiveness of the area</p> <p>Small section of residential area squeezed between Centre Zone and Industrial Zone</p> <p>No evidence of impact studies to determine environmental and economical impacts on residents in North Gayndah</p>	<p>The intention for the Centre zoning along Dalgangal Road is set out clearly in the purpose of the zone (s6.2.1.2) - to provide a secondary role to the town centre by enabling "...a mix of activities that do not readily suit a town centre location". The submitter's concerns about over-zoning for commercial development, however it is unlikely that the types of activities to establish along Dalgangal Road would suit a Capper Street site. Further, existing development along Dalgangal Road is already considerably non-residential in nature. There is little likelihood that commercial development in Dalgangal Road would exceed background noise levels resulting from the traffic along the highway.</p>	<p>No significant change to the extent of the Centre Zone along Dalgangal Road.</p>
5	28-Mar-14	Colin and Cheryl Cumming	Gayndah Industry Zone - North Gayndah	Zoning	<p>To reduce proposed Industry Zone - North Gayndah</p> <p>Reduction in land values for allotments located in Industrial Zone</p> <p>Unknown health and environmental effects of Industrial Zone amongst residential areas</p> <p>No major traffic corridor for accessing this area - traffic will need to traverse residential streets</p> <p>Qld Railway land is being resumed for industrial use</p>	<p>Increased traffic through residential areas - large machinery and trucks</p> <p>current road structure not of standard to accommodate heavy vehicles</p> <p>lack of suitable heavy transport corridor</p> <p>increased adverse health and environmental effects of living close to industrial zone</p> <p>No buffer zone between industry zone and residential zone</p> <p>Reduction of land values of residential lots</p>	<p>lack of supporting information of an environmental study done to determine effects of industrial area on local residents</p> <p>Traffic noise</p> <p>Station Street would most likely become main thoroughfare - structure not suitable for heavy machinery</p> <p>Contradicts planning scheme in 3.3.2, 3.5.2 (c), 3.6.1 and 3.7.1</p>	<p>The current planning scheme and configuration of industrial land in north Gayndah requires industrial traffic to travel through residential areas. This is acknowledged as an unsatisfactory situation, one that conflicts with achieving the outcomes cited by the submitted. It is however not practical to remedy this entirely via the planning scheme. The proposed planning scheme includes less industrial-zoned land accessed via residential areas than the current scheme. The scheme proposes additional industrial land elsewhere that does not require access through residential areas.</p>	<p>No significant change to the extent of the Industrial Zone in North Gayndah</p>
6	28-Mar-14	Jason Cooper	Gayndah Railway Station Yard/ Iderway Railway	Zoning (rail land)	<p>Rezone Gayndah Railway Station Yard (industrial) and Ideraway Railway Sideing (Township) to Community Zone. By rezoning both areas Gayndah community will be given the opportunity of preserving rail history through developing small tourist rail operation from Gayndah to Burnett River (Mt Lawless Bridge). Group formed to manage and oversee operations through development of ten year business plan.</p>	<p>To preserve Gayndah Railway history and for it to be utilised for community purposes and railway preservation. Historical significance of Gayndah being oldest town in Qld add value to preerving railway, 16 Dec 1907 rail line from Wetheron To Gayndah officially opened. Preserving history will increase development, prosperity and tourism. Opportunities of local unemployed to gain basic knowledge and skills. Markets and fundraising events, playground, picnic areas, railway museum and coffee shop.</p>	<p>Agreed that including the land in the Community Facilities Zone provides greater opportunity for tourism activities and for conserving heritage. Some industrial or commercial activities would still be possible on those parts of the rail land that do not interfere with such community purposes. The planning scheme, of course, does not make a community use of the land occur: it would need a proponent with appropriate funding.</p>	<p>Include Lot 24 SP103065, Lot 38 SP114002, Lot 72 SP102267 and Lot 3 on SP103066 (Gayndah Rail Land) and Lots 60, 61 & 63 SP102266 (Ideraway Rail Land) in the Community Facilities Zone</p>	
7	28-Mar-14	Mike Goebel	Pioneer Place, Beronne Road, Gayndah	Zoning	<p>Pioneer Place is a community park and should be zoned Community</p>	<p>Donated by Tom Dobson to Gayndah community for enjoyment of all</p>	<p>Registered as an Australian National Native Botanical Garden</p> <p>Friends of Pioneer Place Group</p>	<p>Agreed</p>	<p>Include Lot 4 RP213151 in the Community facilities zone</p>
8	28-Mar-14	Muriel Glover	Pioneer Place, Beronne Road, Gayndah	Zoning	<p>To be zoned Community</p>	<p>Public community park given to Gayndah community by Mr Tom Dobson to be enjoyed by everyone</p>	<p>Registered Native Botanical Garden (No 48).</p> <p>Current Friends of Pioneer Place Committee active - formed in early 90s</p>	<p>Agreed</p>	<p>Include Lot 4 RP213151 in the Community facilities zone</p>
9	19-Mar-14	Norman & Kerry Cook	60 Dalgangal Road, Gayndah Burnett River Machinery Repairs	Zoning	<p>Lot to be kept as Industrial Land. New draft plan - Centre Zone</p>	<p>Existing industrial use since 2005. Industrial zoned since 1960s. Concerned that if zoning changes - adverse consequences to existing and future business.</p> <p>Decrease in valuation of land and business</p>	<p>Site has been developed in accordance with standards - fencing, landscaping, waste disposal, general tidiness and hours of operation.</p>	<p>The proposed scheme cannot regulate development that is already lawfully established. The existing use of this land can continue unimpeded by the proposed zone or other parts of the scheme. The proposed zone enables additional activities to establish rather than remove the ability to continue existing uses.</p>	<p>No change</p>
10	26-Mar-14	Mary Gordon	Ideraway-Eidsvold Cattle Holding Yards	Zoning (rail land)	<p>Ideraway, Mt Lawless, Gayndah railway land should be Community facilities zone</p>	<p>Associated with cattle industry and droving. Such land should be preserved for heritage and history Could be incorporate with the RM Williams complex.</p> <p>Cattle yards and loading ramps were utilised in times of natural disasters.</p>	<p>Agreed that including the land in the Community Facilities Zone provides greater opportunity for tourism activities and for conserving heritage. Some industrial or commercial activities would still be possible on those parts of the rail land that do not interfere with such community purposes. The planning scheme, of course, does not make a community use of the land occur: it would need a proponent with appropriate funding.</p>	<p>Include Lots 60, 61 & 63 SP102266 (Ideraway Rail Land) in the Community Facilities Zone</p>	

Issue No.	Date	Name	Property	Submission type	Submission summary	Grounds	Facts and circumstances being relied upon	Response	Recommendations:
11	27-Mar-14	Jessie Wein	Gayndah Railway Station	Zoning (rail land)	Gayndah railway land should be Community facilities zone	Constructed in 1907 buildings have historical value to town of Gayndah. Number of aspects buildings and grounds can be used today 1. Office building can be used by Scouts Goods Shed can be used as a Men's Shed Grounds can be used as a transport museum - above flood level	Buildings and adjoin area should be used to full potential	Agreed that including the land in the Community Facilities Zone provides greater opportunity for tourism activities and for conserving heritage. Some industrial or commercial activities would still be possible on those parts of the rail land that do not interfere with such community purposes. The planning scheme, of course, does not make a community use of the land occur: it would need a proponent with appropriate funding.	Include Lot 24 SP103065, Lot 38 SP114002, Lot 72 SP102267 and Lot 3 on SP103066 (Gayndah Rail Land) and Lots 60, 61 & 63 SP102266 (Ideraway Rail Land) in the Community Facilities Zone
12	27-Mar-14	Mary Gordon	2M017 Ideraway-Mt Lawless Gayndah	Zoning (rail land)	Like to see Ideraway-Mt Lawless-Gayndah Railway land corridors (incl station) zoned yellow for future use for Gayndah and the public so that the area can be full utilised to full potential, thus strengthen and promote the North Burnett community for development of future tourism ventures	Rail Trail similar to Brisbane Valley Rail Trail could provide walkers, non-motorised cyclists and horse riders with opportunity to experience both rich history and landscape of NB region, showcasing some of Gayndah's unique built and natural environments eg Upside-Down Bridge and Gray's Waterhole Project could be developed in stages	Putting Gayndah "on the map". Locals currently out of region to join bushwalking clubs and trail riding clubs. Offering this experience would draw people to North Burnett	Agreed that including the land in the Community Facilities Zone provides greater opportunity for tourism activities and for conserving heritage. Some industrial or commercial activities would still be possible on those parts of the rail land that do not interfere with such community purposes. The planning scheme, of course, does not make a community use of the land occur: it would need a proponent with appropriate funding.	Include Lot 24 SP103065, Lot 38 SP114002, Lot 72 SP102267 and Lot 3 on SP103066 (Gayndah Rail Land) and Lots 60, 61 & 63 SP102266 (Ideraway Rail Land) in the Community Facilities Zone
13	26-Mar-14	Mary Gordon	P2M014 Gayndah Railway Station and land corridors	Zoning (rail land)	Like to see Ideraway-Mt Lawless-Gayndah Railway land corridors (incl station) zoned yellow for future use for Gayndah and the public so that the area can be full utilised to full potential, thus strengthen and promote the North Burnett community for development of future tourism ventures	Rail Trail similar to Brisbane Valley Rail Trail could provide walkers, non-motorised cyclists and horse riders with opportunity to experience both rich history and landscape of NB region, showcasing some of Gayndah's unique built and natural environments eg Upside-Down Bridge and Gray's Waterhole Gayndah Railway Station would provide a great base for nature based activities. Building could be utilised as a multi-purpose complex incl railway museum. Surrounding land would provide excellent parking and off-loading facilities. Project could be developed in stages.	Putting Gayndah "on the map". Locals currently out of region to join bushwalking clubs and trail riding clubs. Offering this experience would draw people to North Burnett	Agreed that including the land in the Community Facilities Zone provides greater opportunity for tourism activities and for conserving heritage. Some industrial or commercial activities would still be possible on those parts of the rail land that do not interfere with such community purposes. The planning scheme, of course, does not make a community use of the land occur: it would need a proponent with appropriate funding.	Include Lot 24 SP103065, Lot 38 SP114002 and Lot 72 SP102267 (Gayndah Rail Land) and Lots 60, 61 & 63 SP102266 (Ideraway Rail Land) in the Community Facilities Zone
14	5-Mar-14	Mike Goebel	Gayndah and Ideraway Railway Station Land and Corridor ZM-014	Zoning (rail land)	Railway land at Gayndah should be zoned Community (yellow) for future use by citizens of Gayndah and general public	Area can be full utilised to full potential and opportunities Overall area/precinct can allow more opportunities for the public Strengthen and promote North Burnett community/ Gayndah through new business ensures in the future Physical linkages with past and present	Gayndah Zoned Community - land area and infrastructure can allow for better utilisation either individually or collectively (multiple use) Zoned Community - the precinct can allow for opportunities such as businesses ie tourism, commerce, community services and wellbeing. Also proposed projects intended by organisations such as historical society, Scout groups etc Linkages - through regional tourism organisations, adjoining townships, Ideraway, Eidsvold along with future projects and opportunities for and by future generations. One example of linkage is Eidsvold (RMWABLC) and Ideraway The cattle / droving history linking Eidsvold - Ideraway cattle yards and rail facilities existed into the '60s first being used 1907. - excess 100 years. Cattle (big mobs - 1500 head) from Central and Western Qld to Eidsvold - Dalgangal Rd, Plughy Lane - Ideraway. Unique piece of proving history	Agreed that including the land in the Community Facilities Zone provides greater opportunity for tourism activities and for conserving heritage. Some industrial or commercial activities would still be possible on those parts of the rail land that do not interfere with such community purposes. The planning scheme, of course, does not make a community use of the land occur: it would need a proponent with appropriate funding.	Include Lot 24 SP103065, Lot 38 SP114002, Lot 72 SP102267 and Lot 3 on SP103066 (Gayndah Rail Land) and Lots 60, 61 & 63 SP102266 (Ideraway Rail Land) in the Community Facilities Zone
15		Mike Goebel	Gayndah and Ideraway Railway Station Land and Corridor ZM-015	Zoning (rail land)	Ideraway, Mt Lawless, Gayndah railway land should be Community facilities zone	Existing infrastructure to support multiple ventures Operational windmill and water infrastructure troughs, tanks, cattle yards, loading ramp Grain silos, weigh bridge - reflects once strong grain/agricultural industry and history Physical linkages - zoned Community the creation of a tourist destination / hub embracing history, cultural and nature based tourism opportunities Archers (early explorers) crossed at Ideraway Rocks Largest cattle railhead in region with adjoining stock routes reserves to Eidsvold The Aboriginal Pathway Dalgangal Road from Maryborough - Ideraway - Dawes Range - Tannum Sands One of three lava flows from Brothers Volcanos created the wonderful Ideraway Waterhole allowing swimming and recreation area Ideraway rail corridor to Greys Waterhole (Mt Lawless) a unique recreation area and famous waterhole	Agreed that including the land in the Community Facilities Zone provides greater opportunity for tourism activities and for conserving heritage. Some industrial or commercial activities would still be possible on those parts of the rail land that do not interfere with such community purposes. The planning scheme, of course, does not make a community use of the land occur: it would need a proponent with appropriate funding.	Include Lot 24 SP103065, Lot 38 SP114002 and Lot 72 SP102267 (Gayndah Rail Land) and Lots 60, 61 & 63 SP102266 (Ideraway Rail Land) in the Community Facilities Zone	

Issue No.	Date	Name	Property	Submission type	Submission summary	Grounds	Facts and circumstances being relied upon	Response	Recommendations:
16	6-Mar-14	Neil Harvey	9 National Street - Gayndah	Zoning (rail land)	Railway Station to be changed to Community Use			Agreed that including the land in the Community Facilities Zone provides greater opportunity for tourism activities and for conserving heritage. Some industrial or commercial activities would still be possible on those parts of the rail land that do not interfere with such community purposes. The planning scheme, of course, does not make a community use of the land occur: it would need a proponent with appropriate funding.	Include Lot 24 SP103065, Lot 38 SP114002, Lot 72 SP102267 and Lot 3 on SP103066 (Gayndah Rail Land) and Lots 60, 61 & 63 SP102266 (Ilderaway Rail Land) in the Community Facilities Zone
17	28-Mar-14	Wayne Cumming	Gayndah Railway Station and Corridor	Zoning (rail land)	Qld Railway land at Gayndah to be zoned Community, retained for use by community, utilised as a multi-use area for community Land, infrastructure and artefacts to be retained for future use Rail corridor includes intersection with Burnett Highway to Mt Lawless Bridge and section beside Tony Lutvey Avenue and ending near Gayndah Airport Acceptable standards of environmental health (no industrial areas in residential areas)	To enable current rail corridor, infrastructure and artefacts to realise full potential To provide avenue for Ilderaway area to be created into a multi-use area To create a community area in North Gayndah (lacking in proposed plan) Bring in line opportunities that are extended to other railway sidings in North Burnett (under proposed plan Gayndah and Monto will have rail corridor rezoned industrial and Ilderaway rezoned residential) Investigate further opportunities for tourist or cultural development of rail corridor North Gayndah lacks community/sport and rec spaces Rights of community to have healthy and safe environments to enable wellbeing and create pleasant environment (no industrial areas in residential areas) Gayndah Railway Complex represents endangered aspect of region's history as relatively intact railway complexes erected during construction of Mungar to Monto Railway are rare and Gayndah Railway Complex is best surviving example of Qld railway complex in region	3.7.1(6) relates to Transport Infrastructure Gayndah Railway Complex is important in demonstrating principal characteristics of a Qld railway complex constructed at turn of twentieth century, in particular arrangement of complex and features, including waiting shed, goods shed, loading platform and crane Tourism and recreation areas pillars of business development for North Burnett area Historical significance of area - rail link to Gayndah celebrated 100 year anniversary in 2007 Comparison of proposed maps with other towns have retained rail corridor (Biggenden, Mundubbera, Eidsvold) Lack of supporting information that environmental study has been done to ascertain effects of industrial area on residents in this area	Agreed that including the land in the Community Facilities Zone provides greater opportunity for tourism activities and for conserving heritage. Some industrial or commercial activities would still be possible on those parts of the rail land that do not interfere with such community purposes. The planning scheme, of course, does not make a community use of the land occur: it would need a proponent with appropriate funding.	Include Lot 24 SP103065, Lot 38 SP114002, Lot 72 SP102267 and Lot 3 on SP103066 (Gayndah Rail Land) and Lots 60, 61 & 63 SP102266 (Ilderaway Rail Land) in the Community Facilities Zone
18	28-Mar-14	Wayne Cumming	Ilderaway Railway Corridor and Yard	Zoning (rail land)	Railway land at Ilderaway to be zoned Community Facilities Zone Land to be retained for multi-use area and for use by the community and tourists Rail corridor through Ilderaway to include from the intersection with Burnett Highway at Gayndah to Mt Lawless Bridge and also section beside Tony Lutvey Avenue ending near Gayndah Airport To increase areas near Gayndah that are easily accessible to protect two heritage bridges - Upside Down Railway Bridge over Ilderaway Creek and cement bridge at Steep Rocky Creek	To enable current rail corridor, infrastructure and artefacts to realise full potential To provide avenue for Ilderaway area to be created into a multi-use area Bring in line opportunities that are extended to other railway sidings in North Burnett (Byrnestown, Abercorn, Mulgildie, Degilbo, Kalower and Mungungo have retained rail corridor) Investigate further opportunities for tourist or cultural development of rail corridor Honour pioneer railway workers and families who constructed, maintained, controlled, drove engines to provide younger generations opportunities to experience bygone eras and older to remember Ilderaway provides historical aspects for cattle, timber and grain industries Ilderaway yards major part of stock route system and provided water and safe area for cattle	Review of proposed plan not in line with community expectations 3.7.1(6) relates to Transport Infrastructure Tourism and recreation areas pillars of business development for North Burnett area Historical significance of area - rail link to Gayndah celebrated 100 year anniversary in 2007 Comparison of proposed maps with other towns have retained rail corridor Lack of supporting information of cultural importance of this area Ilderaway provides significant historical aspects for cattle, timber and grain industry Ilderaway yards major part of stock route system to protect two heritage bridges - Upside Down Railway Bridge over Ilderaway Creek and cement bridge at Steep Rocky Creek	Agreed that including the land in the Community Facilities Zone provides greater opportunity for tourism activities and for conserving heritage. Some industrial or commercial activities would still be possible on those parts of the rail land that do not interfere with such community purposes. The planning scheme, of course, does not make a community use of the land occur: it would need a proponent with appropriate funding.	Include Lot 24 SP103065, Lot 38 SP114002, Lot 72 SP102267 and Lot 3 on SP103066 (Gayndah Rail Land) and Lots 60, 61 & 63 SP102266 (Ilderaway Rail Land) in the Community Facilities Zone

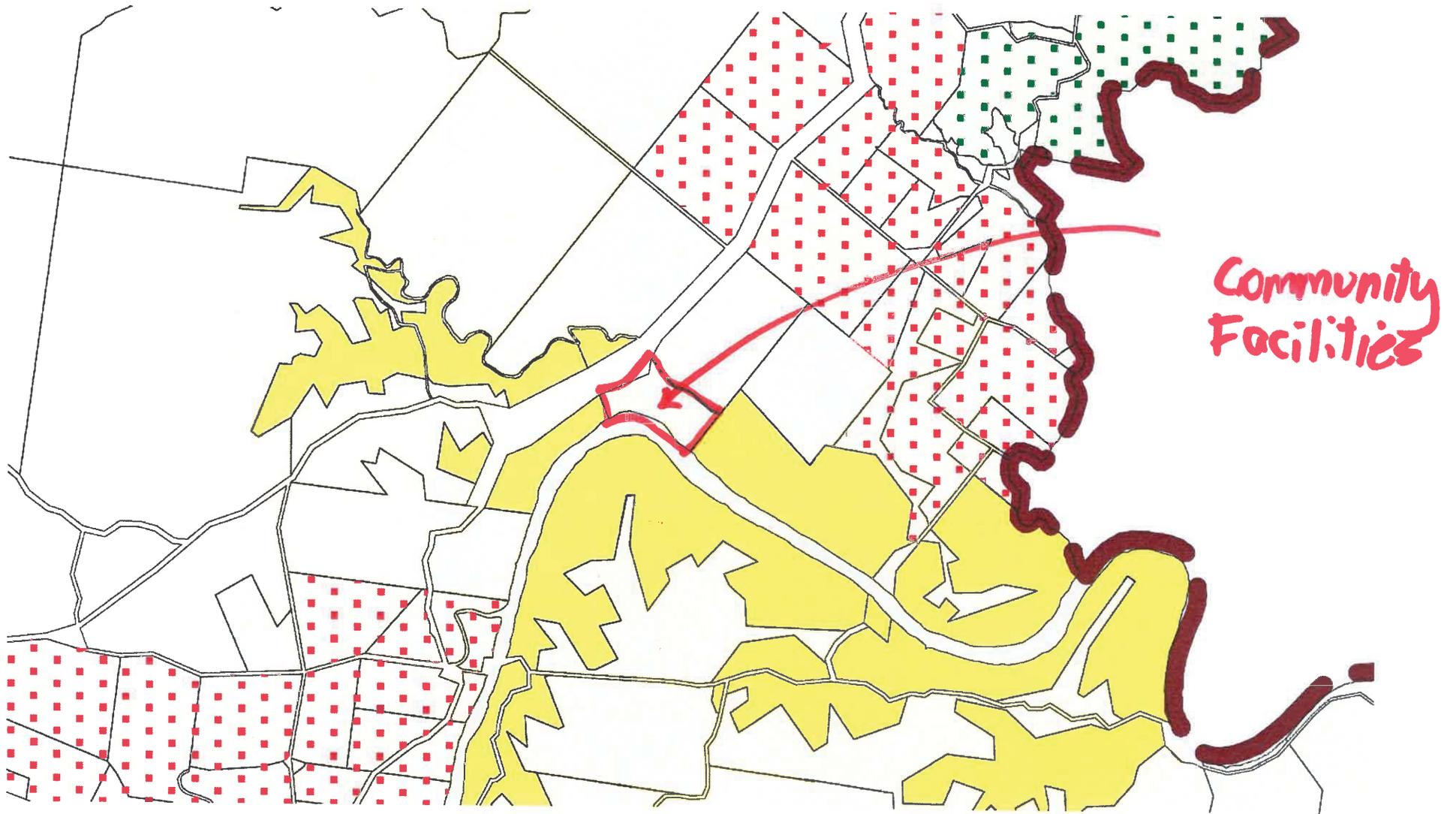


Figure 1—Zoning Map ZM-005

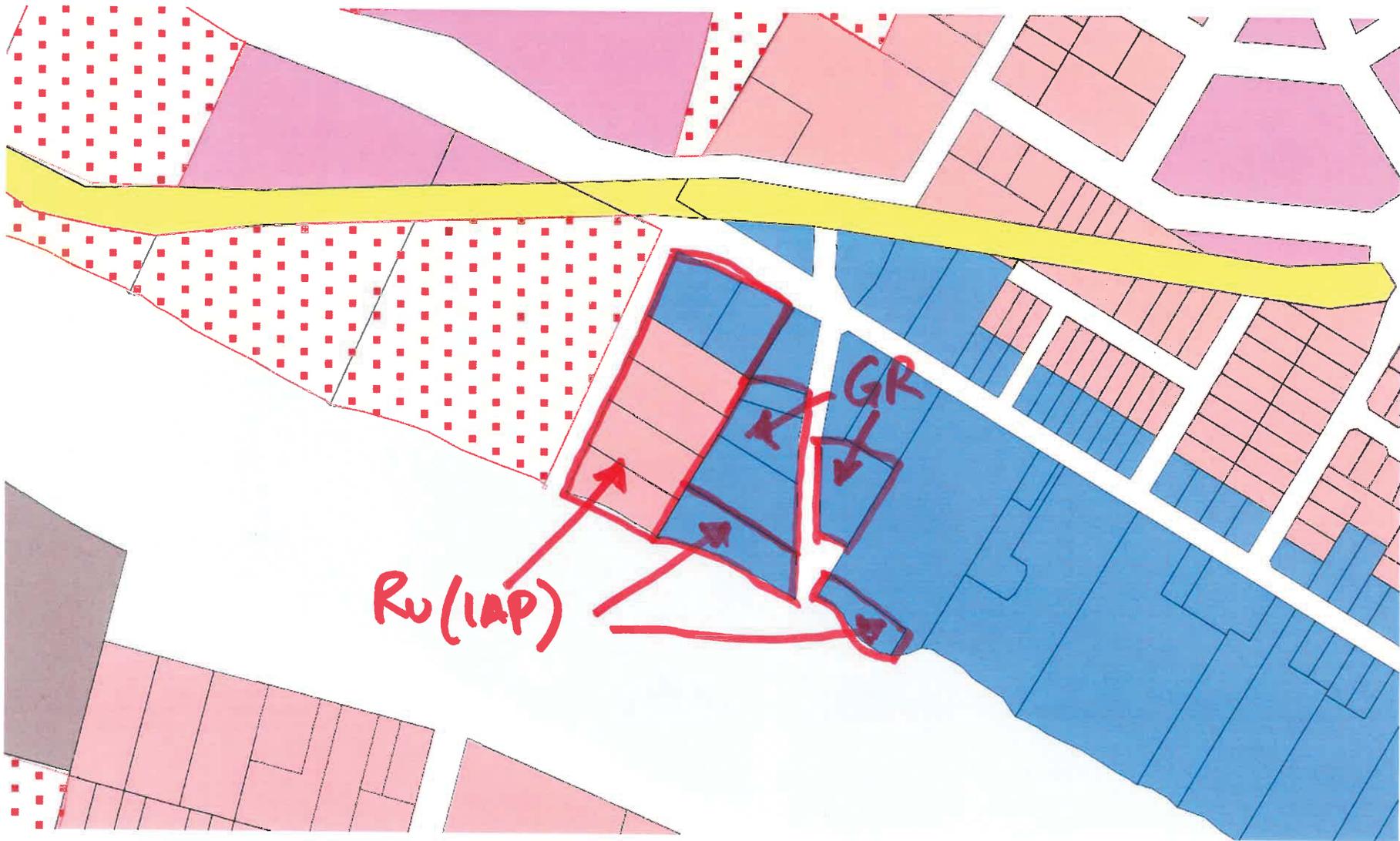


Figure 2— Zoning Map ZM-014

Ru(IAP) Rural Zone (Intensive Agriculture Precinct)
 GR General Residential

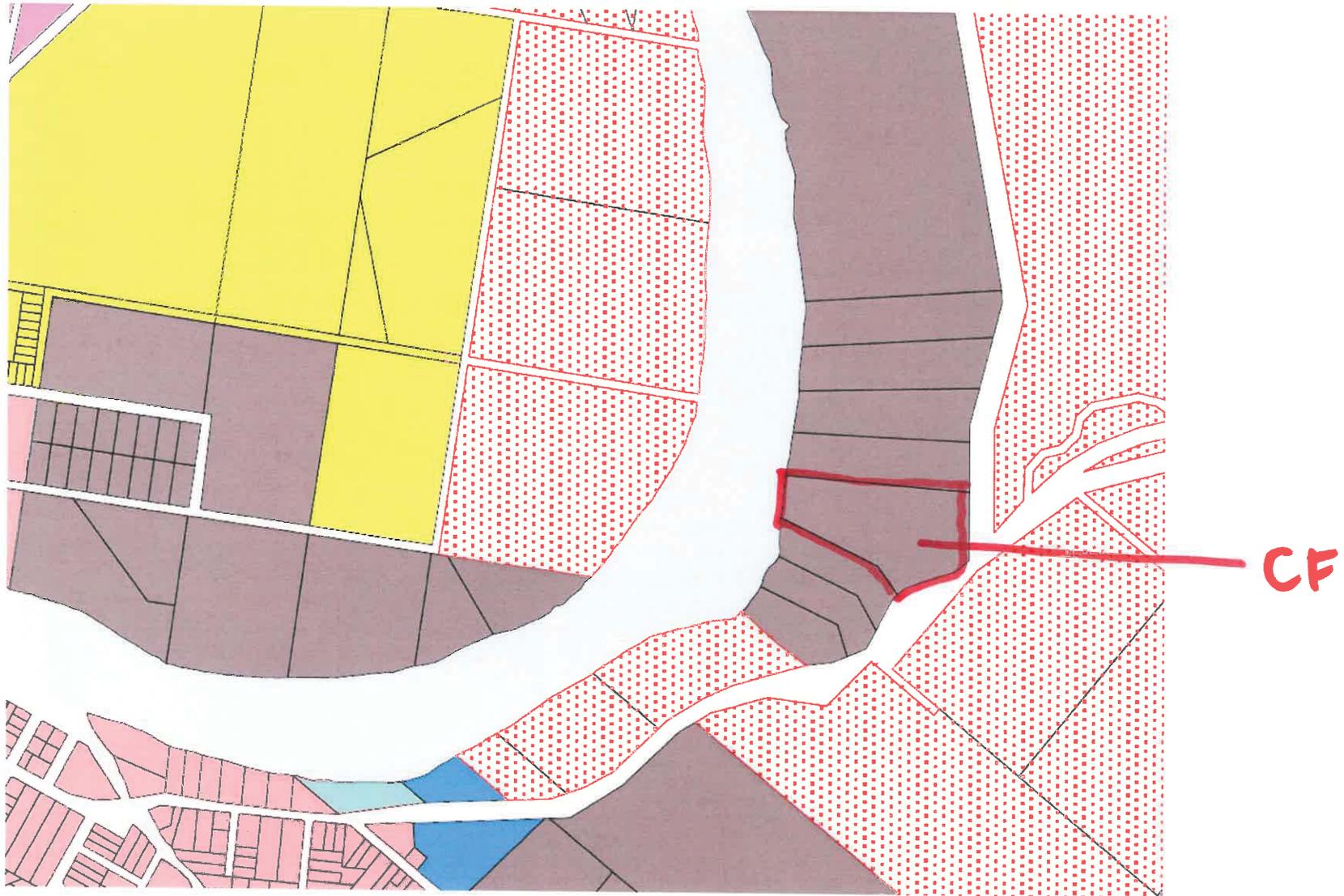


Figure 3— Zoning Map ZM-005

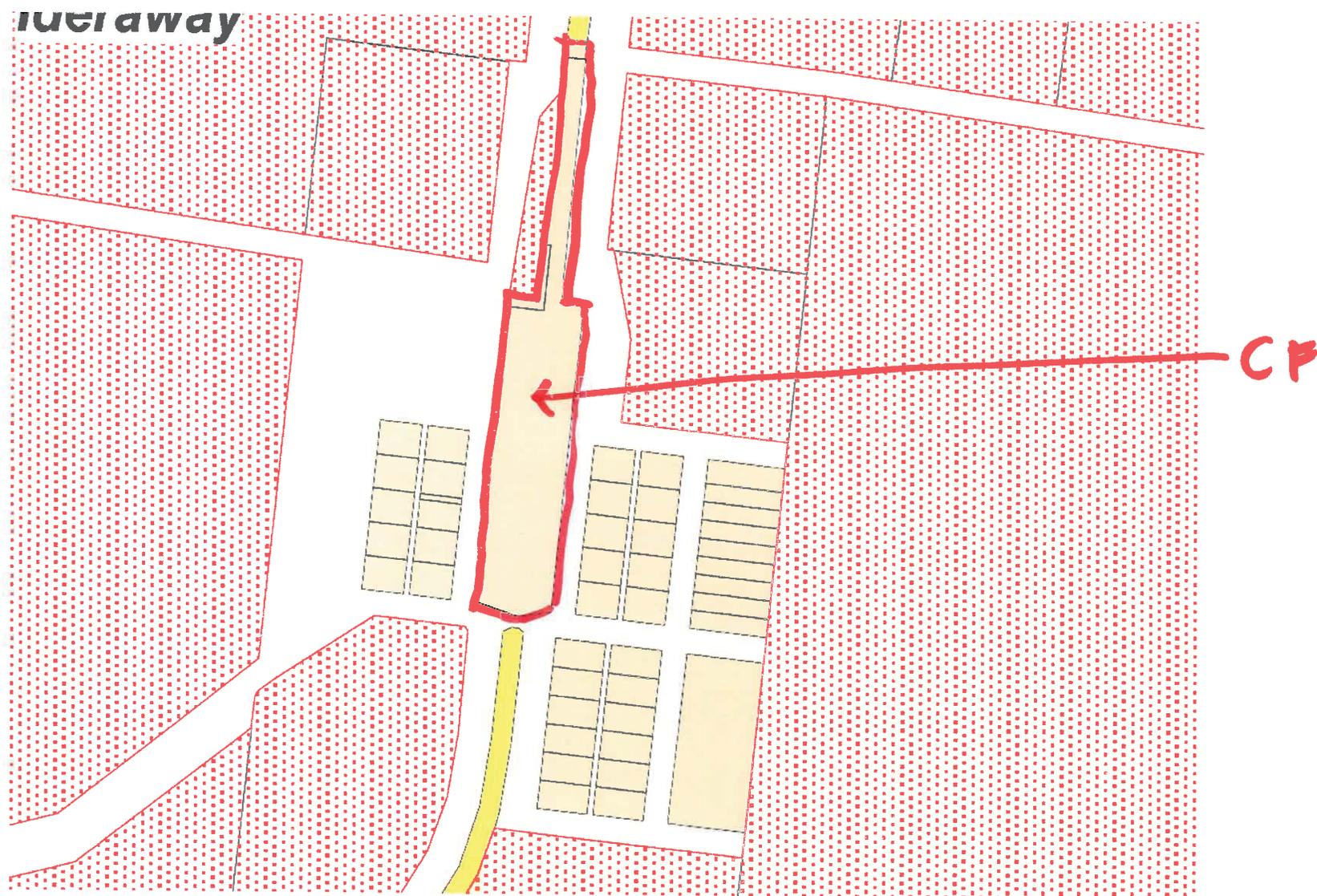


Figure 4— Zoning Map ZM-017

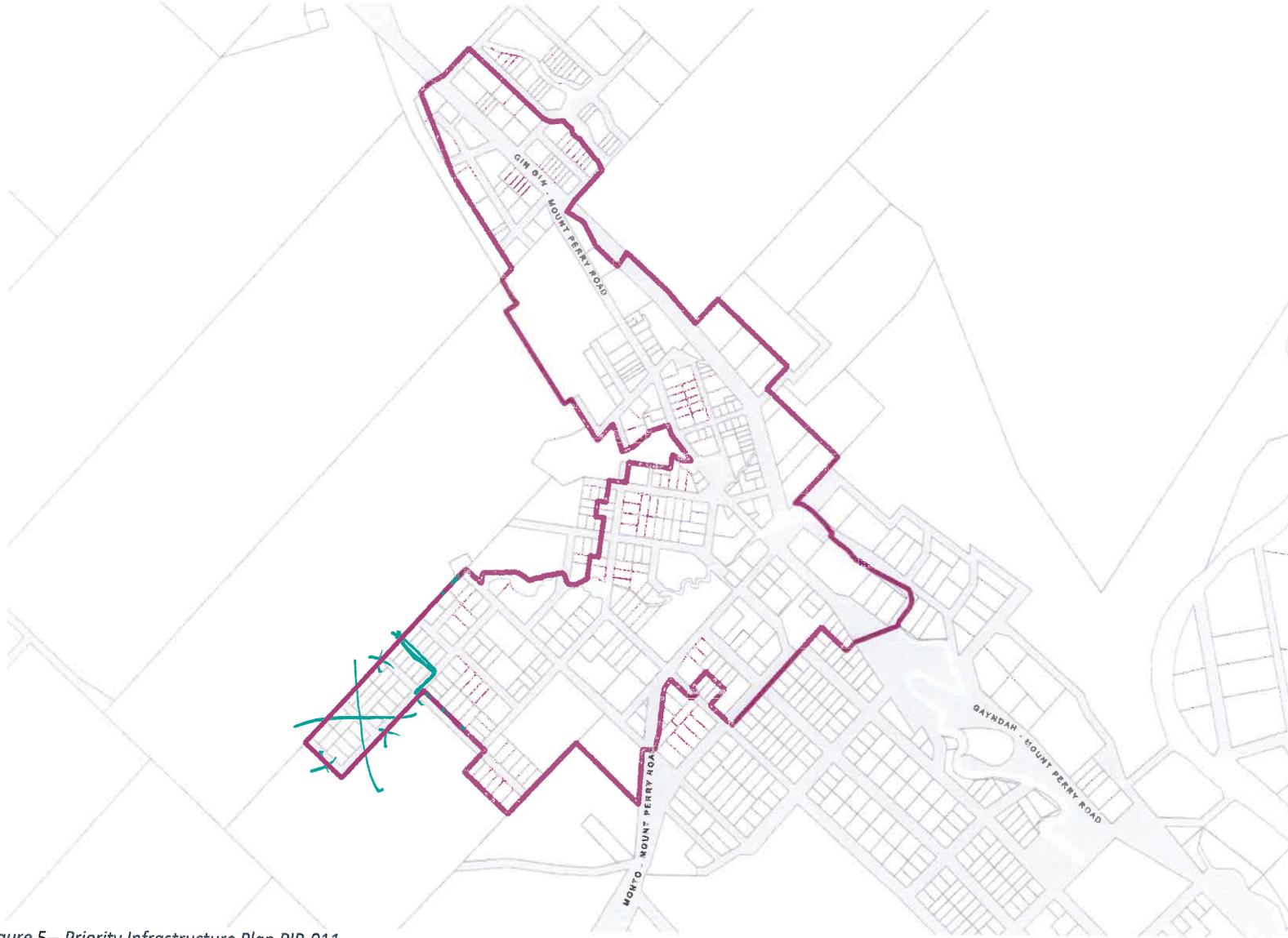


Figure 5—Priority Infrastructure Plan PIP-011

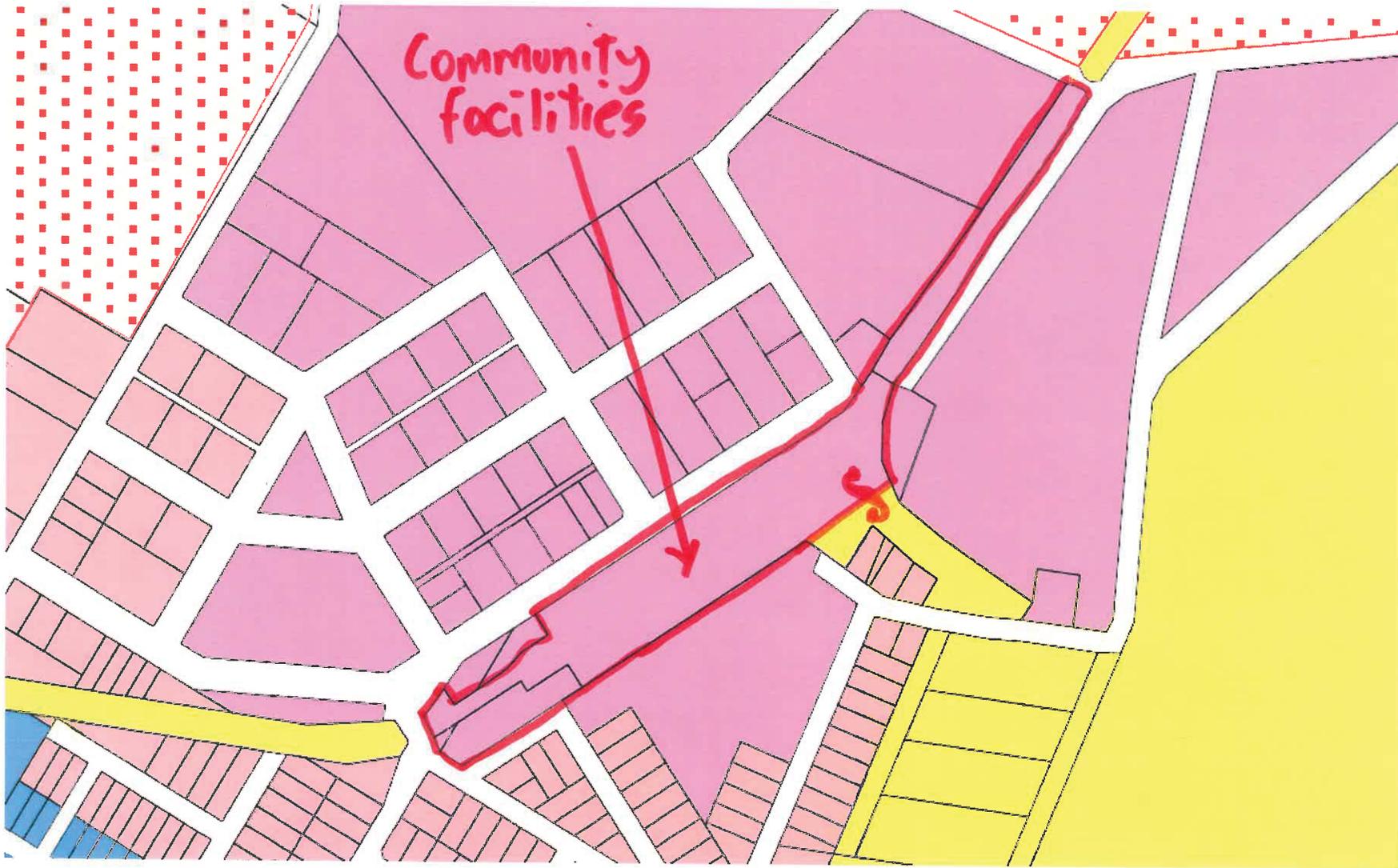


Figure 6— Zoning Map ZM-005

PROPOSED PLANNING SCHEME POLICIES

File: 17.6.07

Responsible Officer: David Wiskar – General Manager,

Report prepared by: David Newby – Consultant Town Planner and Partner, InsiteSJC

1 PURPOSE OF REPORT

This report details the process for adopting the planning scheme policies that would support the North Burnett Regional Council Planning Scheme 2014 upon its commencement.

2 BACKGROUND

2.1 Steps 1 to 3

The process for preparing planning scheme policies is set out in *Statutory Guideline 01/2013 Making or amending local planning instruments*. Council has undertaken Steps 1 to 3 of five.

- Step 1 Local government proposes to make a planning scheme policy
- Step 2 Local government prepares a proposed planning scheme policy
- Step 3 Local government commences public consultation of a proposed planning scheme policy

The public notification period for the proposed planning scheme policies commenced on 14 February and closed on 28 March 2014. Council received no properly made submissions about the PSP's during that period.

2.2 Step 4

“Step 4. Local government reviews submissions and decides how to proceed with the proposed planning scheme policy

- 4.1 *The local government must consider every properly made submission about the proposed PSP.*
- 4.2 *After considering the submissions, the local government:*
 - (a) *may make changes to the proposed PSP to:*
 - (i) *address issues raised in a properly made submission;*
 - (ii) *amend a drafting error, or*
 - (iii) *address new or changed planning circumstances or information.”*

Council did not receive any public submissions therefore no response is required.

New information was provided to Council from QFRS in relation to planning for adequate and safe provision of fire hydrants in new development. Subsequently a minor change to planning scheme policy SC6.2 Design and Construction Standards for non-trunk infrastructure is proposed to correct the standards for the design and provision of fire hydrants for new development.

Table SC6.2.1—Design and construction standards for non-trunk infrastructure works

Infrastructure works item	Standard	Exceptions
Drainage	AUS-SPECS #1	
Roads	AUS-SPECS #1	State-controlled roads
	"Road Planning and Design Manual" (www.tmr.qld.gov.au)	
Sewerage	Sewerage Code of Australia V2.3 (WSA02-2002)	Any State exceptions
	Sewerage Pumping Code of Australia (WSA04-2005:2.1)	Any State exceptions
	if the matter is not dealt with in WSA02-2002 or WSA04-2005—the IPWEA drawings	
Water supply	Water Supply Code of Australia (WSA03-2011 V3.1)	Any State exceptions Fire hydrants
	if the matter is not dealt with in WSA03-2011 V3.1—the IPWEA drawings	
	AS 2419.1-2005 Fire hydrant installations - System design, installation and commissioning	

Step 5. Local government decides whether to adopt the proposed planning scheme policy

3 CORPORATE/OPERATIONAL PLAN

2.4 Land Use Planning - Proposing a planning scheme policy under the SPA is consistent with the outcome areas and goals of the corporate plan.

4 POLICY IMPLICATIONS

On adoption the planning scheme policies for the North Burnett Regional Council replace all PSP's that the Council currently administers.

5 STATUTORY REQUIREMENTS

The *Sustainable Planning Act 2009* and *Statutory Guideline 01/2013 Making or amending local planning instruments* set out the statutory requirements for preparing a planning scheme policy.

The policies will take effect from the day Council notifies the making of the policies in a local newspaper circulating in the area. This ought to coincide with the commencement of the new planning scheme.

6 FINANCIAL IMPLICATIONS

There are no financial implications.

7 RISK MANAGEMENT

There are no risks associated with adoption of the planning scheme policies.

8 CONSULTATION

The public notification period for the proposed planning scheme policies commenced on 14 February and closed on 28 March 2014.

9 OPTIONS FOR COUNCIL TO CONSIDER

In relation to the planning scheme policies Council's options are to:

- “(a) adopt the proposed PSP,*
- (b) adopt the proposed PSP with changes, or*
- (c) not proceed with the proposed PSP.”*

10 OFFICER'S COMMENTS/CONCLUSION

The recommendation of this report includes making a minor change to proposed SC6.2 Design and construction standards for non-trunk infrastructure work as a result of new planning information in respect of fire hydrant requirements. It also recommends Council proceed with the all proposed planning scheme policies so that they commence concurrently with the new planning scheme.

RECOMMENDATION

That in accordance with Step 5 of *Statutory Guideline 01/2013 Making or amending local planning instruments* Council adopts:

- (i) proposed PSP SC6.2 Design and construction standards for non-trunk infrastructure work with the changes proposed in this report;
- (ii) proposed PSP SC6.3 Agricultural land,
- (iii) proposed PSP SC6.4 Information Council may request,
- (iv) proposed PSP SC6.5 Landscaping,
- (v) proposed PSP SC6.6 Third party advice or comment,
- (vi) proposed PSP SC6.7 Building form for the Centre zone.

PROPOSED STATE INFRASTRUCTURE PLANNING AND CHARGING FRAMEWORK

File: 17.6.09

Responsible Officer: David Wiskar – General Manager

Report prepared by: Anita Lakeland – Principal Town Planner (InsiteSJC)

1 PURPOSE OF REPORT

The purpose of this report is to inform Council of the proposed Infrastructure Planning and Charges Framework being introduced by the Queensland Government on 1 July 2014.

2 BACKGROUND

On 24 April 2014 Council received notice from the Deputy Premier, Minister for State Development, Infrastructure and Planning, Jeff Seeney regarding the introduction of a new Infrastructure Planning and Charging Framework for Queensland (Attachment 1).

The State has undertaken a review of the existing infrastructure charges framework with a view of introducing reforms to enhance the clarity, equity and consistency of the system. The review builds on the maximum infrastructure charges reforms introduced in 2011 which were intended to be a temporary arrangement, with long-term reforms to be introduced from mid-2014.

The State has produced a draft Infrastructure Planning and Charging Framework (the new framework) that will incorporate four key elements:

- 1 a Fair Value Schedule of Charges that encourages local authorities to apply fair infrastructure charges;
- 2 a Priority Development Infrastructure Program that will see the State co-invest in development and economic growth in local communities;
- 3 an investigation into sensible infrastructure standards set by the State;
- 4 transparent and consistent legislative changes.

The key component to the new framework is the introduction of the Fair Value Schedule of Charges (the Schedule) and the ability to identify key works as Priority Development Infrastructure which may be co-funded by the State.

The Schedule will set the maximum infrastructure rate at 10% and 15% lower for residential and commercial development respectively, than the maximum charges allowed under the current 2012 State Regulations.

A funding incentive package is being offered by the State to those Councils that align with the Schedule with opportunities for co-funded infrastructure projects.

North Burnett Regional Council's Adopted Infrastructure Charges Resolution is already well below the maximum allowable charge and the reduced rates proposed under the Schedule.

The introduction of the Schedule will therefore not affect Council's infrastructure charging rates or revenue. However, demonstrating that NBRC aligns with the Schedule will be important to enable it the opportunity to apply for State co-funded infrastructure projects.

Councils who do not align with the Schedule will not be considered for co-funding.

There is no time limitation for Council to align with and adopt the Schedule.

The draft framework will be presented to industry representatives and then presented to State Parliament in May 2014. It is anticipated that the new framework and supporting implementation Guidelines will commence on 1 July 2014.

The implications are further discussed in this report.

3 CORPORATE/OPERATIONAL PLAN

North Burnett Corporate Plan 2013-2018 – Outcome 1 – Infrastructure.

To have infrastructure facilities in place that are well planned, affordable and offers a safe environment to the community.

4 POLICY IMPLICATIONS

Once the new Framework commences, Council will need to consider the Implementation Guidelines and determine whether there is a need to adopt the Schedule (at a reduced rate) or continue with its existing Adopted Infrastructure Charges Resolution.

It is not clear at this stage how it will work for Councils such as NBRC that already align with the Schedule and charge a lower rate.

Should Council refuse to align with and adopt the Schedule, it will not be considered for joint funded infrastructure projects from the state.

5. STATUTORY REQUIREMENT

The State Planning Regulatory Provisions (adopted charges) 2012 sets a limit on the amount a local authority can levy a development for trunk infrastructure.

Despite the introduction of the schedule, Council has, and will continue to have, the flexibility to set charges for their region provided the charges are below the maximum charge. This currently provides a level of certainty for the development industry that infrastructure charges will remain under the maximum amount while still supporting the provision of critical infrastructure by Council.

Council can levy an adopted infrastructure charge on the following development:

- a) reconfiguring a lot;
- b) making a material change of use of premises; or
- c) a combination of reconfiguring a lot and making a material change of use of premises.

On 17 December, 2013 Council resolved to adopt the 'Adopted Infrastructure Charges Resolution (No 7) 2013'. AICR 2013 was effective from 13 March 2014.

Council's adopted infrastructure charges are less than the maximum adopted charge.

Under the new Framework, there is no statutory requirement for Council to align with and adopt the Schedule, however there appears to be a strong push for Council's to do so with the state's incentive approach for co-funded projects.

6 FINANCIAL IMPLICATIONS

Because NBRC's Adopted Infrastructure Charges Resolution is already substantially lower than the proposed charges in the Schedule there will be no financial impacts related to revenue generated from infrastructure charges.

There may however, be financial benefits and costs savings to Council by demonstrating it aligns with the Schedule and therefore have the opportunity to identify key works to be included as Priority Infrastructure Development and co-funded by the state.

It should be noted that applications for funding will need to meet certain assessment criteria. The criteria have not been released at this stage.

7 RISK MANAGEMENT

There is a risk that if Council does not demonstrate it aligns with the Schedule it will miss out on the opportunity to apply and obtain funding from the state for any key infrastructure works.

8 CONSULTATION

Consultation on the proposal has been undertaken with officers from the Department of State Development, Infrastructure and Planning.

9 OPTIONS FOR COUNCIL TO CONSIDER

Once the new Framework and funding criteria has been released, options for infrastructure projects can be further considered for applications to the State.

10 OFFICER'S COMMENTS/CONCLUSION

The new Framework being introduced by the state provides an alternative approach for Councils to consider for infrastructure charging.

Whilst flexibility is still available for Councils to continue with Adopted Infrastructure Charges Resolutions, the "carrot and stick" approach penalises those council's that don't align with and adopt the Fare Value Schedule of Charges by excluding them from being considered for state co-funded infrastructure works.

NBRCs Adopted Infrastructure Charges Resolution is substantially lower than the allowable maximum charge and the reduced charges proposed by the Schedule.

While the State are still working on the implementation details, it appears it would be in Council's best interest to demonstrate to the State it aligns with the Schedule (at a lower rate consistent with the AICR) to enable Council to identify potential Priority Infrastructure Developments for co-funding by the state.

RECOMMENDATIONS

- a) That Council note reforms in infrastructure charging and funding.
- b) That following release of the state's Infrastructure Planning and Charges Framework on July 1 2014 Council consider the implementation guidelines for demonstrating NBRC aligns with the Fare Value Schedule of Charges and qualifies to make applications for State co-funding of infrastructure projects.
- c) That following release of the funding criteria, Council identify key works to be identified as Priority Infrastructure Developments and make the necessary applications to the State.



Hon Jeff Seeney MP

Deputy Premier

Minister for State Development, Infrastructure and Planning

Councillor Don Waugh
Mayor
North Burnett Regional Council
PO Box 390
GAYNDAH Qld 4625

17 APR 2014

Dear Councillor Waugh,

I am writing to you about the decision the government has made in relation to infrastructure charges.

Our goal in addressing this complex issue has been to ensure the right balance is struck between encouraging developments while providing a new funding stream for catalytic infrastructure. For far too long this issue was neglected by the previous Labor government, who offered no alternative plan in assisting with infrastructure costs. Our government is committed to enabling the growth of residential, commercial, retail and industrial developments to deliver jobs, high quality infrastructure, affordable housing and business opportunities for all Queenslanders.

After extensive consultation with local government and industry, changes to the infrastructure charges framework will see the introduction of a to a new 'fair value schedule of charges,' developed by stakeholders and the Department of State Development, Infrastructure and Planning. Rather than adjusting the regulated infrastructure caps that local governments can charge, we will instead offer strong incentives for local governments to align with the fair value schedule by having the state government potentially co-invest in works.

Councils, developers and service providers will be encouraged to make applications to the State Government and these works to have key works identified as Priority Development Infrastructure that could attract co-funding by the State. Councils who refuse to use the fair value schedule will not be considered.

This new framework will come into effect 1 July 2014. I would encourage you to work together with the State Government on these changes to ensure the continued delivery of economic growth and prosperity across Queensland.

If you require any further information, Greg Chemello, Deputy Director-General of Planning and Property in my department will assist and may be contacted on 3719 7100.

Yours sincerely,

JEFF SEENEY MP
DEPUTY PREMIER

Minister for State Development, Infrastructure and Planning



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APPLICATION FOR MATERIAL CHANGE OF USE**MATERIAL CHANGE OF USE - INTENSIVE ANIMAL INDUSTRY (PIGGERY EXPANSION FROM 1,924 TO 23,000 STANDARD PIG UNITS (SPU) IN FOUR STAGES AND UP TO 19,527M2 ADDITIONAL GROSS FLOOR AREA); AND ENVIRONMENTALLY RELEVANT ACTIVITY 3 AT THRESHOLD 3 (KEEPING MORE THAN 8000 STANDARD PIG UNITS)**

File: 114-13

Responsible Officer: Lex Webster – Manager Development Services

Report prepared by: David Newby—Consultant Town Planner & Partner, Insite SJC

1 PURPOSE OF REPORT

The purpose of this submission is to report on the assessment of a development application, including the consideration of public submissions, and to recommend a course of action, in this instance approval subject to conditions.

2 INTRODUCTION/BACKGROUND

The Applicant seeks approval for an extension to the existing piggery at 32089 Monto Biloela Road, Monto, on land described as Lot 57 on CP857497 and Lot 49 on CP857496. Attachment 1 contains further details about the site.

The proposed extension involves a staged increase (4 stages) from 1,924 to 23,000 standard pig units, therefore constituting a material change of use that is assessable development under the planning scheme. It is categorised as an Environmentally Relevant Activity 3 at threshold 3 (keeping more than 8,000 standard pig units) under the *Environmental Protection Act* and is made assessable under Part 1, table 2, item 1, Schedule 3 of the *Sustainable Planning Regulation 2009*.

The applicant seeks only a preliminary approval for Stages 3 and 4 and therefore would be required to submit further information in new development applications following operation of the initial two stages. Details of the proposed staged expansion are in the table below and in staging plans provided in Attachment 2. The expansion also involves an additional approximate 19,527m² gross floor area. Additional built infrastructure is proposed to the south-western boundary of the site, separate from built infrastructure of the existing piggery.

	Stage 1	Stage 2	Stage 3	Stage 4
No. of SPU's/stage	4550	6150	6150	6150
Total SPU's on site/stage	4550	10700	16850	23000
Description of stage	Growers	Breeder to finish	Breeder to finish	Breeder to finish
Additional GFA (approximate m²)	2461	5197	5233	5146
Type of approval sought	Development Permit		Preliminary Approval	

The application is impact assessable and was publicly notified on three occasions (after the applicant failed to comply with the public notification requirements under the SP Regulation). Council received eleven (11) submissions, mostly from surrounding residents.

The application required referral to the Department of Transport and Main Roads (DTMR) (Concurrence) and the Department of Agriculture, Fisheries and Forestry (Concurrence). The DTMR and the DAFF have imposed conditions of approval (refer to Appendix 3) in relation to their jurisdictions.

3 CORPORATE/OPERATIONAL PLAN

In accordance with Outcome 2 – Economic Development and Tourism, Section 2.4. – Land Use Planning.

4 POLICY IMPLICATIONS

The proposal, while not complying with some planning provisions, is generally consistent with the Monto Planning Scheme, the proposed North Burnett Planning Scheme, the now-superseded State Planning Policies, the State Planning Policy 2013, and the Wide Bay Burnett Regional Plan.

5 STATUTORY REQUIREMENTS

Assessment Summary

Since the application is impact assessable, Council is not limited to considering only 'applicable codes' but may use the whole planning scheme (s314 of the SPA). It is however required to have regard to any referral agency's response [s314(3)(a) of the SPA]. In this application, DAFF has a jurisdiction in relation to best practice environmental management of such ERAs as piggeries and Council is therefore to have regard to its views in relation to the potential release of 'contaminants' to the environment and the management of wastes. DAFF recommends approval subject to conditions.

Monto Shire Planning Scheme

The application is impact assessable and has been assessed against the Desired Environmental Outcomes and the Rural Zone Code of the Monto Shire Planning Scheme. The proposal is consistent with the planning scheme when read as a whole.

Desired Environmental Outcomes

The piggery generally complies with the Desired Environmental Outcomes (DEOs) of the Monto Shire Planning Scheme except for the potential for adverse impacts on air and water quality (DEO 3.1 The Natural Environment). The approval would need to contain appropriate conditions to ensure that the development minimises "...adverse impacts on air and water quality, to prevent land degradation, loss of habitat and biodiversity and to protect riparian areas.") Recommended conditions ought to manage potential adverse environmental effects, and on that basis the proposal would be consistent with the DEOs.

Rural Zone Code

The following are the key considerations under the planning scheme.

PC13 Separation Distances—The objective of this performance criteria is to separate land uses that are likely to be incompatible due to potential emissions or otherwise likely to interfere with amenity.

The proposed piggery does not comply with the minimum separation distance set out in Scheduled 2 Division 1, of the scheme. The scheme identifies a 200m separation distance between an intensive animal husbandry activity and public roads and watercourses, and a 2000m separation distance from a sensitive land use (i.e. detached dwelling) as being appropriate solutions. These distances are essentially acceptable outcomes that indicate one way in which to comply with the performance outcomes relating to protecting nearby uses from the potential adverse impacts of odour, noise, runoff etc. The proposed piggery expansion is sited within the scheme separation distances (i.e. within 20m of Oakey Gully and local access road, and 565m to closest residential dwelling).

Non-compliance with a solution (i.e. the stated minimum separation distances) is not in itself grounds for planning refusal—they are not absolute limits in which a shortcoming would be fatal to an application. To refuse the application it would be necessary for Council to conclude that there is likely to be such a serious land use conflict that would significantly affect amenity (e.g. through excessive noise or offensive odour), water quality or other environmental factors. The proximity of the piggery to a low-use local access road and water course is considered manageable and not significant to warrant refusal alone. Additionally, appropriate design, management and monitoring of piggery practices (e.g. effluent disposal and treatment) can be conditioned and implemented to minimise the risk to sensitive receivers. Considering that DAFF has conditionally approved the ERA aspect of the proposal there appears to be no grounds relating to separation distances that warrant refusing the application. Conditions on the facility and environmental management of the operation can be imposed to ensure impacts are appropriately mitigated and addressed. The preparation and implementation of a revised Environmental Management Plan and ongoing monitoring and assessment are considered adequate to ensure appropriate measures are in place, prior to the expansion taking place, to address and contain these impacts.

Separation and buffering distances are also discussed later in relation to the separation guidelines for piggeries.

PC15 Effluent Disposal — This performance criteria seeks to protect public health and environmental values. The recommended approval conditions, DAFF's approval conditions, and the EMP would jointly work to minimise potential adverse impacts from the treatment and disposal of effluent and waste water.

A number of submissions, however, expressed concern with regard to the potential adverse impact of effluent disposal on air and water quality. Submitters were concerned about the impact on water quality from effluent disposal during significant flood events (i.e. effluent leaking into adjoining water courses and groundwater systems), and specifically, that the proposed eco-style effluent system to treat effluent generated by the piggery would not be sufficient for significant flood events or be properly managed. Concern was also raised as to whether the proposed irrigation/sludge areas would be sufficient in size to treat the level of effluent generated. A lack of hydrological modelling, detailed soil analysis and defined ranges for acceptable levels of surface water contamination were also identified from a submitter review of the supporting Environmental Management Plan prepared by the Applicant to support the development application.

The proposed effluent disposal system for the piggery is intended to be designed for a 1 in 10 flood which, contrary to submitter concerns, is a more significant flood event than a 1 in 5 year flood. Further detail and modelling is required by the Applicant to ensure the operation is designed to 1 in 10 ARI, in addition to detailed soil analysis. Accordingly, a condition of approval is recommended to require a revised Environmental Management Plan to be prepared and implemented to ensure appropriate assessment of hydrological conditions and soil analysis is carried out for the site and operation, and adequate, regular management and monitoring of effluent disposal processes is undertaken. A condition of approval is also recommended to require a 50 metre setback of the effluent irrigation areas to Three Moon Creek.

PC18 Vehicle Access — Council's Technical Services recommends approval conditions that would require the applicant to upgrade access and Roths Road between the site entrance and the highway intersection. A number of submissions expressed concern local road conditions and function would be adversely impacted by the proposed piggery expansion. Key issues for submitters were increased traffic on local access roads which would create increased noise and dust (i.e. unsealed roads). Conditions requiring the road upgrade ought to result in safe and suitable road access.

PC24 Watercourse — This performance criteria seeks to protect riparian areas and water quality. The associated acceptable solution identifies a minimum of 50m of buffering. As per discussion regarding effluent disposal, submitters were concerned effluent disposal practices could result in effluent entering nearby watercourses, particularly Three Moon Creek. To protect the banks of Three Moon Creek and assist in maintaining water quality a 50m vegetation buffer along the watercourse is to be maintained or established—this is a recommended approval condition.

PC28 Noise Emissions — This performance criteria seeks to avoid environmental harm or nuisance. A number of submissions expressed concern of adverse impacts associated with increased noise and traffic of the piggery operations. The Environmental Management Plan submitted by the Applicant addresses noise emissions of the piggery operation, however, does not specify clear noise amelioration measures. A condition of approval is recommended requiring a revised Environmental Management Plan to be prepared stipulating defined access and operating hours for the piggery operation.

PC29 Water Quality — A condition of approval is recommended to require a revised Environmental Management Plan to be prepared and implemented to ensure appropriate assessment of hydrological conditions and soil analysis is carried out for the site and operation, and adequate, regular management and monitoring of effluent disposal processes is undertaken. A condition of approval is also recommended to require a 50 metre setback of the effluent irrigation areas to Three Moon Creek.

As per discussion regarding effluent disposal and watercourse, a number of submissions expressed concern with regard to the potential adverse impact on water quality in the catchment area, given the proximity of Three Moon Creek, Oak Gully and High Ecological Significance (HES) Wetlands. Particular concern was raised to the control of effluent during significant flood events.

PC44 "Intensive animal industries" — This performance criteria seeks to avoid adversely affecting amenity. The scheme does not identify an acceptable outcome. Considering that the scheme anticipates that intensive animal industries would develop within the Rural Zone under appropriate circumstances and that there already is a piggery lawfully operating on the site, the proposal does not adversely affect amenity to such an extent that would warrant refusal. Submissions expressed concern the proposed piggery expansion would impact adversely on the amenity of the surrounding rural area. These impacts included concerns regarding increased noise and traffic, reduced air quality (odour), contamination of local water supply and increase in nuisance (pests/insects/dingoes).

Preparation and implementation of a detailed Environmental Management Plan is considered to be sufficient in ensuring amenity of the surrounding rural area and may also improve existing piggery operation impacts by improving piggery operation processes and management.

The application generally complies with other performance criteria of the Rural Zone Code.

Separation Guidelines for Queensland Piggeries

The Separation Guidelines for Queensland Piggeries 2001 produced by the Department of Primary Industries states "To reduce the potential for adverse community effects from odour, dust, noise and aesthetics, piggeries should be appropriately separated from sensitive receptors." To achieve this, the guideline recommends the minimum distances that piggeries should be located from particular features and receptors (Table 1).

Feature	Minimum Separation distance	Proposed piggery	Comments
Urban//Small Town "Zone"	1000m	6000m to urban uses 7500m to Monto	
Public Roads	100m	75m to Roths Road 22m to Erics Road	Both roads are minor rural roads carrying very little traffic
Watercourses	100m	20m to Oak Gully	The proposal is no closer to Oak Gully than the existing piggery.
Rural Farm Residence	250m	650m to closest dwelling	The existing piggery sheds are as close as 460m to existing houses.

The proposed piggery does not comply with the guideline as far as separation distances to public roads and watercourses is concerned. DAFF however has assessed the application and imposed conditions which would eliminate or reduce the risks associated with locating the piggery within the guideline separation distances for the local access road and watercourse. Further conditions of approval are recommended to ensure the location of the piggery operation does not adversely impact on the surrounding rural area and residences. Specifically, a condition of approval is recommended requiring a revised Environmental Management Plan to be prepared and implemented which provides a detailed assessment of site conditions and identifies clear and measurable management and monitoring provisions for the piggery operation.

The location of the proposed piggery is on the most suitable part of the subject land as—

1. it is the furthest part of the site from dwellings in the locality;
2. it is furthest part of the site from Three Moon Creek;
3. it is not in the flood hazard area; and,
4. it would not be visible, or at least noticeable, from the Burnett Highway.

State Planning Policy

The applicant lodged the application prior to the commencement of the State Planning Policy in December 2013. It is therefore necessary to consider the application under the now superseded state planning policies but give weight to the new SPP (see section 317 of the SPA 'Assessment manager may give weight to later planning instrument, code, law or policy').

The State Planning Policy 1/92 – Development and the Conservation of Agricultural Land has been considered in the assessment of this application. The proposed piggery will not result in the alienation of good quality agricultural land from future agricultural use. (Policy principle 3)

The proposal does not conflict with Part E: Interim development assessment requirements of the SPP 2013, including such State interests as biodiversity, water quality, natural hazards, emissions and hazardous activities, or State transport infrastructure.

Proposed planning scheme

The proposed planning scheme has been publicly notified and is likely to commence shortly. Council ought to give weight to it in deciding the application.

The proposal would be impact assessable under the proposed planning scheme and is therefore assessable against the whole scheme. The proposed scheme contains one code that is especially relevant—section 9.3.6 Intensive animal uses code. Several aspects of this are more stringent than the provisions in the current Monto Shire scheme, namely—

1. there is a greater expectation that the use would not have odour, noise or air emissions;
2. greater separation distances, for example 2000m from a sensitive land use for a piggery of this size;
3. 200m separation distances of waste disposal areas from watercourses for a piggery of this size.

While the proposed scheme deserves considerable weight, the outcomes that the proposed code seeks to achieve are matters that DAFF have considered in determining the concurrence agency response. Council ought to give it greater weight in this instance.

6 FINANCIAL IMPLICATIONS

Nil

7 RISK MANAGEMENT

The recommended course of action considers and balances risks associated with potential adverse environmental effects, the need to protect the environment, consideration for neighbours, the existing use of the site, and broader community interests.

8 CONSULTATION

Public Notification

The application is impact assessable and was publically notified three times to ensure compliance with *Sustainable Planning Regulation 2009* public notification requirements. A total of eleven (11) submissions received during notification of the application. Submissions raised a number of concerns with respect to the application, which have been summarised in the table included in Attachment 3.

Issues raised in submissions are mostly legitimate concerns relating to the potential for offensive odours, excessive noise, dust, and impacts on water quality. Proposed conditions imposed by DAFF in its concurrence agency approval deal with such matters. Further, recommended Council conditions, in particular the requirement to submit a revised EMP, ought to afford a reasonable level of protection to the environment and neighbouring properties.

Referral agencies

Department of Agriculture, Fisheries and Forestry—The proposed piggery expansion was referred to the Department of Agriculture, Fisheries and Forestry (DAFF) for assessment. (A material change of use for an environmentally relevant activity triggers referral.) DAFF has recommended a range of conditions of approval to address and manage issues associated with the piggery expansion, including odour, noise and water quality.

Department of Transport and Main Roads—The proposed piggery expansion was referred to the Department of Transport and Main Roads (DTMR) for assessment. (Making a material change of use of premises if any part of the land is within 25m of a State-controlled road triggers referral under the SPR.) DTMR has recommended conditions of approval to ensure safety and efficiency of the state-controlled road network.

Internal referral

Technical Services advise of appropriate conditions including the upgrading of Roths Road and site access.

9 OPTIONS FOR COUNCIL TO CONSIDER

Council could refuse the application using grounds such as the potential for adverse impacts on neighbouring properties, water quality, odour, and visual amenity.

or

Council could approve the application subject to reasonable and relevant conditions. **(This is the preferred option.)**

10 OFFICER'S COMMENTS/CONCLUSION

With the inclusion of recommended conditions of approval, the proposed piggery expansion design and operation would avoid or minimise the potential negative impacts on the surrounding environment. The Department of Agriculture, Fisheries and Forestry has also conditioned the expansion to assist in minimising the impact of the piggery operation. Council however must be satisfied that the proposed approval conditions set out in this report are adequate to protect the wellbeing of the community.

In summary—

1. the proposal is consistent with the overall expectations of the planning scheme;
2. the application can be conditioned to ensure impacts of the piggery expansion are satisfactorily addressed; and
3. the application should be approved subject to conditions.

11 ATTACHMENTS

1. Site details
2. Application details including proposal drawings
3. Issues raised in submission and responses

RECOMMENDATIONS

1. That the Council receive and consider the following letters from submitters as properly made submissions—
 - a. Gary Dingle, dated 3 February 2014
 - b. Peter John and Natasha Howlett, dated 1 July 2013
 - c. Peter John and Natasha Howlett, dated 27 January 2014
 - d. Peter John and Natasha Howlett, dated 2 February 2014
 - e. Peter John and Natasha Howlett, dated 26 March 2014
 - f. Ian Keith and Tracey Dawn Sanderson, dated 1 February 2014
 - g. Wesley and Eleena Wolff, dated 30 January 2014
 - h. Trevor Pincott, dated 2 February 2014
 - i. Darren and Donna Zumbansen, dated 3 February 2014;
 - j. Darren Paul Hill, dated 5 February 2014;
 - k. Wayne Blair and Julie Maree Roger, dated 3 February 2014;
 - l. Timothy and Stacey Baldwin, dated 4 February 2014;
 - m. Trevor Pincott, dated 2 February 2014; and
 - n. Wide Bay Burnett Environment Council, dated 5 February 2014.
2. That the Council as Assessment Manager decide the application under section 324 of the Sustainable Planning Act 2009 by approving it subject to conditions; and
3. That the Council notify the Applicant, Referral Agencies and Submitters in accordance with the timing and other requirements set out in the *Sustainable Planning Act 2009*.

ATTACHMENT 1—SITE DETAILS

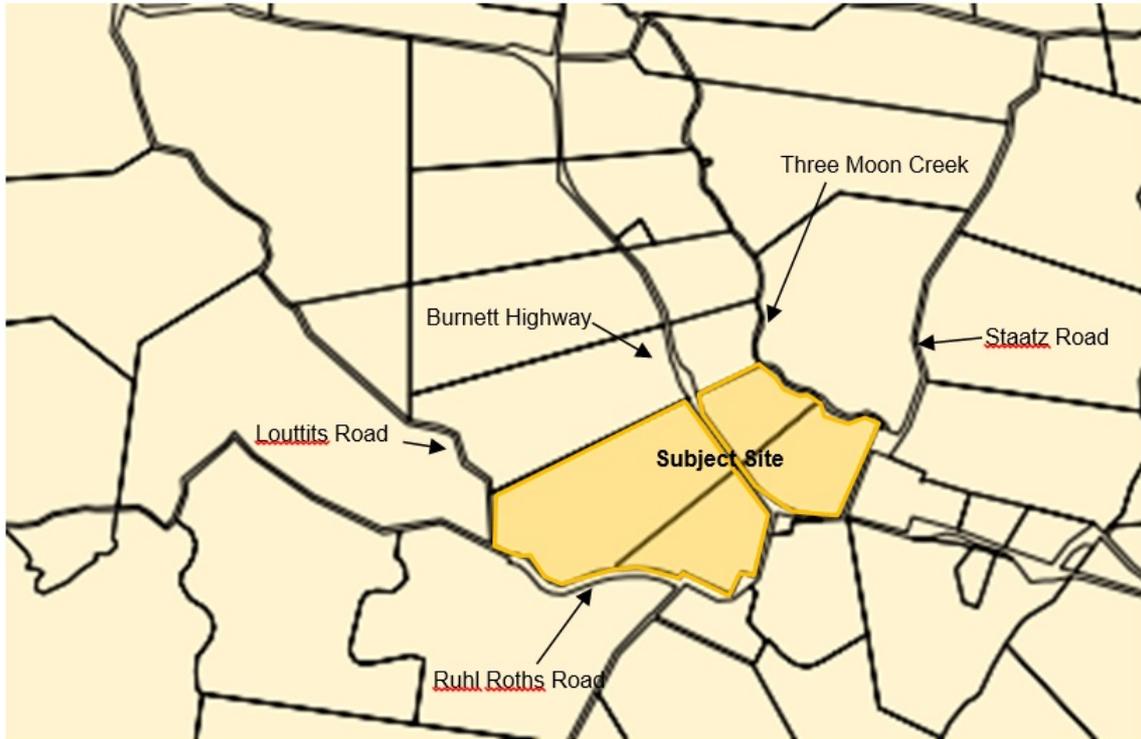


Figure 1 Site Location



Figure 2 Site Location — Google Earth

Site Details

Address of subject site	32089 Monto Biloela Road, Monto
Real property description	Lot 57 on CP857497 and Lot 49 on CP857496
Area of site	222.4ha
Name of owner	Frederick John Jarvis and Anne Elizabeth Jarvis
Planning scheme zone	Rural
Planning scheme overlay	Good Quality Agricultural Land - Class A, B and C

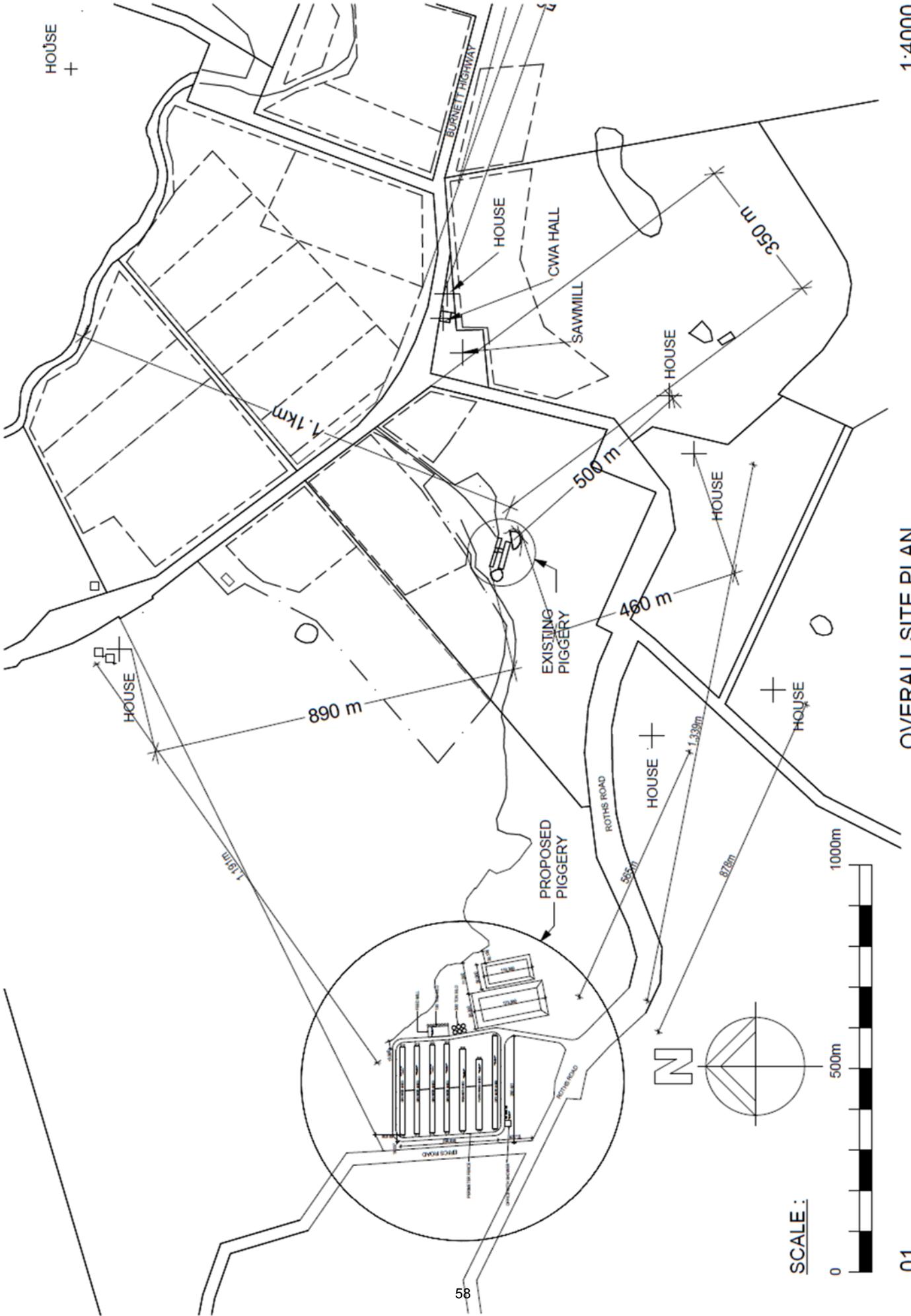
The site is relatively flat, gently sloping from south to north. It is bound by rural properties, in addition to Ruhl Roths Road to the south, Louttits Road to the south-east and Three Moon Creek to the northern boundary. The Burnett Highway traverses centrally through the site and provides access to it.

The site has been predominantly cleared for agricultural purposes, including the existing piggery operation, which is located centrally on the western severance of the site. Vegetation is clustered to the western boundary of the site and along parts of Oaky Gully, which traverses the southern portion from east to west.

ATTACHMENT 2—APPLICATION DETAILS INCLUDING PROPOSAL DRAWINGS

Application description

Application type	Material Change of Use Development Permit
Applicant	Liberty Fields
Council's reference	114/13
Lodgement date	13 May 2013
Properly made date	17 May 2013
Description of proposal	Intensive Animal Industry (Piggery Expansion from 1,924 to 23,000 Standard Pig Units (SPU) in four stages: Stages 1 & 2 Development Permit up to 10,700 SPU; Stages 3 & 4 Preliminary Approval up to 23,000 SPU and up to 19,527m ² additional Gross Floor Area) and Environmentally Relevant Activity 3 at Threshold 3 (keeping more than 8000 Standard Pig Units)
Application process	Impact Assessment
Applicable codes	Rural Zone Code
Referral agencies	Department of Transport and Main Roads (Concurrence) Department of Agriculture, Fisheries and Forestry (Concurrence)



1:4000

OVERALL SITE PLAN

01

ATTACHMENT 3—ISSUES RAISED IN SUBMISSION AND RESPONSES

Submitter Issue	Responsible Entity	Response/Outcome
Odour		
Effluent in ponds may not be covered	DAFF	The EMP identifies that ponds may be covered, gas flared or used to generate electricity. No definitive levels/limits or procedure is identified which identifies when ponds should be covered etc. Further details as to pond covering procedures is required as part of a revised EMP.
Insufficient size of irrigation and solids/sludge area	DAFF	Effluent is proposed to be disposed via eco-style practices where effluent initially undergoes solids separation before entering anaerobic ponds and subsequent release into effluent irrigation areas. Detailed design of the anaerobic ponds has been provided in the EMP. Further soil analysis of the site is required as part of a revised EMP to identify load limits of the sludge/irrigation areas.
Unlawful disposal of carcasses	DAFF	As stated in the EMP, feral animals are to be controlled by the client via contractors. Dead stock will be composted adjacent to each piggery unit. Sawdust will be used as a carbon source for the composting process and composting will take place on a sealed and bunded pad, with the use of hay bales to form bays on the sides of the pads to contain the composting pigs.
Pests		
Increase of pest, insects, dingoes and feral animals due to effluent and unlawful carcass disposal	DAFF/Council	As stated in the EMP, feral animals are to be controlled by the client via contractors. Dead stock will be composted adjacent to each piggery unit. Sawdust will be used as a carbon source for the composting process and composting will take place on a sealed and bunded pad, with the use of hay bales to form bays on the sides of the pads to contain the composting pigs.
Health		
Increased risk of disease	DAFF	As stated in the EMP, State government veterinary officers have the main responsibility and resources to combat an exotic disease incursion or endemic disease outbreak. They are to be contacted immediately if a disease outbreak is suspected.

Noise		
Increase in traffic	DTMR/Council	DTMR has assessed the application and imposed conditions on access from the State-controlled Road (Burnett Highway). Traffic movements are proposed to be undertaken during the day, wherever practical. A condition of approval is recommended requiring a revised Environmental Management Plan to be prepared stipulating defined access and operating hours for the piggery operation.
Increase in standard pig units	Council	Minimal noise is expected to be generated by the actual operation of the piggery, with the only audible noise likely to be audible outside the property boundary being vehicle access. Vehicle access hours have been addressed above.
Traffic		
Creation of dust	Council	Council's conditions of approval require roadworks that would minimise dust.
Unsuitable roads	DTMR/Council	DTMR has assessed the application and imposed conditions on access from the State-controlled Road (Burnett Highway). Roadworks conditions require the applicant to upgrade access to the site from the Burnett Highway.
Will upgrades be made	DTMR/Council	DTMR has assessed the application and imposed conditions on access from the State-controlled Road (Burnett Highway). A number of conditions are recommended to ensure local roads are maintained in an acceptable condition.
Who will pay for upgrades and maintenance of roads	DTMR/Council	DTMR has assessed the application and imposed conditions on access from the State-controlled Road (Burnett Highway). A number of conditions are recommended to ensure local roads are maintained in an acceptable condition.
Water		
Impact on water quality—runoff from land application of effluent entering Three Moon Creek or the referrable wetlands to the southeast of the site	DAFF	This has been one of the most significant issues for this application. The EMP proposes methods for avoiding runoff that would contaminate surface water or infiltration that would contaminate ground water. DAFF approval conditions require the ERA to be carried out so as to "...prevent or minimise the release...of contaminants ...to any waters..." A further condition of approval is recommended to require a revised

		Environmental Management Plan to be prepared and implemented to ensure a more thorough assessment and appropriate management regime.
Impact on water supply. Decreased water allocation during drought, will stock have first priority?	DAFF	This is not a matter relevant to determining the application. As stated in the EMP, it is estimated approximately 100-105ML of water will be used annually. This figure is one-third of the current irrigation allocated to the site. Water usage will be spread fairly throughout the year, therefore not depleting aquifers by drawing large volumes of water out over short periods.
Effluent		
Impact on environment if effluent leaked into vegetation, watercourses and groundwater	DAFF	<p>On-going monitoring of effluent quality and the soils of the effluent irrigation areas will be used as a basis to adjust effluent application rates as necessary. Where significant changes in the properties of soils are detected, more detailed analyses will be undertaken. The nutrient content of the effluent will be used to determine its application rate. Where significant detrimental changes in the properties of soils are detected, the cause of the changes will be established and appropriate remedial action taken. Where significant erosion from the piggery construction site or the effluent irrigation areas is observed, remedial action must be taken promptly.</p> <p>DAFF has assessed the application and imposed conditions which it believes will ensure the piggery operation eliminates or reduce the risks associated with effluent disposal and waste management. A further condition of approval is recommended to require a revised Environmental Management Plan to be prepared and implemented to ensure appropriate assessment of hydrological conditions and soil analysis is carried out for the site and operation, and adequate, regular management and monitoring of effluent disposal processes is undertaken. A condition of approval is also recommended to require a 50 metre setback of the effluent irrigation areas to Three Moon Creek.</p>

Effluent ponds – how are they built to stop leaking and when full, where are they going to be emptied	DAFF	Ponds, sludge storage areas and pads for sludge storage will be sealed to have a design seepage rate of 0.1 mm/d or less.
Sandy soil has the potential for effluent to seep through	DAFF	A condition of approval is recommended to require a revised Environmental Management Plan to be prepared and implemented to carry out soil analysis to accurately monitor nutrient and salts within the soil.
Adjoining properties		
Decrease in property value	N/A	Changes to property values and rental opportunities is not a matter which is assessed as part of a Development Application.
Unable to rent properties	N/A	Changes to property values and rental opportunities is not a matter which is assessed as part of a Development Application.
Flood		
Subject site located on flood plain	DAFF/Council	The proposed piggery expansion has been designed to address a 1 in 10 year flood. A revised EMP is recommended to be conditioned on the development to provide detailed hydrological/flood modelling clearly demonstrating the proposed pond system has been designed to achieve 1 in 10 year overflow frequency, and a contingency plan identifying the proposed mitigation measures to be undertaken to address effluent overtopping during flood events and accidental discharge into receiving waters.
Hazard of flood transporting effluent into surrounding properties	DAFF	as above
Containing effluent on site during torrential rain and flooding	DAFF	as above
Separation distances		
Insufficient separation distances between proposed use and roads, watercourses, dwellings and township	DAFF	Refer to discussion earlier in this Report relating to separation distances.
Environmental values		
Effects on adjoining watercourses	DAFF	DAFF has assessed the application and imposed conditions which it believes will ensure the piggery operation eliminates or reduce the risks associated with effluent disposal and waste management. A further condition of approval is recommended to require a revised Environmental Management

		Plan to be prepared and implemented to include and address effluent management, water quality monitoring and provide contingency plans for accidental overtopping of effluent. A condition of approval is also recommended to require a 50 metre setback of the effluent irrigation areas to Three Moon Creek.
Close proximity to state forest	DAFF/Council	The piggery expansion is proposed in a cleared portion of the site, setback from existing vegetation communities. Effluent disposal is proposed to be undertaken in existing sludge areas.
Effects on vegetation, flora and fauna	DAFF/Council	The piggery expansion is proposed in a cleared portion of the site, setback from existing vegetation communities. Effluent disposal is proposed to be undertaken in existing sludge areas. A condition of approval is recommended to require a revised Environmental Management Plan to be prepared and implemented to include and address effluent management, water quality monitoring and provide contingency plans for accidental overtopping of effluent. A condition of approval is also recommended to require a 50 metre setback of the effluent irrigation areas to Three Moon Creek.
Good Quality Agricultural Land	Council	Land areas proposed for effluent disposal are currently being used for this process. Measures are proposed via the EMP to plan and monitor applications to soil and mitigate soil degradation. This includes soil loading calculations and ongoing monitoring of soil characteristics. It is recommended a more detailed soil analysis be conditioned as part of a revised EMP to identify a nutrient baseline of soils and measurable loading limits for monitoring purposes of effluent discharge and water quality.
Landscape – will diminish view	Council	The piggery expansion is proposed to be located centrally in the southern portion of the site, away from highly exposed areas of the site and will therefore not significantly diminish views in the locality. It would be situated more than one kilometre from the Burnett Highway.

Environmental management plan		
Incorrect land area stated		A further condition of approval is recommended to require a revised Environmental Management Plan to be prepared to rectify this error.
Not definite measures, too ambiguous	DAFF/Council	A further condition of approval is recommended to require a revised Environmental Management Plan to be prepared and implemented.
Fire		
Increased potential for fire	Council	A fire-hazard contingency plan is proposed as part of the EMP preparation and implementation to address fire hazard. The proposal is not considered to generate a significant fire hazard or be situated as to be exposed to a significant fire hazard.
No local labour		
The proposed use will utilise backpackers instead of local workers	N/A	Issues associated with type of labour and labour conditions is not a matter which is addressed or relevant through a Development Application.
Common Law Private Nuisance		
Does it comply with DAFF's conditions	DAFF	Conditions imposed by DAFF ensure the proposal complies with all standards.
National Environmental Guidelines for Piggeries Second Edition 2010		
Does not comply with prescribed separation distances	DAFF/Council	Refer to discussion earlier in this Report relating to separation distances.
Site should locate above the 1 in 100 year flood level	DAFF/Council	The proposed piggery expansion has been designed to address the potential for flooding—new buildings would be outside the floodplain hazard area. A revised EMP is recommended to be conditioned on the development to provide detailed hydrological/flood modelling clearly demonstrating the proposed pond system has been designed to achieve 1 in 10 year overflow frequency, and a contingency plan identifying the proposed mitigation measures to be undertaken to address effluent overtopping and accidental discharge into receiving waters.
Piggery re-use area should be above the 1 in 5 year flood level	DAFF	The re-use areas have been designed for a 1 in 10 year flood (better flood immunity than 1 in 5 year flood).

ATTACHMENT 4—SEPARATION DISTANCES 10,000+ STANDARD PIG UNITS

	Monto Shire Planning Scheme 2006 (metres)	Proposed North Burnett Planning Scheme (metres)	National Environmental Guidelines for Piggeries Second Edition (Revised) 2010 (metres)	Separation Guidelines for Queensland Piggeries 2001 (metres)	Applicant's proposed separation distances (metres)
Frontage (m)	50	200	25	20	20
Side/Rear Boundary (m)	50	50	25	20	approx. 40
Township (m)	8000	8000	1000	1000 (township >2,000)	6000 to urban uses 7500 to Monto
Sensitive Land Use (m)	2000	2000			650 from effluent pond to closest dwelling
Public Roads	200		100	100	75 to Roths Rd 22 to Erics Rd
Watercourse, Well & Bores	200		100	100	20 to Oak Gully
Major water supply storage			800	800	n/a
Rural residential development			300	400	approx. 4000
Rural farm residence			300	250	650 from effluent pond to closest dwelling
Neighbouring piggery				2000	unknown

APPLICATION FOR MATERIAL CHANGE OF USE AND OPERATIONAL WORK (EXTRACTIVE INDUSTRY [5,000-100,000 TONNE PER ANNUM EXTRACTING AND SCREENING] AND CLEARING NATIVE VEGETATION, J & K COLE HOLDINGS PTY LTD, MT GOONANEMAN RD, DALLARNIL)

File: 161-13

Responsible Officer: David Newby – Manager Development Services

Report prepared by: Kerry Rolfe — Principal Planner, Insite SJC

1 PURPOSE OF REPORT

This report seeks Council's decision in relation to a development application by J & K Cole Holdings Pty Ltd.

2 INTRODUCTION/BACKGROUND

The applicant seeks a development permit for a Material Change of Use to establish a quarry (5,000-100,000 tonne per annum extracting and screening) and Operational Works to clear native vegetation at Mount Goonaneman Road, Dallarnil (described as Lots 178 & 179 on SP241094).

Subject site

The site has a combined area of 200 hectares. It comprises cleared low lands suitable for cattle grazing, and vegetated slopes. Remnant vegetation is of 'least concern' regional ecosystem with small pockets of 'endangered' regional ecosystem. There are no watercourses.

Surrounding land uses

While the surrounding land uses are predominantly for rural production a number of small lots used for rural residential purposes exist in proximity to the site.

3 CORPORATE/OPERATIONAL PLAN

In accordance with Outcome 2 – Economic Development and Tourism, Section 2.4. – Land Use Planning.

4 POLICY IMPLICATIONS

Council's decision will be guided by the Biggenden Shire Planning Scheme 2006.

5 STATUTORY REQUIREMENTS

Proposal

The site is located in the Rural Zone of the Biggenden Shire Planning Scheme and is defined as “Extractive Industry”, which falls under the group definition “Industrial Activities”. A Material Change of Use for “Industrial Activities” proposing a “Total use area” over 150m² triggers an Impact Assessable development application.

Two existing quarry pits will be expanded with a combined site area of 13.2ha. Works include extracting decomposed granite, extracting bedding sand, stockpiling material, screening quarry material with mobile screener and crushing quarry material with a mobile cone crusher.

Proposed hours for production will be 6am-6pm Monday to Friday. The quarry would employ two permanent staff and one part-time staff.

Proposed infrastructure includes:

- (i) a 6m x 3m portable site office that would also act as a lunch room;
- (ii) a portable toilet;
- (iii) a diesel powered generator for electricity supply;
- (iv) a rainwater tank for water supply.

Access to the site is via the bitumen sealed Mt Goonaneman Road. The pavement width varies from 3.5m to 5.0m. The internal access track occurs either on or next to an existing road reserve that forms the northern property boundary.

Planning scheme requirements

Intent of the Rural zone

The intent for the Rural Zone provides “*primarily for rural uses and associated activities*”. Extractive industry is clearly anticipated to occur in this zone with a provision that development “*does not prejudice extractive or mining resources*”. The proposal is not in conflict with the intent of the zone.

Rural zone code

However, within the Rural zone code the planning scheme also provides that development should be designed and operated so –

- (i) it maintains the environment and ensures public health and safety;
- (ii) it protects and enhances the predominant rural scale, intensity, form and character;
- (iii) the rural amenity is maintained;
- (iv) it does not prejudice or impact adversely on other “uses”;
- (v) traffic generated by the development does not impact adversely on the local road network.

The proximity of several smaller lots to the development site necessitates careful consideration of the design and operation of this proposal and that any conditions of approval adequately address these matters. Submissions objecting to this development demonstrate the concerns of these nearby residents.

PC27

Air emissions from "Premises" do not cause environmental harm or nuisance to adjoining properties or "Sensitive land uses".

The permissible air emissions from extractive industry operations are regulated by the Environmental Protection Policy (Air) (EPP). Conditions relating to air emissions are already attached to the applicant's Environmental Authority. Further conditions relating to dust suppression are recommended.

PC28

Noise emissions from "Premises" do not cause environmental harm or to adjoining properties or "Sensitive land uses".

The permissible noise emissions from extractive industry operations are regulated by the EPP (Noise). Conditions relating to noise emissions and hours of operation are already attached to the applicant's Environmental Authority. Further conditions relating to on-site truck speed and truck driver induction are recommended.

PC42

"Premises" used for extractive industries:

- (a) do not impact adversely on the amenity of other "Uses" in the Rural "Zone" or other "Zones";*
- (b) are designed and operated to ensure the protection and maintenance of environmental values;*
- (c) are rehabilitated to provide for future re-use of the land and to prevent ongoing risk of adverse impacts on the local environment and amenity; and*
- (d) are designed and operated so that the safety of persons and property is not compromised.*

Amenity issues are largely addressed by mitigating noise and air emissions.

The application was referred to the Department Natural Resources and Mines (DNRM) with the agency approving the application for removal of vegetation in accordance with conditions. This approval indicates the proposal protects existing vegetation to the extent deemed necessary to retain the environmental values of the area. Further conditions are recommended to protect water quality.

Conditions relating to rehabilitation of the site are recommended.

The proposed use has good road access to Mount Goonaneman Road and onto the Isis Highway, however several submitter issues relate to traffic safety being compromised by the heavy vehicle usage of the road. Degradation of the road surface is already occurring and Council's engineers have recommended widening of the road formation and the seal width effective from the intersection of Mount Goonaneman Road and the Isis Highway to the entry of the proposed quarry. Other conditions are recommended to improve road safety.

The Department of Transport and Main Roads (DTMR) has imposed conditions relating to upgrading the intersection of the Mount Goonaneman Road with the Isis Highway to minimise adverse impacts on the safety and efficiency of the State-controlled road network. In addition the applicant will pay a contribution for the maintenance and accelerated reduction in pavement life of the State-controlled road network (specifically the Isis Highway).

Referral agencies

The application triggered referral to the -

- (i) Department of Transport and Main Roads as a concurrence agency – Schedule 7, Table 3, item 2 of the *Sustainable Planning Regulation 2009*— Development impacting on State transport infrastructure; and
- (ii) Department of Natural Resources and Mines as a concurrence agency – Schedule 7, Table 3, item 10 of the *Sustainable Planning Regulation 2009*— Clearing vegetation — Material change of use of a lot that is 2ha or larger.

The agencies' conditions of approval are at Attachment 2.

Environmentally relevant activity

Most on-site operational aspects of the use are governed by conditions of an environmental authority issued by the Department of Environment and Heritage Protection (DEHP) separately to the IDAS process. The applicant has an environmental authority dated January 2014.

Relevant conditions include:

- Noise limits
- Nomination of hours of operation
- Air emission limits

Public notification and submissions

The application was publicly notified. There were five properly made submissions and the issues are summarised below.

Issue raised	Comment and any proposed mitigation measures
<p>Hours of operation have been prior to dawn and after dusk and at times on weekends</p> <p>Quarry operations including trucks and working machinery are creating noise causing adverse health impacts</p> <p>Not in compliance with noise emission limits of the EPP (Noise)</p>	<p>The Environmental Authority from DEHP dated 21 January 2014 now restricts extraction and screening activities to 7am – 6pm Monday to Friday, 9am – 1pm Saturday, nil on Sundays and Public holidays.</p> <p>Proposed assessment manager condition includes speed restrictions on internal roads and at the property entry.</p>
<p>Road safety issue – road is narrow, has blind bends and is unsuitable for heavy vehicles due to single lane construction (exacerbated by erratic driving behaviour of truck drivers)</p> <p>Road damage and deterioration including breaking up of road shoulders</p> <p>Trucks creating reverberating noise when empty and speeding which is impacting on farming business.</p>	<p>Proposed assessment manager conditions include:</p> <ul style="list-style-type: none"> - upgrading the width of bitumen seal of Mt Goonaneman Rd from the property access to Isis Highway, - reduction in road speed - compulsory Driver Induction Course <p>Proposed DTMR conditions address the safety of the intersection of Mt Goonaneman Rd and Isis Highway, and ongoing maintenance of the Isis Highway.</p>

<p>Adverse impacts on health from air pollution – dust and other air borne pollutants</p> <p>Not in compliance with air emission limits of the EPP (Air)</p>	<p>Air pollution would be mitigated through environmental authority conditions requiring compliance with air emission limits.</p> <p>Proposed assessment manager condition requires dust suppression and slow vehicle speeds on site to minimise dust.</p>
<p>Loss of habitat</p>	<p>Information provided by the applicant to DNRM (see below) addressed the conservation of regional ecosystems that contribute to biodiversity. The agency approved the application for removal of vegetation.</p>
<p>Non-compliance with planning scheme</p> <ul style="list-style-type: none"> - amenity of the area should not be detrimentally affected - minimum separation distances are not achieved (PC13) - loss of vegetation affecting scenic quality, open space corridors, loss of habitat - no environmental harm from noise pollution (PC 28) 	<p>Addressed elsewhere in the report.</p>

Applicant response to DNRM information request

The applicant was asked to demonstrate that the development complied with the following—

To regulate the clearing of vegetation in a way that conserves remnant vegetation that are regional ecosystems and prevents the loss of biodiversity, maintain the current extent of regional ecosystems listed in Table 2.

No clearing is intended within a regional ecosystem listed in the relevant table. Further the applicant responded that the development—

1. Does not reduce areas of contiguous mapped remnant vegetation to less than 10 hectares.
2. Does not occur in areas of contiguous mapped remnant vegetation that are less than 10 hectares.
3. Does not reduce the width of mapped remnant vegetation to less than 100 metres.
4. Does not occur where the width of mapped remnant vegetation is less than 100 metres.
5. Does not reduce the total extent of mapped remnant vegetation to less than 30% of the area of the lot(s) the subject of the application.
6. Does not occur where the total extent of mapped remnant vegetation is less than 30% of the area of the lot(s) that are the subject of the application.
7. Does not occur in a discharge area or within 200 metres of a discharge area.
8. Does not occur in identified General Ecological Significance areas.
9. Does not occur in endangered or of concern regional ecosystems.
10. Does not occur in areas of essential habitat.

6 FINANCIAL IMPLICATIONS

The extra truck movements on Mount Goonanamen Road will accelerate a reduction in pavement life and increase maintenance requirements. An infrastructure charges contribution is applicable and is to be based on demand on road infrastructure calculated at the date of assessment.

The \$75,000.00 charge has been calculated using the following criteria–

- 50000 tonnes per annum extracted
- 10 year quarry life
- \$0.15 per tonne

Other options to recoup the likely costs to the road network may be worth investigation.

7 RISK MANAGEMENT

A risk management assessment has not been undertaken.

8 CONSULTATION

Technical Services advise of appropriate works to address road network safety issues and propose an Infrastructure Agreement to cover such works.

9 OPTIONS FOR COUNCIL TO CONSIDER

Council may approve the application with or without conditions, approve the application in part with or without conditions, or refuse the application.

All options require sufficient planning grounds to justify the decision.

Approval subject to conditions is the preferred option.

10 OFFICER'S COMMENTS/CONCLUSION

Due to the proximity of small rural lots to the development site the proposed quarry has potential to adversely impact on the rural amenity enjoyed by these residents. Impacts include increased air emissions, noise emissions and heavy truck movements that could also lead to a decrease in the safety of road users. The loss of vegetation and extraction processes will reduce the current visual amenity.

The planning scheme contains provisions to mitigate conflicts between land uses to achieve a balance between the need for rural amenity and the economic imperative to access finite extractive resources. Other State legislation also regulates activities to protect the air and acoustic quality of the environment, the safety of the road network and loss of biodiversity.

The proposed State agency conditions combined with the recommended assessment manager conditions adequately mitigate the adverse impacts of the proposed quarry whilst protecting Council and state road infrastructure.

The application is therefore recommended for approval subject to the attached conditions.

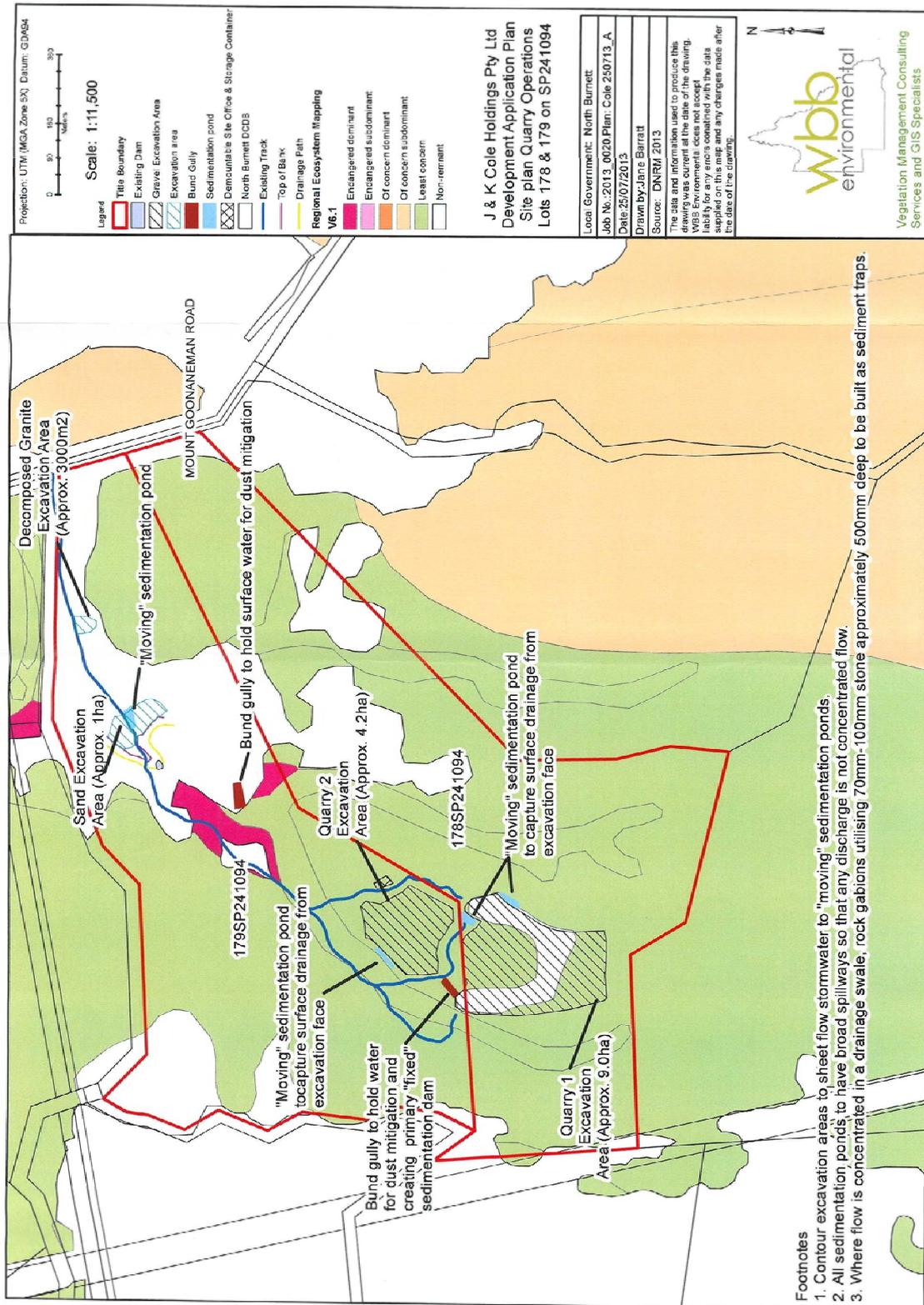
11 ATTACHMENTS

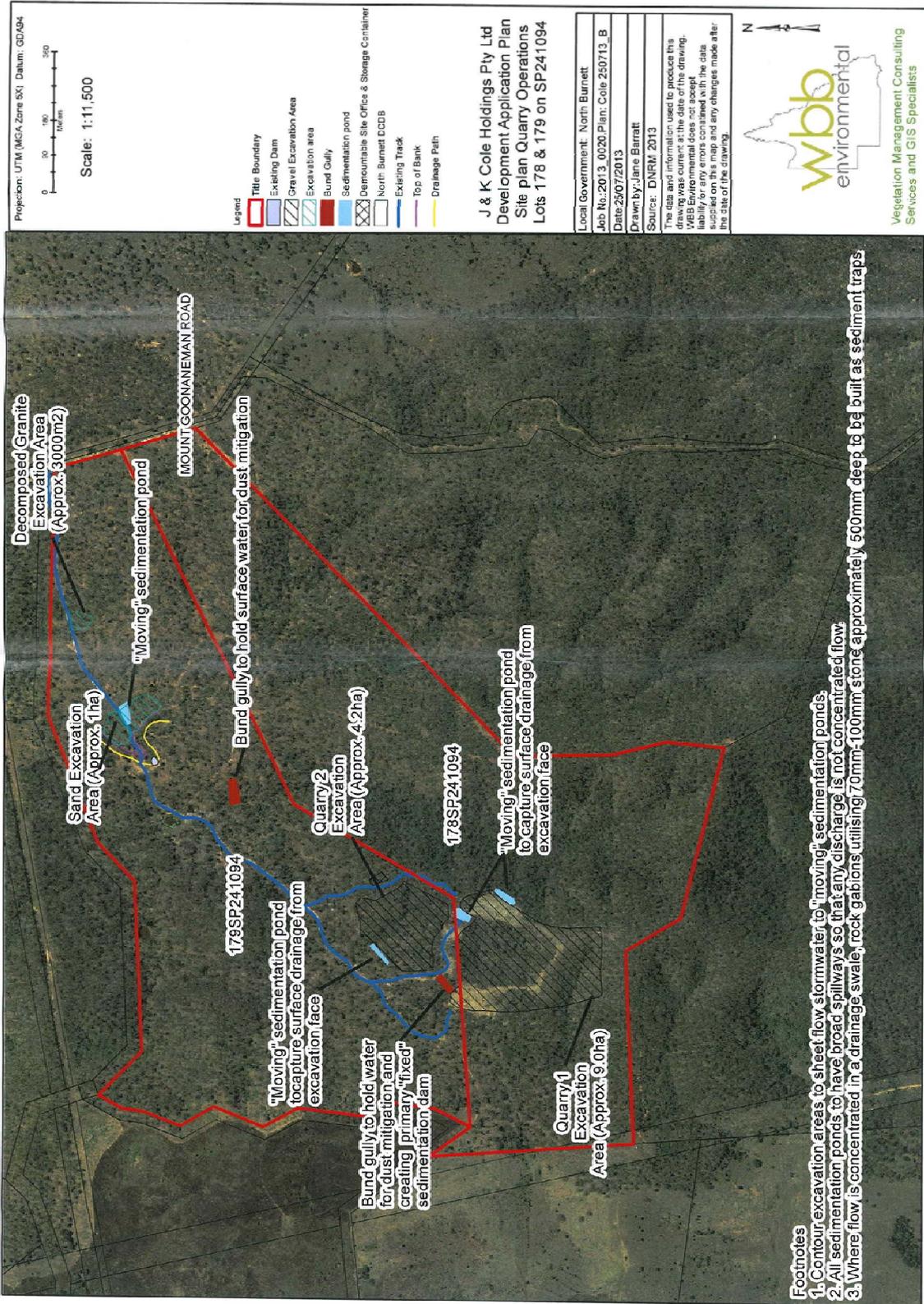
1. Plans of proposed quarry
2. Applicant response to submissions
3. Recommended assessment manager approval conditions
4. Concurrence agency conditions

RECOMMENDATION

That Council approves the application for material change of use and operational work (Extractive Industry [5,000–100,000 tonne per annum extracting and screening] and Clearing native vegetation over Lots 178 and 179 RP214094 located at Mount Goonanamen Road, Dallarnil submitted by J & K Cole Holdings Pty Ltd subject to the attached assessment manager and concurrence agency conditions.

ATTACHMENT 1 PLANS OF PROPOSED QUARRY





Projection: UTM (MGA Zone 5X) Datum: GDA94
 Scale: 1:11,500

- Legend
- Title Boundary
 - Existing Dam
 - Gravel Excavation Area
 - Excavation area
 - Bund Gully
 - Sedimentation pond
 - Demountable Site Office & Storage Container
 - North Burnett DCDB
 - Existing Track
 - Top of Bank
 - Drainage Path

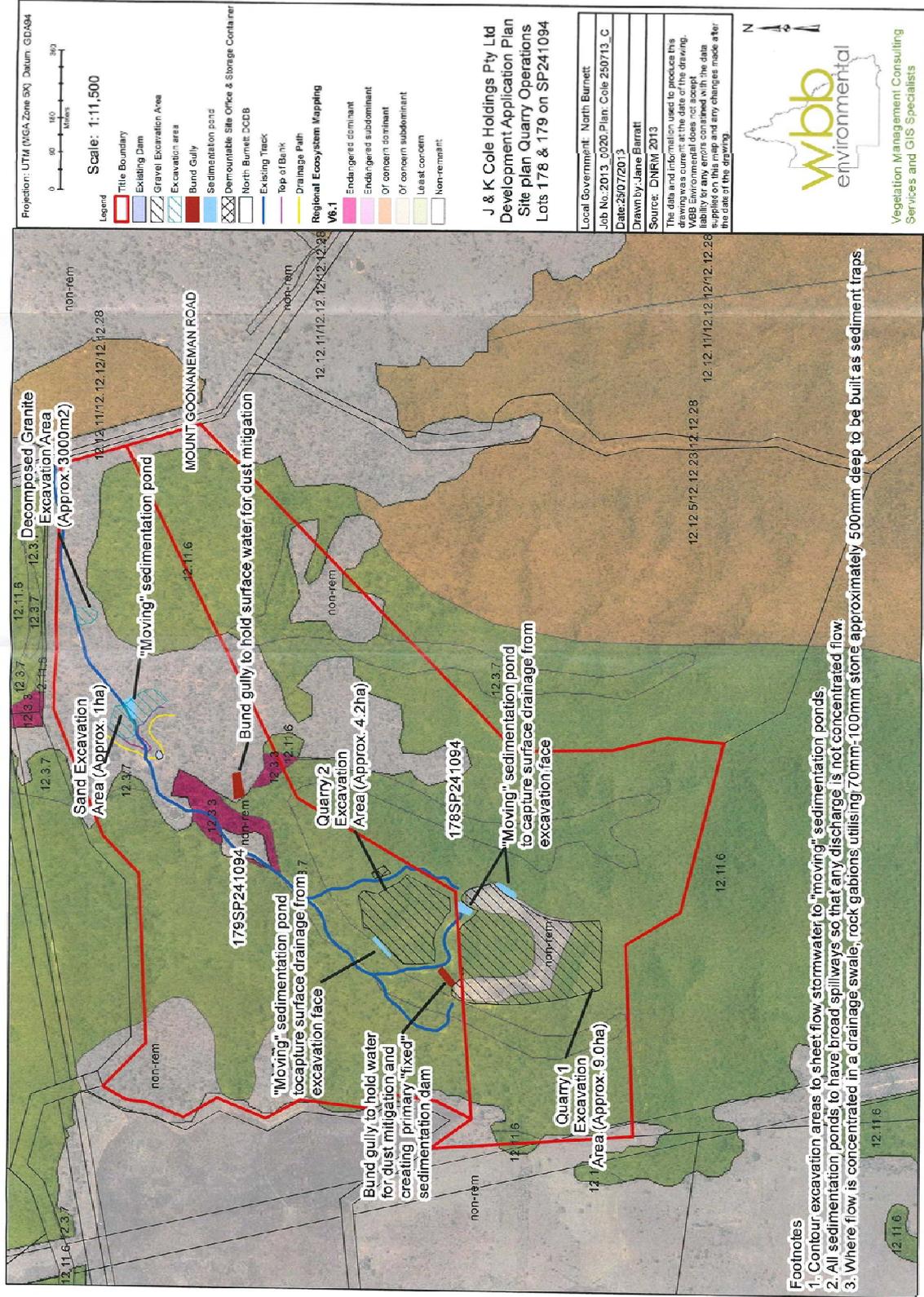
J & K Cole Holdings Pty Ltd
 Development Application Plan
 Site plan Quarry Operations
 Lots 178 & 179 on SP24.1094

Local Government:	North Burnett
Job No.:	2013_0020.Plan_Cole 250713_B
Date:	23/07/2013
Drawn by:	Jane Barratt
Source:	DNRM 2013

The data and information used to produce this drawing were correct at the date of drawing. WEB Environmental does not accept liability for any errors contained within the data supplied on this map and any changes made after the date of the drawing.


 Vegetation Management Consulting
 Services and GIS Specialists

- Footnotes**
1. Contour excavation areas to sheet flow stormwater to "moving" sedimentation ponds.
 2. All sedimentation ponds to have broad spillways so that any discharge is not concentrated flow.
 3. Where flow is concentrated in a drainage swale, rock gabions utilising 70mm-100mm stone approximately 500mm deep to be built as sediment traps.



Projection: UTM (MGA Zone 58) Datum: GDAG4
 Scale: 1:11,500
 0 50 100 200 300
 Kilometers

- Legend**
- Title Boundary
 - Existing Dam
 - Gravel Excavation Area
 - Excavation area
 - Bund Gully
 - Sedimentation ponds
 - Demountable Site Office & Storage Container
 - North Burnett DCDB
 - Existing Track
 - Top of Bank
 - Drainage Path
- Regional Ecosystem Mapping V6.1**
- Endangered dominant
 - Endangered subdominant
 - Of concern dominant
 - Of concern subdominant
 - Least concern
 - Non-remnant

J & K Cole Holdings Pty Ltd
 Development Application Plan
 Site plan Quarry Operations
 Lots 178 & 179 on SP241094

Local Government: North Burnett
 Job No.: 2013_0020 Plan: Cole 250713_C
 Date: 29/07/2013
 Drawn by: Jane Barratt
 Source: DNRM 2013

The data and information used to produce this drawing is current at the date of the drawing. WBB Environmental does not accept liability for any errors contained with the data supplied on this map and any changes made after the date of this drawing.



Footnotes

1. Contour excavation areas to sheet flow stormwater to "moving" sedimentation ponds.
2. All sedimentation ponds to have broad spillways so that any discharge is not concentrated flow.
3. Where flow is concentrated in a drainage swale, rock gabions utilising 70mm-100mm stone approximately 500mm deep to be built as sediment traps.

ATTACHMENT 2 APPLICANT RESPONSE TO SUBMISSIONS



RANDALL BARRINGTON TOWN PLANNING Pty Ltd Town Planners

Our Ref : NBRC011
Your Ref : 161-13

10th March 2014

The Chief Executive Officer
North Burnett Regional Council
PO Box 390
GAYNDAH QLD 4625

Dear Sir

J and K Holdings Pty Ltd – Extractive Industry – Lots 178 and 179 on SP241094, Mt Goonaneman Rd, Dillarnil

Thank you for the opportunity to comment on the submissions received by Council during the public notification process of the above development proposal.

Council received five (5) submissions that canvassed seventeen (17) concerns. The issues and their frequency are summarised below-

Noise from trucks along Mt Goonaneman Road : 5
Mt Goonaneman Road not built for this level or type of traffic : 5
Dust from trucks along Mt Goonaneman Road : 4
Dust from extractive industry : 3
Noise from extractive industry : 2
Loss of scenic quality : 2
Loss of vegetation/habitat : 2
Adverse impact on rural amenity : 2
Hours of operation from 5am to after dark : 2
Impact on health : 1
Does not comply with Rural zone Desired Outcomes : 1
Does not satisfy EPP 1997 noise and air emissions : 1
Pollution from trucks : 1
B-double trucks are inappropriate : 1
Safety at Mt Goonaneman Road/Isis Highway intersection : 1
Vibration from truck movements : 1
Off-site sediment transmission : 1

Before addressing the specific concerns, a general comment is made with respect to several of the submissions. There appears to be an expectation that the approval will lead to a very significant increase in traffic movement to that which is currently experienced. This is not the case. Council will recall that the maximum annual tonnage that can be exported from the site under the current application is 100,000 tonne. For the last 8-9 months, the quarry has been operating at approximately 65-70% of that volume. This has been in direct response to contracts won on the back of the January 2013 floods.

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1



It is common knowledge that the quarrying industry is characterised by peaks and troughs and the last 8-9 months has been a peak. The application states that the operator expects to extract some 50,000 tonne per annum which would actually see a reduction in truck movements to what has been experienced in recent times. And of-course there will be the troughs where traffic volume is insignificant.

The foregoing observation is made not to detract from the validity of some of the concerns but to assuage concerns that approval will see a substantial increase in current operating characteristics.

Noise from trucks along Mt Goonaneman Road

Truck noise is a function of vehicle speed and load. The applicant makes three observations on this matter viz-

1. Whereas the vehicle speed limit is 100km/h on Mt Goonaneman Road, the applicant has no objection to the speed limit being 60km/h. There is no benefit to a truck travelling at a higher speed (indeed there is a disincentive when unladen because of the increased risk of inadvertently locking the brakes).
2. The applicant has instigated a Driver Induction Course for existing and new drivers. The applicant will make a copy available to Council if required eg by way of condition. The Driver Induction Course covers inter alia restricting vehicle speed along Mt Goonaneman Road to 60km/h, restricting vehicle entry and exit speed in front of the residence that adjoins the subject land to 20km/h, restricting on-site vehicle speed to 15km/h, use of a designated UHF channel once off the Isis Hwy so that drivers reduce passing along Mt Goonaneman Road (eg a vehicle remains on-site pending arrival of an incoming vehicle), ensure any vehicle exiting the site that can see an inbound vehicle remains on-site until the inbound vehicle is on the premises.
3. The applicant has experienced a peak in operations over the last 8-9 months due to the infrastructure rebuilding programs resulting from the January 2013 floods. Unless further catastrophic events occur, this level of production and associated traffic volume is very unlikely to be sustained.

Mt Goonaneman Road not built for this level or type of traffic

Mt Goonaneman Road is a bitumen sealed road with varying pavement width. The applicant invites Council to compare the road pavement from Isis Hwy to the grid in front of the subject land with the road pavement from the grid back to Mt Goonaneman. It is the applicant's submission that the pavement condition is comparable which diminishes the argument that the quarry operation will 'destroy' the road.

In terms of trucks and passenger vehicles passing each other, the reduced truck vehicle speed will reduce possible conflict.

Dust from trucks along Mt Goonaneman Road

Dust from trucks occurs when the vehicle leaves the pavement and drives along the shoulder. The most sensitive location for this is in front of the neighbouring property where the adjoining residence is close to the road. Apart from the measures incorporated in the Driver Induction Course, the applicant has no objection to Council imposing the following conditions to mitigate dust nuisance for this residence-

1. Construct a 100 metre long, two lane gravel access track from the Mt Goonaneman Road frontage in order that vehicle movements closest to the residence cause less dust nuisance.
2. Water a 300 metre long section of access track from the Mt Goonaneman Road frontage on a daily basis when vehicles are accessing the site (bearing in mind there will be times when there is unlikely to be any export of material).



Dust from extractive industry

Air emissions on site are the province of the Department of Environment & Heritage Protection (DEHP). DEHP has considered the subject of dust emissions from the extractive industry operation and granted conditional approval under an Environmental Authority dated 21 January 2014. There are specific conditions that go toward dust emissions.

Noise from extractive industry

Noise transmission is the province of the Department of Environment & Heritage Protection (DEHP). DEHP has considered the subject of noise transmission from the extractive industry operation and granted conditional approval under an Environmental Authority dated 21 January 2014. There are specific conditions that go toward noise emissions.

Loss of scenic quality

The extraction pits/processing area are not visible from a public place or a neighbouring residence.

Loss of vegetation/habitat

The issue of remnant vegetation and wildlife habitat is the province of the Department of Natural Resources and Mines (DNRM). DNRM does not object to the proposed development.

Adverse impact on rural amenity

In light of DEHP being satisfied with the environmental performance of the extractive industry (including dust and noise transmission), DNRM approving the vegetation clearing and the extraction pits/processing area not being visible from a public place or residence, the only issue this can refer to is the impact on rural amenity arising from truck movements along Mt Goonaneman Road. The applicant's foregoing representations address this aspect of the operation.

Hours of operation from 5am to after dark

Pursuant to Condition G1 of the Environmental Authority, extraction and screening activities may only occur between 7:00am and 6:00pm Monday to Friday and 9:00am to 1:00pm Saturday (with no activity occurring on Sundays or public holidays).

Impact on health

This issue stems from a resident's concern regarding dust associated with truck movements. The residence in question is located at the entrance to the quarry site. This issue has been addressed above in terms of treatment on-site and driver induction training.

Does not comply with Rural zone Desired Outcomes

The Rural zone anticipates extractive industries as evidenced by Section 4.1.3.3(5)(c) of the Planning Scheme. The Planning Scheme introduces two codicils – no detrimental impact on surrounding uses and no detrimental impact on the environment.

The most relevant 'surrounding use' is the residence adjoining the site entrance and this introduces three issues – traffic safety, traffic noise and dust associated with traffic. All three matters have been addressed above.

Does not satisfy EPP 1997 noise and air emissions

Refer comments above regarding noise and air emissions.

Pollution from trucks

Exhaust emissions are of-course a matter of fact and an unavoidable fact of life.



B-double trucks are inappropriate

B-doubles are not used and not proposed to be used. A condition to this effect would be appropriate.

Safety at Mt Goonaneman Road/Isis Highway intersection

A Traffic Impact Assessment of this intersection was undertaken by RMA Engineers and ratified by the Department of Transport & Main Roads (DTMR). Upgrade work to the intersection is to be undertaken by the applicant as part of the approval as required by DTMR.

Vibration from truck movements

To the extent this concern is real, our view is that traffic speed can reduce vibration caused by truck movement. The aforementioned driver induction training requires drivers to travel at speeds not greater than 60km/h along Mt Goonaneman Road (it is presently a 100km/h speed zone).

Off-site sediment transmission

Sediment transmission is the province of the Department of Environment & Heritage Protection (DEHP). DEHP has considered this matter and granted conditional approval under an Environmental Authority dated 21 January 2014 with conditions that address this issue.

With the benefit of DEHP's conditional approval, DTMR's conditional approval, DNRM's conditional approval, the further conditions recommended in this letter and Council having on record the applicant's Driver Induction Course (and, if need be, approving the Driver Induction Course per the aforementioned considerations), it is our opinion that the submitters' concerns have been addressed with adverse impacts reduced.

Our client has no objection to discussing the contents of this letter if Council sees merit in so doing. Alternatively please do not hesitate to contact the writer if we can be of further assistance.

Yours sincerely,

Randall Barrington

ATTACHMENT 3

RECOMMENDED ASSESSMENT MANAGER CONDITIONS

Approved plans

- 1) The development must be generally in accordance with the plans endorsed as part of this approval 'Site Plan' prepared by WBB Environmental, Drawing no. 250713_A, 250713_B & 250713_C, dated 25/07/2013, except where amended in accordance with conditions of this approval.

Use

- 2) The maximum quantity of extraction or screening must not exceed 100,000 tonnes per annum.
- 3) Ensure that the boundaries and the extent of the quarry operations are clearly visible, identified and marked at all times in a manner that allows operational staff and site contractors to clearly identify the limits of the extraction area.
- 4) No extraction of material is to occur outside the extent of quarry operations as indicated on the approved plans that form part of this approval.
- 5) The loading of quarry material extracted from the premises and the unloading of plant must occur completely within the site.
- 6) The use of B doubles is not permitted in association with the use.
- 7) Undertake erosion control and stormwater management measures for the active quarry area in accordance with the Queensland Division of the Institution of Engineers Australia "*Soil Erosion and Sediment Control Engineering Guidelines*".

Nuisance reduction

- 8) Construct an internal two lane gravel track from the property access on Mount Goonaneman Road for a distance of 100 metres.
- 9) Apply water to the internal road to suppress dust for a distance of at least 300 metres from the property entrance while the quarry is in active operation. Undertake dust suppression measures on the remainder of the site as necessary to avoid nuisance to adjoining premises.
- 10) Prior to operating at the quarry all truck drivers are to undertake a Driver Induction Course and must continue to abide by its terms and conditions that must include the following—
 - a) vehicle speed entering or exiting at the property access to Mount Goonaneman Road is not to exceed 20km/hour;
 - b) vehicle speed within the site is not to exceed 15km/hour;
 - c) truck speed along Mount Goonaneman Road is not to exceed 50km/hour;
 - d) drivers must avoid passing each other on Mount Goonaneman Road by pulling over at a safe holding point.
- 11) Submit to Council for approval a copy of the Driver Induction Course at the time this approval takes effect.

- 12) Artificial lighting used to illuminate any areas of the premises must not directly illuminate or cause any environmental nuisance (e.g. glare) to any nearby premises or roadways.

Road works

- 13) Enter into an infrastructure agreement with Council in respect of the timing of the following works to Mt Goonaneman Road—
- a) widen the existing formation to 8 metres and extend the existing seal to 7 metres width effective from the intersection of Mt Goonaneman Road and the Isis Highway to the entry of the proposed quarry;
 - b) the extension to the formation is to be—
 - i) constructed using 150mm of type 2 pavement;
 - ii) primer sealed; and
 - iii) top sealed over the new and existing seal;
 - c) the road widening of the road is not to increase water flow onto adjacent properties;
 - d) construct a truck parking bay 50 metres long by 4 metres wide on the eastern side of Mt Goonaneman Road in the vicinity of its intersection with Old Range Rd;
 - e) road construction, road furniture, signage and line marking is to be constructed to meet the requirements of the MUTCD September 2013;
 - f) the existing accesses are to be reconstructed in accordance with the standard prescribed by the planning scheme and shall provide a minimum of 180 metres of sight distance in either direction from the quarry access along Mt Goonaneman Road;
 - g) install 2 x W5 – 22B ‘Truck’ signs along Mt Goonaneman Road. There is to be one close to the junction of Mt Goonaneman Road and the Isis Highway and another adjacent to the proposed quarry access;
 - h) widen the existing grid adjacent to the entry to the proposed quarry to 7.2 metres.

Site rehabilitation

- 14) Stockpile soil and other overburden while the operation is in use for site rehabilitation.
- 15) Complete rehabilitation of the site within two (2) years of operations ceasing on the site, to the satisfaction of Council.
- 16) Rehabilitation works are to ensure—
- a) all quarry excavation pits are free draining;
 - b) all quarry bases, haul roads, work and stockpile areas etc., are ripped, mixed and seeded with grasses native to the area;
 - c) native trees are planted over rehabilitation areas in a similar density as that which existed prior to the operations commencing; and
 - d) any subsidence is reprofiled.

- 17) Monitor, maintain and manage all rehabilitation works for a period of 12 months or until—
 - a) grass cover reaches 80%;
 - b) trees are established and self-sustaining;
 - c) the rehabilitation works have been subjected to the effects of a full wet season;
 - d) there is no further subsidence on the surface; and
 - e) all erosion or scouring is reinstated and rehabilitated to the satisfaction of Council.
- 18) Submit to North Burnett Regional Council every two (2) years and upon ceasing extraction activities on-site the details and status of rehabilitation procedures over the site.

GENERAL

- 19) Pay to Council any outstanding rates, charges or expenses levied by the Council over the subject land.

ATTACHMENT 4 CONCURRENCE AGENCY CONDITIONS

Our reference: SDA-0813-004144
Your reference: 161-13

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Material Change of Use		
Clearing vegetation - Pursuant to section 255D of the Sustainable Planning Act 2009, the chief executive administering the Sustainable Planning Act 2009 nominates the Director-General of Department of Natural Resources and Mines to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions (conditions 1 to 3):		
1.	Clearing of remnant vegetation for excavation and extraction areas associated with the MCU must only occur within 'Area A' as identified on Referral Agency Response (Vegetation) Plan SDA-0813-004144, dated 23 September 2013.	At all times
2.	The sedimentation ponds, bund gully and site office must be located generally in accordance with the plan entitled "Site Plan Quarry Operations", WBB Environmental, reference number 2013_0020/Cole 250713_C, dated 25 July 2013.	At all times
3.	Clearing of remnant vegetation associated with the Material Change of Use must be staged in line with operational needs and restricted to the current operational area.	At all times
Development impacting on State transport infrastructure - Pursuant to section 255D of the Sustainable Planning Act 2009, the chief executive administering the Sustainable Planning Act 2009 nominates the Director-General of Department of Natural Resources and Mines to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions (conditions 4 to 10):		
Plan of development		
4.	Development must be carried out generally in accordance with Randall Barrington Town Planning's Report (Reference NBRC011) for the proposal dated July 2013.	Prior to commencement of use and to be maintained at all times.
Isis Highway/Mt Goonaneman Road intersection		
5.	<p>(a) The Isis Highway/Mt Goonaneman Road intersection must be constructed to a Rural Type BAR/BAL standard.</p> <p>(b) The intersection must be designed in accordance with the Department of Transport and Main Roads' <i>Road Planning and Design Manual 2nd Edition</i>;</p> <p>(c) The works described in Condition 5(a) must be provided at no cost to the Department of Transport and Main Roads.</p> <p>(d) All adjustments and/or relocations to existing services within the Isis Highway as a result of the development must be at no cost to the Department of Transport and Main Roads.</p>	<p>(a) Prior to commencement of use and to be maintained for the duration of the 12 month maintenance period</p> <p>(b) Prior to commencement of construction</p> <p>(c) & (d) For the duration of the works, including the 12 month maintenance period</p>

No.	Conditions	Condition timing
6.	<p>Submit to Transport and Main Roads for approval, detailed engineering plans and specifications for the works detailed in Condition 5. The detailed design shall be in accordance with the following:</p> <p>(a) Transport and Main Roads' <i>Road Planning and Design Manual 2nd Edition</i>;</p> <p>(b) Transport and Main Roads' <i>Road Drainage Manual</i>;</p> <p>(c) The <i>Manual of Uniform Traffic Control Devices</i>;</p> <p>(d) The attached Form CMCNFM12 dated 31 August 2013 (<i>Standard Conditions - Design of Private Roadworks within State-Controlled Road Boundaries</i>);</p> <p>(e) Where the detailed design does not meet the department's requirements, submit a design exemption report prepared generally in accordance with Chapter 2 of the RPDM and Part 4A of Austroads Guide to Road Design;</p> <p>(f) All final detailed drawings (i.e. civil and electrical design drawings, design exemption reports) shall be certified by a Registered Professional Engineer of Queensland (RPEQ); and</p> <p>(g) Any other relevant Department of Transport and Main Roads standards and specifications and Australian Standards.</p> <p>If requested by Transport and Main Roads, a road safety audit for the detailed design shall be provided by a Registered Safety Auditor in accordance with the Austroads publication Road Safety audit (2nd Edition).</p>	<p>Prior to commencing any construction works in the state-controlled road</p>
7.	<p>The works described in Condition 5 must be constructed in accordance with the attached Department of Transport and Main Roads' Form CMCNFM10 dated 7 May 2013 (<i>Standard Conditions of Approval Major Private Works State-Controlled Roads</i>).</p> <p><i>Note: Prior to undertaking any construction works within the state-controlled road, the Client is to make written application to the department for construction approval.</i></p> <p><i>No works shall commence in the state-controlled road until the Department of Transport and Main Roads has issued an Approval to Commence Work notice.</i></p> <p><i>The Department of Transport and Main Roads will require a bond (e.g. cheque or bank guarantee in favour of Transport and Main Roads) to the value of one third of the estimated final cost of the works, prior to issuing an Approval to Commence Work notice.</i></p>	<p>Prior to commencing any construction works in the state-controlled road and for the duration of the works, including a maintenance period of 12 months.</p>

No.	Conditions	Condition timing
Pavement impacts contribution		
8.	<p>The applicant must pay a monetary contribution to the Department of Transport and Main Roads Wide Bay/Burnett Region for the maintenance and accelerated reduction in pavement life of the state-controlled road network to the amount of \$0.1963 (19.63 cents) per metric tonne (subject to indexation) of material transported on state-controlled roads. In particular, the contribution is required in relation to haulage on the Isis Highway.</p> <p>The amount of the contribution: -</p> <ul style="list-style-type: none"> (i) Must be calculated at six monthly intervals, commencing on the first day that material extracted under this approval is transported from the site by road; and (ii) Must be indexed based on the Road and Bridges Construction Index, Queensland – Class 3101, published quarterly by the Australian Bureau of Statistics (ABS Cat No. 6427, Series ID A2333727L) or other accepted road construction index applicable at the time of payment where the above index is discontinued. The indexation adjustment must be calculated using the formula: <p style="margin-left: 40px;">Contribution (\$AUD) = \$0.1963 x (C2/C1)</p> <p style="margin-left: 40px;">Where C1 is the published index number for September 2013 and C2 is the published index number for the quarter ended immediately prior to the start of the six monthly interval in respect of which the contribution is being calculated</p>	<p>Within 20 business days of completion of each six monthly period of operation.</p>
9.	<p>The applicant must notify the Department of Transport and Main Roads in writing:</p> <ul style="list-style-type: none"> (i) When the transport of material extracted from the site under this approval commenced, and/or recommenced after a temporary cessation of extraction; and (ii) When the transport of material extracted from the site ceases, either temporarily or permanently. 	<ul style="list-style-type: none"> (i) When transport of material extracted from the site initially commences and/or when transport of material extracted from the site recommences after a temporary cessation of extraction. (ii) When transport of material extracted from the site ceases, either temporarily or permanently.
10.	<p>Records that document the quantity of material extracted from the site and transported by road must be kept by the applicant for no less than five years from the end of each six month period.</p>	<p>At all times</p>

Note

- The number of Building Applications is the combined total of all those received by Council and Private Certifiers.
- The total projected figures are for the calendar year not financial year.
- The total value of building work may not be accurate. The values are extracted from the information provided on the application forms and in some cases they are absent or understated.
- The applications noted above are those received for the month, some may not yet be approved.

3 CORPORATE/OPERATIONAL PLAN

In accordance with Outcome 2 Economic Development and Tourism with particular relevance to section 2.4 Land Use Planning.

4 POLICY IMPLICATIONS

Not applicable

5 STATUTORY REQUIREMENTS

Integrated Planning Act 1997, Sustainable Planning Act 2009, Plumbing and Drainage Act 2002, Building Act 1975.

6 FINANCIAL IMPLICATIONS

Not applicable.

7 RISK MANAGEMENT

Not applicable.

8 CONSULTATION

Council's 'in house' Staff (Planning, Building, Engineering and Environmental Health), Council's Consultants (Town Planners, Plumbing Inspector, Engineers etc.) and Government Departments if and when required as Referral Agencies.

9 OPTIONS FOR COUNCIL TO CONSIDER

Information only.

10 OFFICER'S COMMENTS/CONCLUSION

For Council's consideration

ECON605 Development Statistics

Responsible Officer: Lex Webster – Manager of Development & Compliance

Report prepared by: Sue-Ann Jensen – Administration Officer (Development and Environment)

10 June 2014 – Standing Committee

1 PURPOSE OF REPORT

The purpose of this report is to provide Council with information on the number and type of development applications received for the month identified.

2 INTRODUCTION/BACKGROUND

The attached report details Building, Planning and Plumbing Statistics

	NUMBER OF APPLICATIONS RECEIVED - March 2014						TOTAL
	Biggenden	Eidsvold	Gayndah	Monto	Mundubbera	Perry	
PLANNING							
* MCU							0
* ROL	1	1					2
* Other							0
Sub - Total Planning	1	1	0	0	0	0	2
BUILDING							
* Domestic (Dwg/Shed/pools etc)			3	5	6		14
\$ value of work	\$0	\$0	\$350,158	\$58,986	\$236,755		\$645,899
* Commercial/Industrial							0
\$ value of work							0
Sub - Total Building	0	0	3	5	6	0	14
PLUMBING							
* Domestic (Dwg/Shed)						2	2
* Commercial/Industrial							0
Sub - Total Plumbing	0	0	0	0	0	2	2
TOTAL	1	1	3	5	6	2	18

MONTHLY COMPARISON

TYPE OF APPLICATION	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Total (13 Months)
Planning	2	4	2	5	6	5	2	2	5	3	1	2	2	41
Building	17	7	12	17	19	20	14	23	15	11	16	8	14	193
Plumbing	0	5	3	11	3	6	4	5	8	3	2	3	2	55
TOTAL	19	16	17	33	28	31	20	30	28	17	19	13	18	289

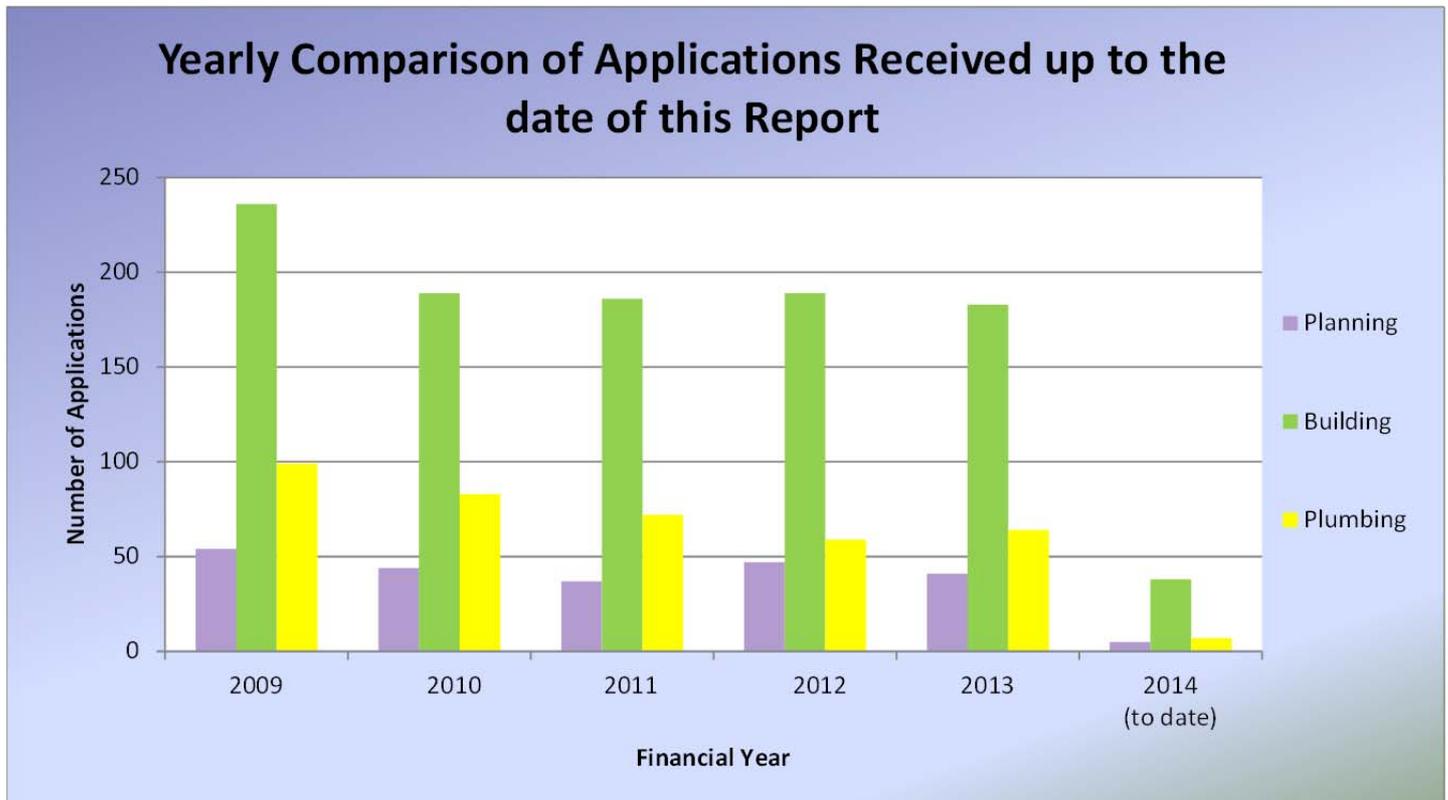
NUMBER OF APPLICATIONS THAT HAVE EXCEEDED THE ALLOWABLE ASSESSMENT TIME (SPA)

TYPE OF APPLICATION	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14
Planning												
Building												
Plumbing												
TOTAL	0											

Yearly Comparison - Number of Applications Received

TYPE OF APPLICATION	2009	2010	2011	2012	2013	2014 (to date)	PROJECTED TOTAL 2014	PROJECTED % INCREASE/DECREASE FROM PREVIOUS CALENDAR YEAR
Planning	54	44	37	47	41	5	20	-51.20%
Building	236	189	186	189	183	38	152	-16.90%
Plumbing	99	83	72	59	64	7	28	-56.30%
TOTAL	389	316	295	295	288	50	200	-30.60%

Yearly Comparison of Applications Received up to the date of this Report



Note

- The number of Building Applications is the combined total of all those received by Council and Private Certifiers.
- The total projected figures are for the calendar year not financial year.
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- The applications noted above are those received for the month, some may not yet be approved.

3 CORPORATE/OPERATIONAL PLAN

In accordance with Outcome 2 Economic Development and Tourism with particular relevance to section 2.4 Land Use Planning.

4 POLICY IMPLICATIONS

Not applicable

5 STATUTORY REQUIREMENTS

Integrated Planning Act 1997, Sustainable Planning Act 2009, Plumbing and Drainage Act 2002, Building Act 1975.

6 FINANCIAL IMPLICATIONS

Not applicable.

7 RISK MANAGEMENT

Not applicable.

8 CONSULTATION

Council's 'in house' Staff (Planning, Building, Engineering and Environmental Health), Council's Consultants (Town Planners, Plumbing Inspector, Engineers etc.) and Government Departments if and when required as Referral Agencies.

9 OPTIONS FOR COUNCIL TO CONSIDER

Information only.

10 OFFICER'S COMMENTS/CONCLUSION

For Council's consideration

11 ATTACHMENTS

Planning, Building and Plumbing applications for the month of March
North Burnett Regional Council Approvals Report

Application Number	Property Address	Description	Assessment Number	Value
0029/14	4-6 THOMSON STREET, MONTO QLD 4630	BUILDING - Restumping	40404-00000-000	\$22,875
0032/14	SPICER STREET, MOUNT PERRY QLD 4671	PLUMBING - Dwelling	50293-00000-000	\$0
0034/14	1125 COONAMBULA-EIDSVOLD ROAD, O BIL BIL QLD 4626	BUILDING - Dwelling	60734-00000-000	\$0
0035/14	10 ROBERT STREET, MOUNT PERRY QLD 4671	PLUMBING - Dwelling	50157-50000-000	\$0
0036/14	60 JACK PAR STREET, MUNDUBBERA QLD 4626	BUILDING - 2 x Storage Containers	60587-00000-000	\$33,000
0037/14	32-34 CAPPER STREET, GAYNDAH QLD 4625	BUILDING - Amenities Block	30084-00000-000	\$159,860
0038/14	SELIGMANN AVENUE, MUNDUBBERA QLD 4626	BUILDING - Roof Structure for Existing Amenity Building	60488-00000-000	\$97,000
0039/14	EUREKA ROAD, DALLARNIL QLD 4621	PLANNING - Reconfiguration of Lot (1 into 4)	10681-00000-000	\$0
0040/14	2 THOMSON STREET, MONTO QLD 4630	BUILDING - Patio	40406-00000-000	\$5,000
0041/14	41 LEICHHARDT STREET, MUNDUBBERA QLD 4626	BUILDING - Restumping	60187-00000-000	\$104,755
0042/14	8 JARDINE STREET, MONTO QLD 4630	BUILDING - Shed	40498-00000-000	\$5,511
0043/14	RIVERBEND, 24949 BURNETT HIGHWAY, EIDSVOLD QLD 4627	PLANNING - Material Change of Use - Intensive Animal Industry	20334-00000-000	\$0
0044/14	37 DOWNING STREET, GAYNDAH QLD 4625	BUILDING - Removal Dwelling IN	30469-00000-000	\$20,000
0045/14	19 STUART STREET, MONTO QLD 4630	BUILDING - Carport	40546-00000-000	\$23,600
0046/14	MILL ROAD, MONTO QLD 4630	BUILDING - Shed	40100-45000-000	\$2,000
0047/14	RIVERLEIGH ROAD, RIVERLEIGH QLD 4626	BUILDING - Shed	60748-00000-000	\$0
0048/14	52 EZZY ROAD, MUNDUBBERA QLD 4626	BUILDING - Dwelling	60586-30000-000	\$2,000

Application Number	Property Address	Description	Assessment Number	Value
0049/14	14 BOORUNBEH STREET, GAYNDAH QLD 4625	BUILDING - Dwelling	30665-70000-000	\$170,298
				\$645,899

ECON 07 Development Statistics

Responsible Officer: Lex Webster – Manager of Development & Compliance

Report prepared by: Sue-Ann Jensen – Administration Officer (Development and Environment)

10 June 2014 – Standing Committee

1 PURPOSE OF REPORT

The purpose of this report is to provide Council with information on the number and type of development applications received for the month identified.

2 INTRODUCTION/BACKGROUND

The attached report details Building, Planning and Plumbing Statistics

	NUMBER OF APPLICATIONS RECEIVED - April 2014						TOTAL
	Biggenden	Eidsvold	Gayndah	Monto	Mundubbera	Perry	
PLANNING							
* MCU			1				1
* ROL			1	1	1		3
* Other							0
Sub - Total Planning	0	0	2	1	1	0	4
BUILDING							
* Domestic (Dwg/Shed/pools etc)			2	1	2	1	6
\$ value of work	\$0	\$0	\$412,411	\$70,000	\$77,600	\$397,000	\$957,011
* Commercial/Industrial			1				1
\$ value of work			100,000				100,000
Sub - Total Building	0	0	3	1	2	1	7
PLUMBING							
* Domestic (Dwg/Shed)		1	2		2		5
* Commercial/Industrial							0
Sub - Total Plumbing	0	1	2	0	2	0	5
TOTAL	0	1	7	2	5	1	16

MONTHLY COMPARISON

TYPE OF APPLICATION	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	Total (13 Months)
Planning	4	2	5	6	5	2	2	5	3	1	2	2	4	43
Building	7	12	17	19	20	14	23	15	11	16	8	14	7	183
Plumbing	5	3	11	3	6	4	5	8	3	2	3	2	5	60

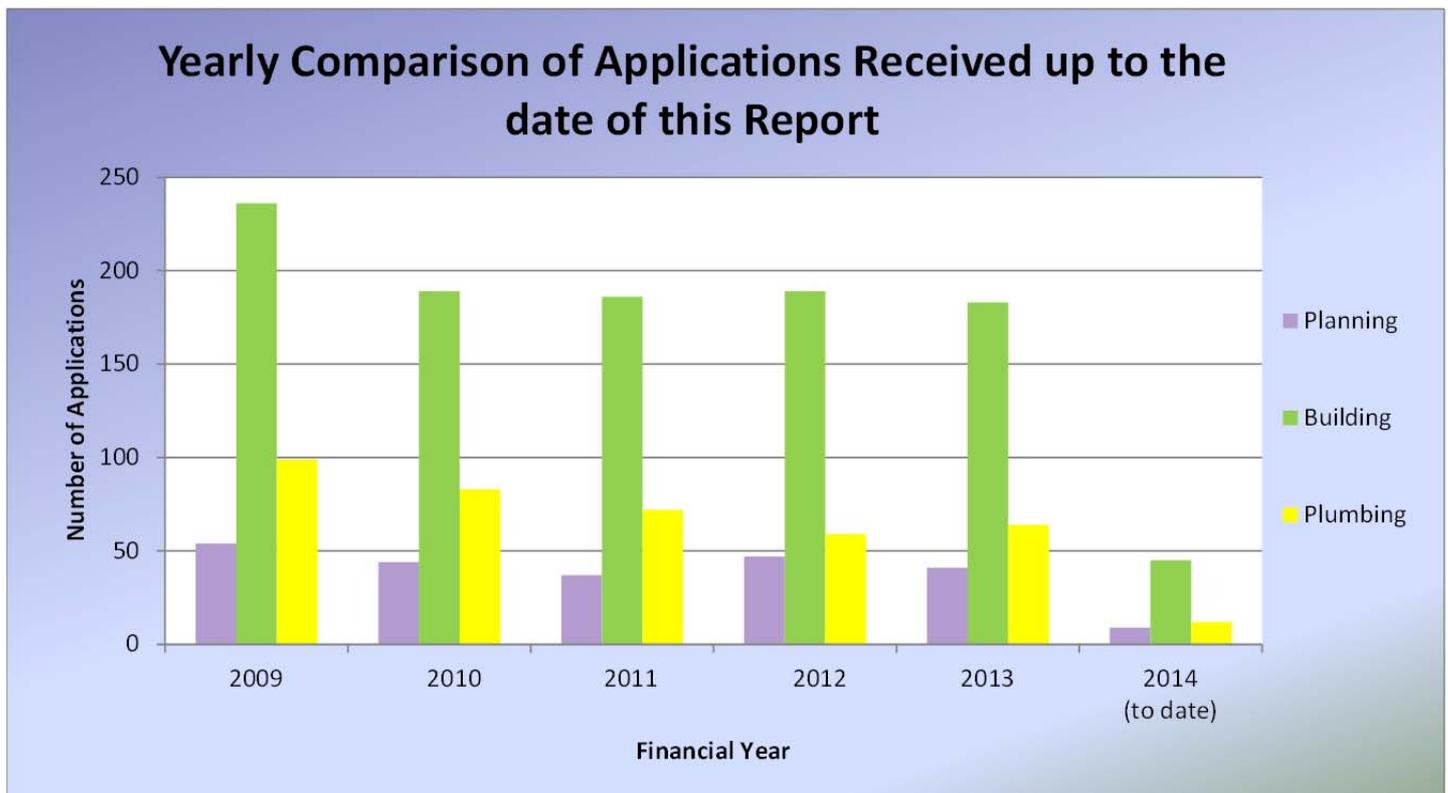
NUMBER OF APPLICATIONS THAT HAVE EXCEEDED THE ALLOWABLE ASSESSMENT TIME (SPA)

TYPE OF APPLICATION	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14
Planning												
Building												
Plumbing												
TOTAL	0											

Yearly Comparison - Number of Applications Received

TYPE OF APPLICATION	2009	2010	2011	2012	2013	2014 (to date)	PROJECTED TOTAL 2014	PROJECTED % INCREASE/DECREASE FROM PREVIOUS CALENDAR YEAR
Planning	54	44	37	47	41	9	27	-34.10%
Building	236	189	186	189	183	45	135	-26.20%
Plumbing	99	83	72	59	64	12	36	-43.80%
TOTAL	389	316	295	295	288	66	198	-31.30%

Yearly Comparison of Applications Received up to the date of this Report



Note

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- The applications noted above are those received for the month, some may not yet be approved.

3 CORPORATE/OPERATIONAL PLAN

In accordance with Outcome 2 Economic Development and Tourism with particular relevance to section 2.4 Land Use Planning.

4 POLICY IMPLICATIONS

Not applicable

5 STATUTORY REQUIREMENTS

Integrated Planning Act 1997, Sustainable Planning Act 2009, Plumbing and Drainage Act 2002, Building Act 1975.

6 FINANCIAL IMPLICATIONS

Not applicable.

7 RISK MANAGEMENT

Not applicable.

8 CONSULTATION

Council's 'in house' Staff (Planning, Building, Engineering and Environmental Health), Council's Consultants (Town Planners, Plumbing Inspector, Engineers etc.) and Government Departments if and when required as Referral Agencies.

9 OPTIONS FOR COUNCIL TO CONSIDER

Information only.

10 OFFICER'S COMMENTS/CONCLUSION

For Council's consideration

11 ATTACHMENTS

Planning, Building and Plumbing applications for the month of April

North Burnett Regional Council Approvals Report

Application Number	Property Address	Description	Assessment Number	Value
0050/14	22 DALGANGAL ROAD, GAYNDAH QLD 4625	PLANNING - Material Change of Use - Multiple Dwelling	30629-50000-000	\$0
0051/14	BRANCH CREEK ROAD, GAYNDAH QLD 4625	BUILDING - Shed	30910-50000-000	\$100,000
0052/14	EZZY ROAD, MUNDUBBERA QLD 4626	PLUMBING - Dwelling	60586-30000-000	\$0
0053/14	14 BOORUNBEH STREET, GAYNDAH QLD 4625	PLUMBING - Dwelling	30665-70000-000	\$0
0054/14	43 MORETON STREET, EIDSVOLD 0	PLUMBING - Commercial	20089-00000-000	\$0
0055/14	POWERS ROAD, MONTO QLD 4630	PLANNING - Reconfiguration of a lot (2 into 2)	41001-00000-000	\$0
0056/14	BURNETT HIGHWAY, MUNDOWRAN QLD 4626	PLUMBING - Dwelling	60582-10000-000	\$0
0057/14	10 DYKEHEAD ROAD, BOYNEWOOD QLD 4626	PLANNING - Realignment of Boundary (? into ?)	60527-00000-000	\$0
0058/14	27 BOYD STREET, GAYNDAH QLD 4625	PLANNING - Reconfiguration of Lot (? into ?)	30564-00000-000	\$0
0059/14	26 TABLELAND ROAD, GAYNDAH QLD 4625	PLUMBING - Dwelling	31113-11000-000	\$0
0060/14	26 TABLELAND ROAD, GAYNDAH QLD 4625	BUILDING - Dwelling	31113-11000-000	\$402,626
0061/14	3 HERITAGE COURT, MUNDUBBERA QLD 4626	BUILDING - Carport	60146-12000-000	\$6,400
0066/14	GAYNDAH - MOUNT PERRY ROAD, MINGO QLD 4625	BUILDING - Caretakers Residence, shed and amenities block	50415-90000-000	\$397,000
0068/14	29549 GAYNDAH-MONTO ROAD, MULGILDIE QLD 4630	BUILDING - Shed	41749-10000-000	\$70,000
0069/14	71 BUNCE STREET, MUNDUBBERA QLD 4626	BUILDING - Pool	60222-00000-000	\$71,200
0070/14	25 MEYER STREET, GAYNDAH QLD 4625	BUILDING - Shed Extension	30457-50000-000	\$9,785
				\$1,057,011

NORTH BURNETT FESTIVAL/BUSINESS EXPO AND ADVISORY COMMITTEE

File:

Responsible Officer: Mark Pitt – Chief Executive Officer

Report prepared by: Natalie Zillman – Administration Assistant

1 PURPOSE OF REPORT

The purpose of this report is to seek Council endorsement of the North Burnett Festival/Business Expo & Advisory Committee meeting report and for Council to decide whether to proceed with an event.

2 INTRODUCTION/BACKGROUND

Members of the former Local and Loving It Business Expo/Festival Advisory Committee attended a meeting of the North Burnett Region Futures Program to discuss the option of proceeding with a Festival/Business Expo to showcase the region.

3 CORPORATE/OPERATIONAL PLAN

In accordance with the 2013-2018 Corporate Plan:

- Outcome 5 – Governance – 5.06 – Community Engagement

4 POLICY IMPLICATIONS

Nil

5 STATUTORY REQUIREMENTS

Nil.

6 FINANCIAL IMPLICATIONS

Nil.

7 RISK MANAGEMENT

Nil

8 CONSULTATION

Nil

9 OPTIONS FOR COUNCIL TO CONSIDER

Consider this report and accept, reject or amend recommendations.

10 OFFICER'S COMMENTS/CONCLUSION

Information is provided for Council consideration.

11 ATTACHMENTS

North Burnett Region Futures Program Report.

RECOMMENDATION

That the report in relation to the North Burnett Festival/Business Expo & Advisory Committee be received and that Council decided to proceed or decline with the event.



North Burnett Region Futures Program

Memo

North Burnett Region Futures Program

To: Cr Waugh, Cr Wendt
From: Peta Jamieson
Date: 19/5/14
Re: North Burnett Festival/Business Expo & Advisory Committee meeting

As requested at the recent NBRF Program Advisory Committee meeting, members of the former *Local & Loving It Business Expo/Festival* Advisory Committee attended a meeting on 13 May at which time the following issues were discussed:

- Should planning for an event in the North Burnett continue?
- If yes, the scope of the event, and
- When the event should be scheduled to occur?

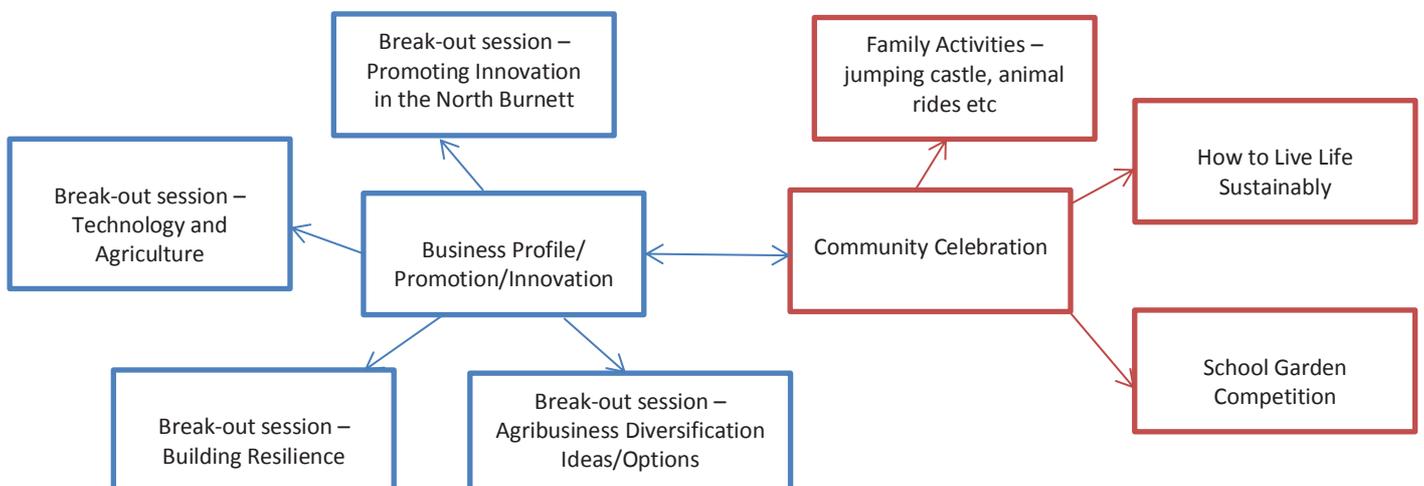
Members who attended include Cr Wendt (Chair), John Sharp, Brian Jarvis, Ross Anderson, Debbie Dingle, Melinda Jones, Lisa Wain, Jaci Megaw and myself.

All members agreed that planning for an event should continue; that the event should be one (1) day only; and considered the most appropriate timing would be March 2015 (however, this month will be reviewed to ensure no clashes with existing events).

Members broadly agreed that the event would focus on two main themes:

1. business profile/promotion/innovation and,
2. community celebration.

Following is a diagram that broadly shows the various components that have been brainstormed so far.



Members also started to discuss the name for the event with titles such as “Rural Lifestyle North Burnett” and “Rural Lifestyle Expressions” some of the early suggestions.

Members noted that the funds previously available via the Human and Social SubCommittee would not be available given the event will occur in 2015.

On this basis the above information is provided to you and Council for consideration in terms of deciding whether to proceed with an event.

Please contact me on 0400 131 669 should you wish to discuss this further.

A handwritten signature in black ink that reads "Peta Jamieson". The signature is written in a cursive style and is set against a light green rectangular background.

Peta Jamieson
Consultant
North Burnett Region Futures Program