



SOUTHERN DOWNS REGIONAL COUNCIL GENERAL MEETING OF COUNCIL

Dear Councillors

Your attendance is hereby requested at the General Meeting of Council to be held in the Council Chambers, Southern Downs Regional Council, 64 Fitzroy Street, Warwick on **Wednesday, 19 February 2020** at **9:00AM**.

Notice is hereby given of the business to be transacted at the meeting.

David Keenan

CHIEF EXECUTIVE OFFICER

13 February 2020

ORDER OF BUSINESS:

ACKNOWLEDGEMENT TO COUNTRY	1
1. PRAYER & CONDOLENCES	1
2. ATTENDANCE	1
3. APOLOGIES.....	1
4. READING AND CONFIRMATION OF MINUTES.....	1
4.1 General Council Meeting - 22 January 2020	1
4.2 Special Council Meeting - 3 February 2020	1
5. ACTIONS FROM COUNCIL MEETINGS	2
5.1 Actions from Previous Council Meetings.....	2
6. DECLARATIONS OF CONFLICTS OF INTEREST	7
7. MAYORAL MINUTE	8
7.1 Mayoral Minute	8
8. READING AND CONSIDERATION OF CORRESPONDENCE	10
8.1 Correspondence	10
9. RECEPTION AND READING OF PETITIONS AND JOINT LETTERS.....	20
9.1 Joint Letter re Legal Security and Conduct of Patrons and Persons Attending the Warwick Rodeo.....	20
10. EXECUTIVE SERVICES REPORTS.....	24
Nil	
11. CORPORATE SERVICES REPORTS	25
11.1 Financial Report as at 31 January 2020.....	25
11.2 Asset Management.....	40
11.3 Southern Downs Aerodromes Industrial Development Project.....	44
12. INFRASTRUCTURE SERVICES REPORTS	144
12.1 Infrastructure Services Directorate Monthly Report.....	144
12.2 Water Contingency Plan	152
13. SUSTAINABLE DEVELOPMENT REPORTS.....	161
13.1 Consideration of Change Representations – Gary Hayes & Partners Pty Ltd, 50 Wallace Street, Warwick	161
13.2 Submission to the Consultation Draft of the Queensland Wild Dog Management Strategy	165
13.3 Tourism and Visitor Numbers Quarterly Update.....	168
14. REPORTS OF DEPUTATION OR CONFERENCE & REPORTS FROM DELEGATES APPOINTED BY COUNCIL TO OTHER BODIES	172

WEDNESDAY, 19 FEBRUARY 2020 General Meeting of Council

Nil

15.	NOTICES OF MOTION	173
15.1	Notice of Motion - Maintenance Program for Storm King Dam	173
16.	GENERAL BUSINESS	175
17.	CONSIDERATION OF CONFIDENTIAL BUSINESS ITEMS	175
17.1	19_183 - Concrete PSA.....	175
17.2	20_016 - Wet/Dry Plant Hire	175
17.3	Waive Water Consumption Charges - PID 20475	175
17.4	Darling Downs Moreton Rabbit Board Proposed Budget and Operational Plan 2020/2021	175
17.5	Request for Building Fees Waiver.....	175

ACKNOWLEDGEMENT TO COUNTRY

1. PRAYER & CONDOLENCES

2. ATTENDANCE

3. APOLOGIES

4. READING AND CONFIRMATION OF MINUTES

4.1 General Council Meeting - 22 January 2020

Recommendation

THAT the minutes of the General Council Meeting held on Wednesday 22 January 2020 be adopted.

4.2 Special Council Meeting - 3 February 2020


Recommendation

THAT the minutes of the Special Council Meeting held on Monday 3 February 2020 be adopted.

5. ACTIONS FROM COUNCIL MEETINGS

5.1 Actions from Previous Council Meetings

Document Information

 Southern Downs REGIONAL COUNCIL	Report To: General Council Meeting	
	Reporting Officer:	Meeting Date: 19 February 2020
	Chief Executive Officer	ECM Function No/s: 13.42

Recommendation

THAT Council receive the report and note the contents.

Report

The purpose of this report is to provide a summary of Actions resulting from resolutions from the following Council Meetings:

- General Council Meeting 22 January 2020
- Special Council Meeting 3 February 2020

Copies of the Actions Reports are attached.

Attachments

1. Actions from General Council Meeting held 22 January 2020 [↓](#)
2. Actions from Special Council Meeting held 3 February 2020 [↓](#)



ACTIONS FROM PREVIOUS GENERAL COUNCIL MEETING

Date From: 22/01/2020

Date To: 22/01/2020

MEETING DATE	ITEM NUMBER	AGENDA ITEM	ACTION OFFICER	ACTION TO DATE	COMPLETED
22/01/2020	5.1	Actions from Previous Council Meetings	Keenan, David	<i>6 Feb 2020 - 5:00 PM - David Keenan</i> Action completed by: Seymour, Marion Council's resolution noted.	6/02/2020
22/01/2020	6.1	Conflict of Interest - Cr Pennisi - Agenda Item 13.7	Keenan, David	<i>6 Feb 2020 - 5:00 PM - David Keenan</i> Action completed by: Seymour, Marion Council's resolution noted.	6/02/2020
22/01/2020	6.2	Conflict of Interest - Cr McNally - Agenda Item 13.2	Keenan, David	<i>6 Feb 2020 - 5:00 PM - David Keenan</i> Action completed by: Seymour, Marion Council's resolution noted.	6/02/2020
22/01/2020	7.1	Mayoral Minute	Dobie, Tracy	<i>6 Feb 2020 - 5:00 PM - Tracy Dobie</i> Action completed by: Seymour, Marion Council's resolution noted.	6/02/2020
22/01/2020	8.1	Correspondence	Stroud, Jane	<i>6 Feb 2020 - 5:01 PM - Jane Stroud</i> Action completed by: Seymour, Marion Council's resolution noted.	6/02/2020
22/01/2020	10.1	Quarterly People and Culture Report	March, Brook	<i>6 Feb 2020 - 5:01 PM - Brook March</i> Action completed by: Seymour, Marion Council's resolution noted.	6/02/2020
22/01/2020	10.2	Change of Date: February 2020 General Council Meeting	Stroud, Jane	<i>6 Feb 2020 - 5:01 PM - Jane Stroud</i> Action completed by: Seymour, Marion Change of Meeting date advertised in Warwick Daily News and Stanthorpe Border Post	6/02/2020
22/01/2020	11.1	Financial Report as at 31 December 2019	Gross, Helen	<i>29 Jan 2020 - 8:25 AM - Helen Gross</i> Action completed by: Gross, Helen Council's resolution noted.	29/01/2020
22/01/2020	11.2	Operational Plan Quarterly Review - October to December 2019	Collins, Jody	<i>5 Feb 2020 - 10:59 PM - Jody Collins</i> Action completed by: Collins, Jody Council's resolution noted.	5/02/2020
22/01/2020	11.3	Second Quarter Budget Review 2019/2020	Dowie, Brooke	<i>7 Feb 2020 - 9:22 AM - Brooke Dowie</i> Action completed by: Dowie, Brooke 2nd Qtr Budget ledger has been processed.	7/02/2020



ACTIONS FROM PREVIOUS GENERAL COUNCIL MEETING

Date From: 22/01/2020

Date To: 22/01/2020

MEETING DATE	ITEM NUMBER	AGENDA ITEM	ACTION OFFICER	ACTION TO DATE	COMPLETED
22/01/2020	11.4	Adoption of Southern Downs Regional Council Rebates and Concessions Policy	Page, Andrew	11 Feb 2020 - 2:17 PM - Andrew Page Action completed by: Page, Andrew Policy updated on Council's Website.	11/02/2020
22/01/2020	12.1	Infrastructure Services Directorate Monthly Report	McKenzie, Seren	7 Feb 2020 - 7:38 AM - Seren McKenzie Action completed by: Fagan, Barb Council's resolution noted.	7/02/2020
22/01/2020	12.2	Water Contingency Plan	McKenzie, Seren	7 Feb 2020 - 7:39 AM - Seren McKenzie Action completed by: Fagan, Barb Council's resolution noted.	7/02/2020
22/01/2020	12.3	Request to Name Council Access Road (Private)	Fagan, Barb	5 Feb 2020 - 10:39 AM - Barb Fagan Action completed by: Fagan, Barb Correspondence has been sent advising of Council's resolution.	5/02/2020
22/01/2020	13.1	Change to an Existing Approval - XCD (Aust) Pty Ltd, 601 Eukey Road, Storm King	Swan, Jessica	6 Feb 2020 - 5:08 PM - Jessica Swan Action completed by: Bilbrough, Allison Decision Notice sent to applicant.	6/02/2020
22/01/2020	13.2	Material Change of Use - Gary Hayes & Partners Pty Ltd, Barlows Gate Road, Elbow Valley	Schramm, Georgina	6 Feb 2020 - 5:08 PM - Georgina Schramm Action completed by: Bilbrough, Allison Decision Notice sent to applicant.	6/02/2020
22/01/2020	13.3	Quarterly Report on Development Approvals for the October to December Quarter 2019	Beck, Sean	6 Feb 2020 - 5:08 PM - Sean Beck Action completed by: Bilbrough, Allison Council's Resolution noted.	6/02/2020
22/01/2020	13.4	Residential Attraction - Strategic Research and Analysis	O'Mara, Angela	10 Feb 2020 - 9:26 AM - Angela O'Mara Action completed by: Bilbrough, Allison Council's resolution noted.	10/02/2020
22/01/2020	13.5	Granite Belt - Urban Design Framework update	O'Mara, Angela	10 Feb 2020 - 9:21 AM - Angela O'Mara Action completed by: Bilbrough, Allison Council's resolution Noted.	10/02/2020
22/01/2020	13.6	Communities Combating Pest and Weed Impacts During Drought Program - Biosecurity Management of Pests and Weeds - Round 2	Warren, Mat	10 Feb 2020 - 10:03 AM - Mat Warren Action completed by: Bilbrough, Allison Application submitted for proposed projects.	10/02/2020



ACTIONS FROM PREVIOUS GENERAL COUNCIL MEETING

Date From: 22/01/2020

Date To: 22/01/2020

MEETING DATE	ITEM NUMBER	AGENDA ITEM	ACTION OFFICER	ACTION TO DATE	COMPLETED
22/01/2020	13.7	Stock Route Management Review Submission	Warren, Mat	<i>10 Feb 2020 - 10:04 AM - Mat Warren</i> Action completed by: Bilbrough, Allison Council's resolution noted.	10/02/2020
22/01/2020	17.1	Application for Rates Deferral - PID 93980	Page, Andrew	<i>11 Feb 2020 - 2:14 PM - Andrew Page</i> Action completed by: Page, Andrew Notification has been sent to the property owner regarding Council decision.	11/02/2020
22/01/2020	17.2	Resolution for Procurement Exception	Shelbourn, Samantha	<i>5 Feb 2020 - 8:26 AM - Samantha Shelbourn</i> Action completed by: Shelbourn, Samantha Youth Week event scheduled for 7-8 April 2020 at YMCA Camp Leslie Dam; Purchase Order raised for YMCA Brisbane as per Resolution for Procurement Exception.	5/02/2020
22/01/2020	17.3	PN122055 - Write-off Interest and Legal Fees on Outstanding Rates	Page, Andrew	<i>11 Feb 2020 - 2:09 PM - Andrew Page</i> Action completed by: Page, Andrew Ratepayer has been notified of outcome and letter has been sent.	11/02/2020
22/01/2020	17.4	Saleyards Advisory Committee - Minutes of the Meeting held 12 December 2019	Keir, Dianna	<i>24 Jan 2020 - 9:10 AM - Dianna Keir</i> Action completed by: Keir, Dianna Council's resolution noted.	24/01/2020
22/01/2020	17.5	YMCA Monthly Report - December 2019 - Warwick Indoor Recreation and Aquatic Centre	Gribbin, Peter	<i>13 Feb 2020 - 11:39 AM - Peter Gribbin</i> Action completed by: Seymour, Marion Council's resolution is noted.	13/02/2020
22/01/2020	17.6	RFT 20_066 Bourkes Road Bridge Replacement - Design and Construct	Holeszko, Mike	<i>7 Feb 2020 - 8:21 AM - Mike Holeszko</i> Action completed by: Fagan, Barb An order has placed with the successful contractor, and correspondence sent advising of Council's resolution.	7/02/2020
22/01/2020	17.7	RFT 20_065 Upper Forest Springs Road Bridge Replacement - Design and Construct	Holeszko, Mike	<i>7 Feb 2020 - 8:21 AM - Mike Holeszko</i> Action completed by: Fagan, Barb An order has placed with the successful contractor and correspondence sent advising of Council's resolution.	7/02/2020
22/01/2020	17.8	RFT 20_026 Asbestos Remediation at Warwick, Allora and Killarney Waste Facilities	Brooks, Darryl	<i>10 Feb 2020 - 10:21 AM - Darryl Brooks</i> Action completed by: Bilbrough, Allison Letter advising the successful tenderer posted 28/01/2020.	10/02/2020



ACTIONS FROM SPECIAL COUNCIL MEETING

Date From: 3/02/2020

Date To: 3/02/2020


MEETING DATE	ITEM NUMBER	AGENDA ITEM	ACTION OFFICER	ACTION TO DATE	COMPLETED
3/02/2020	4.1	Submission to Proposed Local Government Regulatory Reforms - Informal Meetings	Seymour, Marion	6 Feb 2020 - 9:57 AM - Marion Seymour Action completed by: Seymour, Marion Submission emailed to Economics and Governance Committee 5 February 2020	6/02/2020
3/02/2020	5.1	RFT 20_114 Storm King Dam Desilting	Kok, Jeremy	7 Feb 2020 - 10:17 AM - Jeremy Kok Action completed by: Fagan, Barb Council to contact Johanson Earthmoving and Construction Pty Ltd to enter into a contract to proceed with Desilting works as tendered.	7/02/2020

6. DECLARATIONS OF CONFLICTS OF INTEREST

7. MAYORAL MINUTE

7.1 Mayoral Minute

Document Information

 Southern Downs REGIONAL COUNCIL	Report To: General Council Meeting	
	Reporting Officer:	Meeting Date: 19 February 2020
	Mayor	ECM Function No/s:

Recommendation

THAT Council receive the Mayoral Minute for February 2020.

Report

“There is no better way in serving your fellow citizen than being involved in local government.” Lord Rosebery, British Prime Minister and Philosopher, 1847-1929.

The term of the 2016 Southern Downs Regional Council is drawing to a close with the election to be called on 22 February. Every person involved in this term of Council can hold their head high. As a Council we have achieved much for our residents and for our region by working in concert towards a shared vision. That vision is to put in place measures that will ensure our region continues to grow and prosper. And there is no doubt we have achieved this by being a Council that is positive, proactive and forward looking.

We have worked with our residents over these four years, through bushfire, drought, water shortages and flooding; continuing to be purposeful - never giving up. The intense optimism our residents have shown since the rain is testament to their strength and the strength we have shown as a Council.

Our Council's reputation has been enhanced these last four years. In Queensland we have received praise for our long term vision, for how we have reversed our dire financial situation, for how we have been innovative and progressive, and for how we have served in the interests of the majority of our residents and not the vocal minority. We have been acknowledged on the national stage for our prompt and coordinated approach to supporting our residents and businesses throughout the drought. Our Council is in a much better place now than it was four years ago.

Our region's reputation is firmly in place in Queensland and Australia. The positive way in which we have promoted our region (through the good times and the bad) will resonate for many years to come. We are a wonderful destination to live, work and play. Together, we have laid a foundation for growth and prosperity.

Options

Council:

1. Receive the Mayoral Minute for February 2020.
2. Not receive the Mayoral Minute for February 2020.


Attachments

Nil

8. READING AND CONSIDERATION OF CORRESPONDENCE

8.1 Correspondence

Document Information

 Southern Downs REGIONAL COUNCIL	Report To: General Council Meeting	
	Reporting Officer:	Meeting Date: 19 February 2020
	Chief Executive Officer	ECM Function No/s:

Recommendation

THAT the report of the Chief Executive Officer in relation to Correspondence be received.

Report

1. **Prime Minister** confirming the Australian Government's commitment to make a \$1m payment to Southern Downs Regional Council to provide financial support for the community and enable recovery efforts to commence (copy attached).

Action: Noted.

2. **The Hon Scott Buchholz MP** to Cr Meiklejohn thanking him for his attendance at the recent Road Safety Roundtable held in Brisbane which discussed local government's involvement in road safety and how to reduce road trauma on locally controlled roads (copy attached).

Action: Noted.

3. **Caravan Operators in Killarney and Warwick** requesting Council to enforce Local Laws for camping in the Southern Downs Regional Council catchment (copy attached).

Action: Referred to the Director Sustainable Development for investigation.

Attachments

1. Letter from Prime Minister [↓](#)
2. Letter from The Hon Scott Bucholz MP [↓](#)
3. Letter from Caravan Operators in Killarney and Warwick [↓](#)



PRIME MINISTER

Reference: MS20-000065

14 JAN 2020

Cr Tracy Dobie
Mayor
Southern Downs Regional Council
PO BOX 26
WARWICK QLD 4370

SOUTHERN DOWNS REGIONAL COUNCIL WARWICK BRANCH	
RECEIVED	
24 JAN 2020	
Action Officer:	File
Tsk	
Dst	
Uwd	

Dear Mayor

I am writing to confirm the Australian Government's commitment to make an immediate \$1 million payment to Southern Downs Regional Council, to provide financial support to your community and enable recovery efforts to commence as soon as possible. The payment will be delivered through the state government.

This is a new funding commitment. It provides direct financial assistance to your Council, so you can start addressing the recovery and rebuilding needs in your area. Local governments know their local community best and can direct this funding to where it is needed most.

By supporting local councils to rebuild vital infrastructure, or hold events which bring the community together and bring tourists back to town, this immediate payment will also assist local small businesses, farmers and trades as communities rebuild, restock, replant and recover. You could also use some of the funding to employ a local bushfire recovery coordinator, to ensure the recovery efforts of governments, charities and others are informed by local needs priorities.

While the full extent of the damage is not yet known, I trust this payment provides your Council the confidence to make quickly on commitments and decisions to help address the impact of the bushfires in your region.

I know many areas have been hard hit, and it will be a long recovery. We will be there with you the whole way, as you rebuild your community and your economy.

As you may be aware, the Government has established a new National Bushfire Recovery Agency to lead and coordinate a national response to rebuilding communities affected by bushfires. The Agency, led by Mr Andrew Colvin APM OAM, former Commissioner of the Australian Federal Police, will report to me through Minister Littleproud.

Parliament House CANBERRA ACT 2600
Telephone (02) 6277 7700
www.pm.gov.au

Southern Downs Regional Council



DOC0324665

This is the first tranche of assistance, and Mr Colvin, as the National Bushfire Recovery Coordinator, will engage with local governments to ensure the Agency's national recovery efforts are tailored to the unique needs of affected communities.

Relevant government officials will be in touch with you shortly to provide further detail on this payment, including reporting arrangements.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Scott Morrison', is written over a faint, circular official seal.

SCOTT MORRISON



THE HON SCOTT BUCHHOLZ MP

Assistant Minister for Road Safety & Freight Transport
Federal Member for Wright

Cr Neil Meiklejohn
Councillor
Southern Downs Regional Council
PO Box 26
WARWICK, QLD 4370

Dear Cr Meiklejohn, 

Thank you for attending the recent Road Safety Roundtable in Brisbane earlier this week on the topic of local government involvement in road safety and how we reduce road trauma on locally controlled roads.

As the Assistant Minister for Road Safety and Freight Transport, I believe ongoing and genuine collaboration on road safety between all levels of government and stakeholders will be the key in achieving a step change. Roundtables like the one held in Brisbane provide a unique opportunity for us to work together. As you know, road safety is a shared responsibility and the Federal Government's new Office of Road Safety has been established to provide opportunities for different parties to connect and work together.

I welcome feedback from the roundtable and want to touch on a few issues that were raised. Firstly, smaller councils often struggle to ensure they have the capability or access to expertise to improve road infrastructure for safer local roads. I will be asking my Department to investigate what we can do in this space to assist and support smaller local councils.

It was also pleasing to hear positive comments from stakeholders regarding the Federal Government's Roads to Recovery and Black Spot programs and our recent boost to both schemes. I understand there were some concerns from stakeholders that the Black Spot program only targets road locations where crashes are occurring. I wanted to clarify that the program also funds measures such as traffic signals and roundabouts at dangerous locations, to reduce the risk of crashes in a proactive manner.

Please feel free to contact my Road Safety Adviser, Josh Christian if you need anything further or have any further feedback to provide. Josh's details are joshua.christian@infrastructure.gov.au or 0439 897 926.

I appreciate the time you took out of your busy schedule to attend and contribute to the roundtable, and I look forward to working with you in the term of Government ahead.

Kind regards,



The Hon. Scott Buchholz MP
Assistant Minister for Road Safety and Freight Transport
Federal Member for Wright

Electorate Office
21 William Street
Beaudesert QLD 4285
PO Box 628
Beaudesert QLD 4285
Tel: (07) 5541 0150

Scott.Buchholz.MP@aph.gov.au
www.scottbuchholz.com.au

Canberra Office
Suite R1-41
PO Box 6022
House of Representatives
Parliament House
Canberra ACT 2600
Tel: (02) 6277 4144

1

To the Southern Downs Regional Council 12 th of February 2020

The Caravan Park Operators in the Killarney and Warwick area would like to table these concerns. Requesting action by the Southern Downs Regional Council to address the issues outlined.

AIMS:

- Commercial Caravan Operators in the Killarney/Warwick area to operate according to the Southern Downs Regional Council approvals currently in place.
- The Council to enforce Local laws for camping in the Southern Downs Regional council catchment. Refer to the camping guides operation of caravan parks.
- The organisations on State, Council, freehold and leasehold land are to comply with the Local, State and Federal regulatory requirements and planning laws.

Points of Concern:

- Caravan clubs arranging camping in freehold, leasehold, council and state land with various clubs and organisations. Therefore, they are in breach of the local laws for camping in the Southern Downs Regional Council.

Ref: (a) Subordinate local law No 1.8 2011
(b) Subordinate local law No 1.6 2011
(c) Local law 1 (administration) 2011

2

- The issuing of Temporary Entertainment Events permits for the various clubs and organisations to host caravan clubs puts the commercial caravan operators at a commercial disadvantage. A caravan club is a gathering as of itself, not an entertainment event.

Referring to the definition under local law 1:

Entertainment event means an event that is open to the public for entertainment.

This camping is not covered under local law or permits.

Ref: (a) Subordinate local law No 1.8 2011

(b) Subordinate local law No 1.6 2011

(c) Local law 1 (administration)2011

(d) Subordinate Local law No 1.12

- The consultation process according to the local laws for overflow camping in the Southern Downs regional council area, is not being adhered to. There has been a lack of consultation with commercial park operators regarding these laws.

There is a lack of understanding and consultation in formation of changes to camping/caravan policy in SDRC.

Ref (a) Subordinate local law No 1.8 2011

(b) Subordinate local law No 1.6 2011

(c) Local law 1 (administration)2011

(d) Subordinate Local law No 1.12

(e) Land Act 1994 Section 16/section 52

(f) Morgan Park master plan

(h) Tourist park and Relocatable home park code Section 9.3.12

3

- Clubs and organisations have sidelined the local laws associated with camping in the Southern Down's region, leading to caravan clubs camping in Council, State leasehold and freehold land.

They have advertised their intention to host caravan clubs and camping through the remainder of the year.

Ref: (a) Subordinate local law No 1.8 2011

(b) Subordinate local law No 1.6 2011

(c) Local law 1 (administration)2011

(d) Subordinate Local law No 1.12

(e) Land Act 1994 Section 16/section 52

(f) Morgan Park master plan

(h) Tourist park and Relocatable home park code Section 9.3.12

- You camp operating in the Southern Downs regional council catchment outside of local law, rural code, tourist park and relocatable home park code and other development codes.

An enquiry to You Camp lead to the following feedback.

Quotation from email received from Youcamp.com

"SDRC does have a bush camping policy and there are a couple of hosts approved. I'd encourage you to consider listing one or two sites to test the water and gauge demand OR go down the path of approvals. You'd make back that fee plus more in probably 6 months.

What I see is that many hosts do dip their toe in the water first and offer one or two spots just to see what is all about and if it is financially viable seeking formal approval.

The best way to get a feel of things is to do a draft listing, head to Youcamp.com and sign up then "create free listing".youcamp.com."

4

- You camp not adhering to SDRC information sheet or local law.
“if you will be allowing only self-contained caravans for short stays, you will need to have at least one toilet and one shower available for guests.”

As advertised on you camps, one operator has pit toilet, no shower.
The other you camp, no listing of shower or toilet, therefore they are not providing adequate facilities non self-contained campers.

Ref: Southern Downs Planning Scheme

(g) Rural Zone code, Section 6.2.10

(h) Tourist park and Relocatable home park code Section 9.3.12
PO15, AO15.1 PO 14-PO16

(i) Rural Zone code, section 6.2.5 PO4

Summary:

- Our main concern is Council not enforcing the relevant laws associated with camping and caravans staying in the SDRC area.

Ref: (a) Subordinate local law No 1.8 2011

(b) Subordinate local law No 1.6 2011

(c) Local law 1 (administration) 2011

(d) Subordinate Local law No 1.12

(e) Land Act 1994 Section 16/section 52

(f) Morgan Park master plan

(h) Tourist park and Relocatable home park code Section 9.3.12

(g) Rural Zone code, Section 6.2.10

(h) Tourist park and Relocatable home park code Section 9.3.12

PO15, AO15.1 PO 14-PO16

(i) Rural Zone code, section 6.2.5 PO4

- The Operators are following Operational requirements as set in Local law by SDRC.
We ask the Council to consult with the Licenced Caravan Park Operators in the SDRC area regarding review and changes to policy as this will have an impact on their operations.
- Temporary Entertainment Event approval guidelines need to be in line with local laws.
Temporary Entertainment Event approval for Showgrounds on local or council land or community land, should only be approved on the basis that there is an entertainment event occurring.

Not for the purpose of a caravan club gathering, that the caravan operators in the southern downs are licenced for. These licences were set up by council to regulate the camping in the area. Therefore, they should be supported by council in accordance with fair trading act and local law.

Ref: (a) Subordinate local law No 1.8 2011
(b) Subordinate local law No 1.6 2011
(c) Local law 1 (administration)2011
(d) Subordinate Local law No 1.12

- Breaches of camping local laws by the showground societies, organisations on council, leasehold or freehold land incur penalties as applied to any business for breach of law

Ref: (a) Subordinate local law No 1.8 2011
(b) Subordinate local law No 1.6 2011
(c) Local law 1 (administration)2011

6

- If Council intention is for these organisations to operate as a camping/caravan park, they therefore must apply for an approval to operate.

Ref: (j) Tourist park and Relocatable home park code Section 9.3.12.3

AO1.1: The land is not located in a Flood hazard area as shown on the Flood hazard overlay maps.

Ref: (a) Subordinate local law No 1.8 2011

(b) Subordinate local law No 1.6 2011

(c) Local law 1 (administration) 2011

<https://maps.sdrc.qld.gov.au/IntraMaps90/?project=SDRC%20Maps>

- Accommodation operators in the area promote other businesses, tourist spots and community events. The council can assist by keeping our costs reasonable, therefore attracting more tourists for all the local businesses to expand.

Noted Concerns are from:

Caravan Operators licenced in the Southern Downs Regional Area

Killarney View Cabins and Caravan Park

Killarney Sundown Caravan Park and Motel

Queen Mary Falls Caravan Park and Cabins

Warwick Freedom Lifestyle Park


Rose City Caravan Park

DJ's Caravan Park

9. RECEPTION AND READING OF PETITIONS AND JOINT LETTERS

9.1 Joint Letter re Legal Security and Conduct of Patrons and Persons Attending the Warwick Rodeo

Document Information

 Southern Downs REGIONAL COUNCIL	Report To: General Council Meeting	
	Reporting Officer:	Meeting Date: 19 February 2020
	PA to Mayor & CEO	ECM Function No/s:

Recommendation

THAT Council receive the Joint Letter from residents of Cleary Street, Warwick in relation to legal security and conduct of patrons and persons attending the Warwick Rodeo, and refer it to the Director Corporate and Community Services.

Report

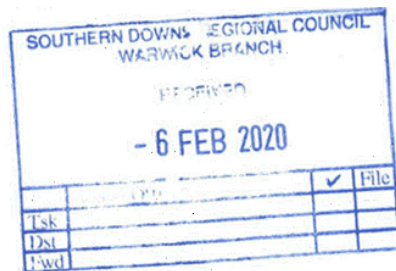
A joint letter from residents of Cleary Street, Warwick has been received regarding security and the conduct of patrons and persons attending the Warwick Rodeo, a copy of the joint letter is attached.

A number of issues are raised within the joint letter reflecting the complaints from the residents of Cleary Street.

The joint letter will be referred to the Director Corporate and Community Services for investigation.

Attachments

1. Joint Letter [📎](#)



C/- 79 AND 81 Cleary Street,
Warwick 4370.

Petition of Residents of Cleary Street, Warwick.

Re: Legal security and conduct of Patrons and persons attending the Warwick Rodeo.

Dear Sir/Madam,

We the residents of Cleary Street, Warwick wish to bring to your attention the conduct of some patrons and visitors to the Rodeo on the weekend of 25th 26th October, 2019.

Throughout the years some patrons have become irresponsible with alcohol. Their behaviour has caused damage to property and distress to the residents in Cleary Street.

I wish to bring to your attention the following complaints of residents:-

- 1 Destruction of letter boxes.
- 2 Empty cans and broken bottles thrown into residents driveways and yards.
- 3 Destruction of security screens.
- 4 Banging on windows and security screens causing distress to residents.
- 5 Patrons found in locked yards without lawful excuse.
- 6 Turning water mains off in residents yards.

After the crowd disperses from the Rodeo at night there is no security along Cleary Street to ensure residents have a safe environment. Patrons are walking past our houses intoxicated and abusive in and out of our property.

There appears to be no enforcement of liquor consumed in the booth area at the show grounds. Patrons that are highly intoxicated appear to be served by bar staff.

The residents of Cleary Street desire security and enforcement of the liquor laws.

There were official traffic signs between the intersections of Locke/Palmerin Streets and Dragon/Cleary Streets advising it was a shared zone- speed limits 25km/hr which does not appear to be enforced.

There were no buses transporting patrons to and from the rodeo grounds on Cleary Street to Australiana Park.

Australiana Park is signed no camping. Rodeo patrons are camping there without proper supervision.

Little consideration is given to older residents of Cleary Street by the Rodeo society and Council.

It appears that the Rodeo has outgrown its present location and should be relocated to Morgan Park ASAP.

We have no complaints against the competitors at this event. The residents have nothing but praise for their behaviour and efforts.

Copies of this Petition have been sent to

1. Warwick Rodeo Society
2. State member of Parliament Mr James Lister
3. Queensland Police Toowoomba
4. Warwick Daily News
5. Liquor Licensing Brisbane.
6. Southern Downs Regional Council.

This Petition is signed by the following:-

me white AC White 87 Cleary St Warwick
J & M McDonald & P J Hunk 85 Cleary St
M Parsons 89 Cleary St Warwick
S.J. ASHLEY 95 CLEARY ST WARWICK (A REGULAR VICTIM!)
J BATHUR 144 DRIFTON ST WARWICK
G Brown 65 Cleary St Warwick
B Brown 65 Cleary St Warwick
L GOSW 91 CLEARY ST WARWICK
M Marshall 105 Cleary St Warwick
I Hilton 107 Cleary St Warwick
N ZANDE 109 CLEARY ST. WARWICK
K. Manthey 119 Cleary St.
H-DENING 2 FURNESS CR. WARWICK
J. Banks 93 Cleary St, Warwick.
M Pice 77 Cleary St Warwick
P D 73 CLEARY ST WARWICK.
K Bruce 63 Cleary St Warwick Mr and Mrs Welsh

LE Simmonds. 213 Palmer St Warwick
MARK SIMMONDS 213 PALMER ST WARWICK.
LOLA JOHNSTON 81 CLEARY ST, WARWICK
BERNICE BENZ 83 CLEARY ST WARWICK
BOB JOHNSTON 81 CLEARY ST, WARWICK
MARLENE MAHONY, 101 CLEARY STREET, WARWICK
Alona O'Brien. 91 Cleary St. Warwick
FRANK MCCANN BILLIE MCCANN JOHN O'MAY
David & Kirstan Hart 111 Cleary St.
Michael Banks 79 Cleary St Warwick.


10. EXECUTIVE SERVICES REPORTS

Nil

11. CORPORATE SERVICES REPORTS

11.1 Financial Report as at 31 January 2020

Document Information

 Southern Downs REGIONAL COUNCIL	Report To: General Council Meeting	
	Reporting Officer:	Meeting Date: 19 February 2020
	Financial Services Coordinator	ECM Function No/s:

Recommendation

THAT Council receive and note the Financial Report as at 31 January 2020

Report

Council's operating performance against forecast shows that the operating surplus before capital items is \$13.3m. All of the general rates for 2019/20 have been raised in July and the water consumption and utility notices were issued on 14 October 2019 and were due for payment by 13 December 2019.

Income Statement

Total operating revenue of \$54.5m has been recognised for the financial year and capital revenue of \$8.6m has been received for the year.

Overall operating expenditure of \$41.2m is \$4.8m under the year to date estimate of \$46.0m. Materials and services are \$5.2m under the year to date estimate.

Balance Sheet

As at 31 January 2020 Council had \$56.6m in cash at bank and investments. Total loans owing (including the current and non-current portions) amount to \$20.1m.

Capital Works in Progress

Capital works expenditure to 31 January 2020 is \$12.9m which is 31.6% of the adopted capital works budget of \$40.9m. There are committed costs of \$8.8m meaning \$21.7m has been spent and committed; this represents 53.0% of the budget.

Year to date capital expenditure by area is as follows:

	Approved Annual Budget	Carryover & Amendments	Total Budget	YTD Expenditure	% Spent	Committed	Spent & Committed	% Spent & Committed
Land & Land Improvements	189,000	225,000	414,000	334,552	80.8%	15,386	349,938	84.5%
Buildings	3,680,000	(1,471,313)	2,208,687	208,684	9.4%	671,765	880,449	39.9%
Plant & Equipment	3,234,000	241,500	3,475,500	1,447,043	41.6%	575,067	2,022,110	58.2%
Roads, Drains & Bridges	14,542,442	1,305,553	15,847,995	5,913,354	37.3%	2,330,376	8,243,729	52.0%
Water	4,226,375	3,205,284	7,431,659	4,195,484	56.5%	759,754	4,955,238	66.7%
Wastewater	6,940,670	735,000	7,675,670	166,241	2.2%	3,739,355	3,905,596	50.9%
Other Assets	2,577,500	1,303,110	3,880,610	665,669	17.2%	684,419	1,350,088	34.8%
Total	35,389,987	5,544,134	40,934,121	12,931,027	31.6%	8,776,123	21,707,150	53.0%

Budget Implications

The second quarter budget review has been presented to Council. The budget presented in this report was adopted by Council at the January 2020 general meeting.

Policy Consideration

Operational Plan 2019/20

Undertake best value review of Council's Services

Community Engagement

Nil

Legislation/Local Law

Local Government Act 2009 and Local Government Regulation 2012

Options

Council:

1. Receive and note the Financial Report as at 31 January 2020.
2. Do not receive and note the Financial Report as at 31 January 2020.

Attachments

1. Performance Report as at 31 January 2020 [↓](#)



Performance Report

January 2020

Southern Downs Regional Council Income Statement

January 2020

Audited 2019 Actual \$		Annual 2020 Budget \$	Phased 2020 YTD Budget \$	Phased 2020 YTD Actual \$
Revenue from ordinary activities				
31,537,432	General Rates	31,790,550	32,669,340	32,282,659
287,480	Rural fire brigade levy	275,000	275,000	273,637
25,956,703	Utility Rates and Charges	25,737,120	16,084,164	15,117,206
(1,813,029)	Less Discounts	(1,912,169)	(1,912,169)	(1,912,998)
(649,044)	Rates on Council properties	(666,555)	(359,625)	(325,606)
55,319,542		55,223,946	46,756,711	45,434,898
5,230,591	Fees and Charges	5,507,585	3,212,751	3,303,435
1,796,409	Interest	1,397,650	814,325	730,090
3,206,055	Contract & Sales Revenue	2,441,813	459,875	295,517
1,241,088	Rent and Other Income	1,395,545	821,779	886,590
9,961,621	Government Grants and Subsidies	13,989,887	6,433,684	3,860,747
76,755,305	Total Operating Revenue	79,956,425	58,499,125	54,511,277
Expenses from ordinary activities				
23,912,608	Employee Costs	24,529,467	15,050,632	15,263,041
30,357,733	Materials and Services	37,756,015	20,763,620	15,521,592
16,127,926	Depreciation and Amortisation	16,092,561	9,480,919	9,706,360
1,656,609	Finance Costs	1,475,983	731,924	696,694
72,054,875	Total Operating Expenses	79,854,026	46,027,095	41,187,688
4,700,430	Operating Surplus/(Deficit) before capital items	102,400	12,472,030	13,323,589
Other Capital Amounts				
11,656,176	Capital Grants, Contributions and Donations	671,782	-	8,627,058
(1,861,655)	Other capital income and (expenses)	(120,000)	(70,000)	(2,296,404)
14,494,951	Net Result Surplus/(Deficit)	654,182	12,402,030	19,654,243

Explanation

Income Statement

This Statement outlines:

- all sources of Council's YTD income (revenue).
- all YTD operating expenses incurred. These expenses relate to operations and do not include capital expenditure.

However the depreciation of assets is included.

The Net Result Surplus/(Deficit) for the reporting period is a good measure of council's financial performance.

This figure is determined by deducting total expenses from total revenue.

Southern Downs Regional Council Balance Sheet

January 2020

Audited 2019 Actual \$		Annual 2020 Budget \$	Phased 2020 YTD Actual \$
Current Assets			
50,270,960	Cash assets & Investments	39,229,185	56,649,802
7,781,732	Receivables (includes Rates & Utilities receivable)	6,712,733	11,925,743
10,500	Assets held for sale	639,100	323,500
890,778	Inventories	264,982	570,839
58,953,970		46,846,000	69,469,884
Non-Current Assets			
742,000	Investment Property	742,000	742,000
718,855,107	Property, plant and equipment	837,659,002	782,966,837
147,690	Other Financial Assets	94,999	52,860
30,414,390	Capital works in progress	-	29,191,355
1,124,884	Intangible Assets	991,000	1,288,701
751,284,071		839,487,001	814,241,754
810,238,041	TOTAL ASSETS	886,333,001	883,711,637
Current Liabilities			
8,643,857	Creditors and other payables	8,662,001	3,535,871
6,474,969	Provisions	4,215,000	6,039,389
1,469,729	Interest bearing liabilities	1,594,999	1,505,627
16,588,555		14,472,000	11,080,888
Non-Current Liabilities			
20,782,859	Interest bearing liabilities	17,739,000	18,585,628
4,566,373	Provisions	3,953,000	4,713,090
25,349,232		21,692,000	23,298,718
41,937,787	TOTAL LIABILITIES	36,164,000	34,379,606
768,300,254	NET COMMUNITY ASSETS	850,169,001	849,332,032
Community Equity			
183,477,525	Asset Revaluation Reserve	233,811,000	233,872,137
584,822,729	Retained surplus	616,358,001	615,459,895
768,300,254	TOTAL COMMUNITY EQUITY	850,169,001	849,332,032

Balance Sheet

The Balance Sheet outlines what Council owns (its assets) and what it owes (liabilities) at a point in time.

Council's net worth is determined by deducting total liabilities from total assets - the larger the equity, the stronger the financial position.

Key Ratios	Budget	YTD Actual	On Target?	Key Ratios	Budget	YTD Actual	On Target?
Working Capital Ratio (Current Assets / Current Liabilities)	3.24 : 1	6.27 : 1	✓	Interest Coverage Ratio (Net Interest Expense / Total Operating Revenue) (%)	0.10%	-0.061%	✓
Target Ratio	> 1:1	> 1:1		Target Ratio Upper Limit (%)	10.0%	10.0%	
This is an indicator of the management of working capital (short term financial capital). Measures the extent to which a Council has liquid assets available to meet short term financial obligations.				This ratio indicates the extent to which a Council's operating revenues are committed to interest expenses. As principal repayments are not operating expenses, this ratio demonstrates the extent to which operating revenues are being used to meet the financing charges associated with debt servicing obligations.			
Operating Surplus Ratio (Net Operating Surplus / Total Operating Revenue) (%)	0.8%	36.1%	✓	Asset Sustainability Ratio (Capital Expenditure on the Replacement of Assets (renewals) / Depreciation Expense)	254.4%	223.6%	✓
Target Ratio	0.0% to 15.0%	> 0.0% to 15.0%		Target Ratio Lower Limit (%)	> 90%	> 90%	
This is an indicator of the extent to which revenues raised cover operational expenses only or are available for capital funding purposes. A positive ratio indicates the percentage of total rates available to help fund proposed capital expenditure. If the relevant amount is not required for this purpose in a particular year, it can be held for future capital expenditure needs by either increasing financial assets or preferably, where possible, reducing debt.				This is an approximation of the extent to which the infrastructure assets managed by the Council are being replaced as these reach the end of their useful lives. Depreciation expense represents an estimate of the extent to which the infrastructure assets have been consumed in a period. Capital expenditure on renewals (replacing assets that the Council already has) is an indicator of the extent to which the infrastructure assets are being replaced.			
Net Financial Liabilities Ratio ((Total Liabilities - Current Assets) / Total Operating Revenue)	-19.6%	-64.4%	✓	Comments on Ratio Results.			
Target Ratio Upper Limit (%)	<=60%	<=60%		The reported ratios are taken from the Department of Local Government guidelines on sustainable financial management. When looking at ratios it is important to acknowledge that they represent a snapshot in time and that anomalies in the reported results are not taken in isolation. The targets are those provided by the Department as a preferred range and results outside those ranges will require further consideration.			
This is an indicator of the extent to which the net financial liabilities of a Council can be serviced by its operating revenues. A positive value of less than 60 per cent is the benchmark as determined by the Department of Local Government. It indicates that Council has the capacity to fund liabilities and to have the capacity to increase its loan borrowings. A positive value greater than 60 per cent but less than a 100% indicates that Council has the capacity to fund liabilities but has limited capacity to increase its loan borrowings. A ratio less than zero (negative) indicates that current assets exceed total liabilities and; therefore, Council has the capacity to increase its loan borrowings.				Whilst changes to the legislation have amended the required ratios, the ratios listed will continue to be reported on. The Asset Sustainability Ratio is under the target lower limit as there has not been a full year of activity for assets.			

Executive Services Operating Statement			
	FY Budget \$	YTD Budget \$	YTD Actual \$
Operating Revenue			
Operating Grants and Subsidies	450,000	262,500	255,890
Sundry Revenue	34,000	19,834	35,713
Total Operating Revenue	484,000	282,334	291,603
Operating Expenditure			
Employee Costs	2,299,111	1,390,166	1,174,766
Materials	320,364	186,879	223,086
Contracts and Services	416,337	242,864	126,075
Finance Costs	5,700	3,325	-
Depreciation and Amortisation	7,607	4,481	4,469
Plant Hire	95,400	55,650	106,537
Other Expenses	789,818	460,727	485,133
Rates on Council Properties	-	-	148
Total Operating Expenses	3,934,337	2,344,092	2,120,214
Operating Surplus/(Deficit)	(3,450,337)	(2,061,758)	(1,828,611)

Corporate and Community Services Operating Statement			
	FY Budget \$	YTD Budget \$	YTD Actual \$
Operating Revenue			
Rates and Utility Charges	31,022,950	32,669,340	31,031,419
Fees and Charges	1,194,424	696,741	783,191
Operating Grants and Subsidies	5,005,162	2,942,595	1,397,933
Interest Received	1,397,650	814,325	730,090
Leasing and Rent	492,843	294,803	363,264
Recoverable Works	2,500	1,458	14,903
Sundry Revenue	409,087	239,034	154,720
Total Operating Revenue	39,524,616	37,658,296	34,475,520
Operating Expenditure			
Employee Costs	5,714,448	3,639,194	4,379,927
Materials	3,658,553	2,398,478	2,153,598
Contracts and Services	3,055,479	1,782,363	927,490
Finance Costs	287,520	75,598	93,852
Depreciation and Amortisation	580,770	343,711	424,323
Plant Hire	298,626	174,199	191,740
Other Expenses	1,137,181	777,939	913,049
Rates on Council Properties	168,367	98,211	72,155
Total Operating Expenses	14,900,944	9,289,693	9,156,134
Operating Surplus/(Deficit)	24,623,672	28,368,603	25,319,386

Infrastructure Services Operating Statement			
(Excludes Water and Wastewater)			
	FY Budget	YTD Budget	YTD Actual
	\$	\$	\$
Operating Revenue			
Fees and Charges	772,761	450,777	392,019
Operating Grants and Subsidies	6,712,297	2,165,507	707,654
Leasing and Rent	10,680	6,229	11,105
Recoverable Works	2,439,313	458,417	280,614
Sundry Revenue	26,164	15,262	26,098
Total Operating Revenue	9,961,215	3,096,192	1,417,490
Operating Expenditure			
Employee Costs	9,109,383	5,578,752	5,083,316
Materials	6,188,080	3,714,208	3,070,926
Contracts and Services	6,928,621	2,296,060	1,571,059
Finance Costs	375,163	188,779	191,005
Depreciation and Amortisation	9,784,444	5,763,275	5,915,079
Plant Hire	(3,422,472)	(2,002,042)	(2,071,954)
Other Expenses	163,750	95,521	49,999
Rates on Council Properties	444,406	234,780	227,221
Total Operating Expenses	29,571,375	15,869,333	14,036,651
Operating Surplus/(Deficit)	(19,610,160)	(12,773,141)	(12,619,161)

Sustainable Development Operating Statement			
(Excludes Waste)			
	FY Budget	YTD Budget	YTD Actual
	\$	\$	\$
Operating Revenue			
Rates and Utility Charges	200,000	116,667	204,325
Fees and Charges	1,384,000	807,333	712,107
Operating Grants and Subsidies	495,088	288,801	171,930
Sundry Revenue	47,846	27,910	40,776
Total Operating Revenue	2,126,934	1,240,711	1,129,138
Operating Expenditure			
Employee Costs	4,279,922	2,536,858	2,139,140
Materials	899,979	527,326	177,611
Contracts and Services	1,251,317	728,520	466,371
Depreciation and Amortisation	8,004	4,715	4,701
Plant Hire	425,060	247,952	291,278
Other Expenses	152,500	89,375	66,730
Rates on Council Properties	5,671	2,327	2,130
Total Operating Expenses	7,022,453	4,137,073	3,147,961
Operating Surplus/(Deficit)	(4,895,519)	(2,896,362)	(2,018,823)

Water Services Operating Statement			
	FY Budget	YTD Budget	YTD Actual
	\$	\$	\$
Operating Revenue			
Rates and Utility Charges	10,821,548	5,460,090	5,261,520
Fees and Charges	688,200	401,451	366,092
Operating Grants and Subsidies	24,834	14,487	24,834
Sundry Revenue	15,000	8,750	10,093
Total Operating Revenue	11,549,582	5,884,778	5,662,539
Operating Expenditure			
Employee Costs	1,383,651	823,318	1,470,515
Materials	2,562,690	1,494,897	1,496,319
Contracts and Services	1,842,831	1,074,985	1,085,234
Finance Costs	282,100	164,558	143,030
Depreciation and Amortisation	3,085,584	1,817,649	1,814,284
Plant Hire	298,226	173,965	266,350
Rates on Council Properties	8,665	5,962	5,855
Total Operating Expenses	9,463,747	5,555,334	6,281,587
Operating Surplus/(Deficit)	2,085,835	329,444	(619,048)

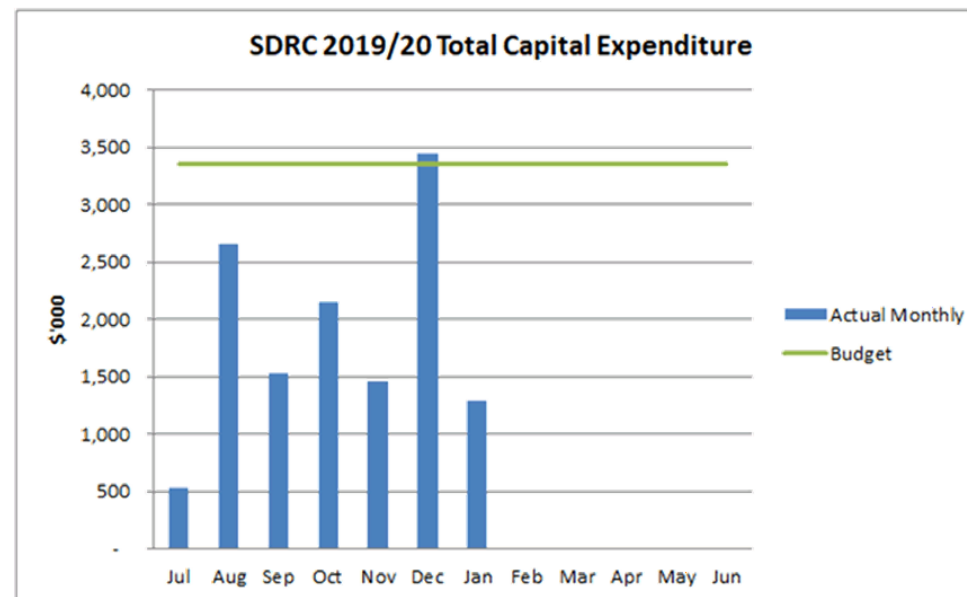
Wastewater Services Operating Statement			
	FY Budget	YTD Budget	YTD Actual
	\$	\$	\$
Operating Revenue			
Rates and Utility Charges	9,232,027	5,385,349	4,647,996
Fees and Charges	305,000	177,916	154,434
Total Operating Revenue	9,537,027	5,563,265	4,802,430
Operating Expenditure			
Employee Costs	1,124,817	709,924	682,386
Materials	916,077	540,147	438,999
Contracts and Services	1,213,486	707,867	590,143
Finance Costs	403,340	235,282	206,537
Depreciation and Amortisation	2,534,238	1,492,943	1,488,501
Plant Hire	240,946	140,558	178,647
Rates on Council Properties	29,459	12,717	10,535
Total Operating Expenses	6,462,363	3,839,438	3,595,748
Operating Surplus/(Deficit)	3,074,664	1,723,827	1,206,682

Waste Services Operating Statement			
	FY Budget \$	YTD Budget \$	YTD Actual \$
Operating Revenue			
Rates and Utility Charges	4,613,976	4,613,976	4,615,243
Fees and Charges	1,163,200	678,533	895,592
Operating Grants and Subsidies	1,302,506	759,795	1,302,506
Sundry Revenue	359,925	209,956	244,822
Total Operating Revenue	7,439,607	6,262,260	7,058,163
Operating Expenditure			
Employee Costs	618,135	372,421	332,992
Materials	1,932,631	1,127,370	644,970
Contracts and Services	6,219,000	3,627,753	1,973,103
Finance Costs	122,160	64,381	62,271
Depreciation and Amortisation	91,914	54,146	55,004
Plant Hire	171,535	100,062	99,101
Rates on Council Properties	9,989	5,629	7,563
Total Operating Expenses	9,165,364	5,351,762	3,175,004
Operating Surplus/(Deficit)	(1,725,757)	910,498	3,883,159

**Southern Downs Regional Council
Capital Works Projects by Asset Class
As At 31 January 2020**

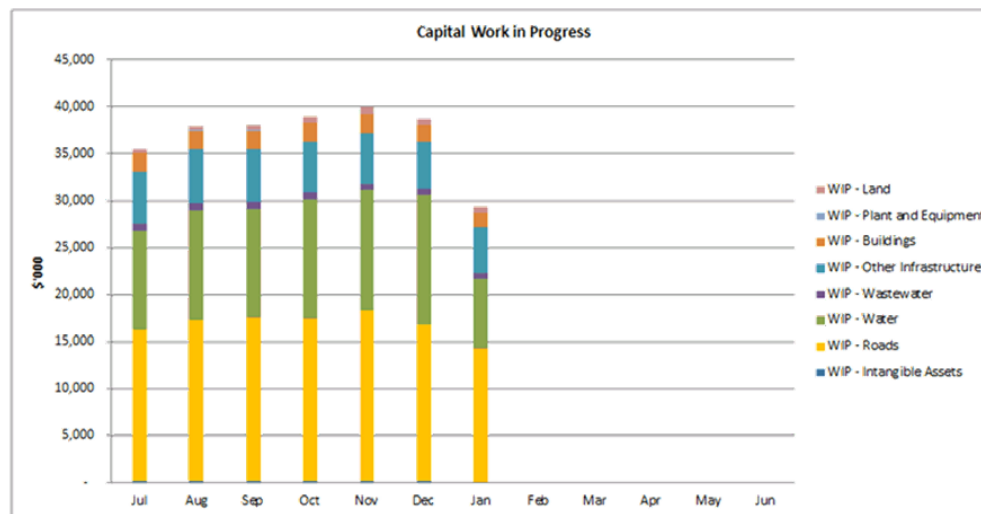
	Annual Approved Budget	Carryover and Amendments	Total Budget	YTD Expenditure	% Spent	Committed	Spent and Committed	% Spent and Committed
Land and Land Improvements	189,000	225,000	414,000	334,552	80.8%	15,386	349,938	84.5%
Buildings	3,680,000	- 1,631,313	2,048,687	208,684	10.2%	679,145	887,829	43.3%
Plant and Equipment	3,234,000	241,500	3,475,500	1,447,043	41.6%	590,966	2,038,009	58.6%
Road, Drains and Bridges	14,542,442	33,900	14,576,342	5,913,354	40.6%	2,293,478	8,206,832	56.3%
Water	4,226,375	3,005,284	7,231,659	4,195,484	58.0%	755,672	4,951,156	68.5%
Wastewater	6,940,670	735,000	7,675,670	166,241	2.2%	3,738,903	3,905,144	50.9%
Other Assets	2,577,500	973,110	3,550,610	665,669	18.7%	684,499	1,350,168	38.0%
Total	35,389,987	3,582,481	38,972,468	12,931,027	33.2%	8,758,049	21,689,076	55.7%

**Southern Downs Regional Council
Capital Expenditure
As At 31 January 2020**



Capital committed costs as at 31 December 2019 is \$8.6 Million

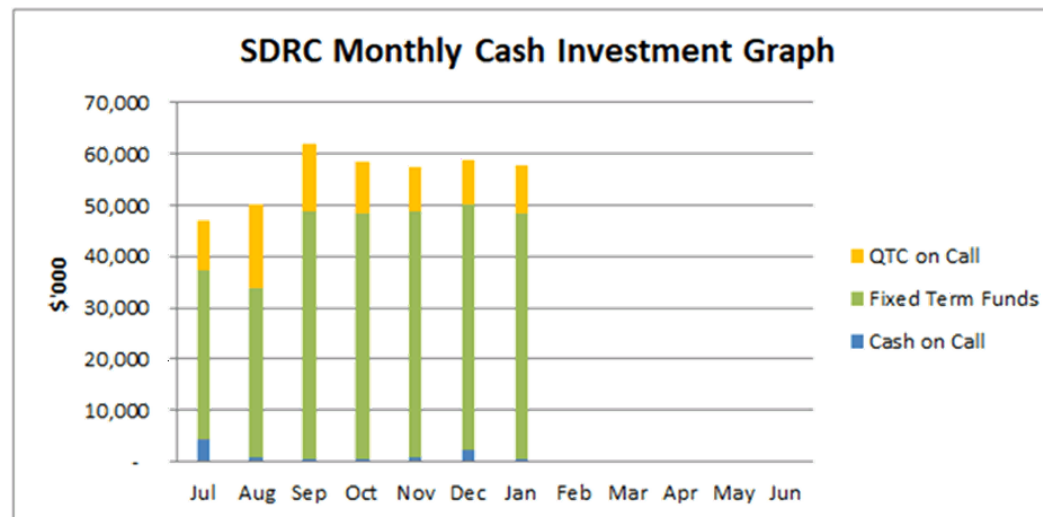
Southern Downs Regional Council
Total Work in Progress (WIP) Report
As At 31 January 2020



	Jul-19 \$'000	Aug-19 \$'000	Sep-19 \$'000	Oct-19 \$'000	Nov-19 \$'000	Dec-19 \$'000	Jan-20 \$'000	Feb-20 \$'000	Mar-20 \$'000	Apr-20 \$'000	May-20 \$'000	Jun-20 \$'000
Intangible Assets	250	250	250	250	250	251	-	-	-	-	-	-
Roads	16,033	17,139	17,397	17,220	18,060	16,565	14,225	-	-	-	-	-
Water	10,564	11,562	11,501	12,672	12,885	13,802	7,445	-	-	-	-	-
Wastewater	736	758	773	786	654	668	623	-	-	-	-	-
Other Infrastructure	5,492	5,743	5,522	5,298	5,333	5,016	4,854	-	-	-	-	-
Buildings	2,022	2,027	2,033	2,058	2,048	1,701	1,564	-	-	-	-	-
Plant and Equipment	21	21	21	21	21	21	1	-	-	-	-	-
Land	374	376	512	704	697	702	702	-	-	-	-	-
	35,492	37,876	38,009	39,009	39,948	38,726	29,414	-	-	-	-	-

WIP projects of \$10.5 million have been capitalised in January 2020

**Southern Downs Regional Council
Total Monthly Cash Investment Register
As At 31 January 2020**




**Southern Downs Regional Council
Borrowings Report
As At 31 January 2020**

QTC Loan Account Balances:

	\$
Fund Name: Southern Downs Regional Council	
CBD Redevelopment Stage 2	850,435
Market Square Pump Station	396,870
General	2,871,871
General 2009	1,359,891
General 2009/10	206,659
General 2010/11	3,123,231
General 2011/12	3,929,698
General 2012/13	2,224,498
Warwick Sewerage Treatment Plant	800,071
Allora Water Main	4,012,639
Stanthorpe Sewerage	315,393
Total Loan Balance	<u>20,091,255</u>

11.2 Asset Management

Document Information

 Southern Downs REGIONAL COUNCIL	Report To: General Council Meeting	
	Reporting Officer:	Meeting Date: 19 February 2020
	Asset Management Coordinator	ECM Function No/s:

Recommendation

THAT Council receive and note the Asset Management Roadmap report.

Report

This report provides an update to on the status of Asset Management Roadmap Activities as at the end of January 2020.

Asset Management Roadmap Projects

Unsealed Roads Levels of Service, Road Hierarchy and Asset Data

Draft Unsealed Roads Levels of Service were presented to a Councillor Briefing on 16 December 2019.

Work is now underway to validate and cleanse asset data and reconcile the Unsealed Road asset register prior to a sub-Asset and Service Management Plan being prepared.

Condition Assessment of Critical Water & Wastewater Infrastructure (Local Government Grants and Subsidies Program)

Hunter H2O was appointed for condition assessment of Councils Water & Wastewater treatment plants in December 2019.

Current activities being completed by Hunter H2O relate to:

- Collection and validation of asset attribute data
- Initial asset inspections, and
- Risk and Data workshops.

Bridge Asset Data & Specification and Asset Classification & Register

Following the completion of Asset Data & Specification and Asset Classification & Register activities, work is now underway to develop Levels of Service for bridge assets.

Open Space Service Plan and Levels of Service

A draft Open Space Service Plan and Levels of Service has been developed for internal consultation. Engagement with internal stakeholders is now being planned with the purpose of obtaining feedback and identifying improvement activities. Following the conclusion of the stakeholder engagement, draft levels of service will be finalised for review by the Asset Management Steering Committee and then further with Council.

Asset Management Roadmap Status

A status update on the Asset Management Roadmap is provided as Attachment 1.

Budget Implications

Nil

Policy Consideration

Shaping Southern Downs

Grow: Strong Governance

Improve the relationship between Council policy, service delivery, infrastructure, advocacy and community priorities.

Corporate Plan

8.13 Continue to review and expand Asset Management Plans

Develop and implement improvements to the corporate asset management processes and systems

Community Engagement

Nil

Legislation/Local Law

Nil

Options

Council:

1. Receive and note the Asset Management Roadmap report
2. Do not receive and note the Asset Management Roadmap report

Attachments

1. Asset Management Roadmap Update [↓](#)


Attachment 1: Asset Management Roadmap Status

Project	Project Owner	Milestones/ Tasks	Estimated Completion Date	Status
Unsealed Roads Levels of Service, Road Hierarchy and Asset Data	Asset Management Coordinator	Review and collection of segmentation data: <ul style="list-style-type: none"> - Segment lengths - average daily traffic estimates - estimated gravel depths/ coverage - roughness - identification of steep sections and sharp curvature 	30/12/2019	Completed
		Development of prioritisation matrix	30/12/2019	On Hold
		Documentation of proposed Unsealed Road Hierarchy	25/10/2019	Completed
		Documentation & costing of current Levels of Service	25/10/2019	Completed
		Internal Stakeholder Engagement <ul style="list-style-type: none"> - Levels of Service - Road Classification - Unsealed Road Hierarchy 	30/11/2019	Completed
		Councillor Briefing – Level of Service	December 2019	Completed
		Review of Unsealed Road Hierarchy	28/02/2020	In progress
		QA of Proterra segmentation data and attributes	13/03/2020	In progress – 30% complete
		Validation of unsealed road hierarchy	13/03/2020	In progress
		Reconciliation of Unsealed Road Asset Register	30/03/2020	Not started
		Implementation of unsealed road hierarchy incorporating mapping of Parent Segments & data	03/04/2020	Not started
		Drafting of Asset Management Plan	30/06/2020	Not started

Project	Project Owner	Milestones/ Tasks	Estimated Completion Date	Status
Condition Assessment of Critical Water & Wastewater Infrastructure (Local Government Grants and Subsidies Program)	Asset Management Coordinator/ Manager of Water	Initial site inspections & data collection	21/01/2020	Complete
		Updated Asset Register	14/02/2020	In progress
		Risk & Criticality Workshop and Data Workshop	14/02/2020	Not Started – Scheduled for 11 & 12 February
		Level 2 Condition Assessment	21/02/2020	Not Started – Scheduled for week commencing 17 Feb
		Identification of Assets for Level 3 Condition Assessment	3/03/2020	Not Started
Bridge Asset Data and Asset Classification	Asset Management Coordinator	Asset Data & Specification		
		- Define, agree and document: > parent bridge attributes > bridge component attributes	November 2019	Complete
		- Determine, agree, validate and document Bridge asset classification		
		- Specify work order assets		
		- Develop proposed database structure & map to asset classification		
		- Database build		
		Reconciliation of bridge database to asset register	November 2019	Complete -
		Levels of Service	30/03/2020	In progress
		Criticality Hierarchy	30/03/2020	Not Started
Open Space Service Plan and Levels of Service	Manager Parks and Operations	Data collection & validation	25/10/2019	Completed
		Development of Levels of Service	28/02/2020	In progress – draft for stakeholder engagement
		Internal stakeholder engagement	28/02/2020	In progress

11.3 Southern Downs Aerodromes Industrial Development Project

Document Information

 Southern Downs REGIONAL COUNCIL	Report To: General Council Meeting	
	Reporting Officer:	Meeting Date: 19 February 2020
	Governance, Risk And Land Coordinator Manager Corporate and Commercial Services	ECM Function No/s: 05.27

Recommendation

THAT Council:

1. Receives the Southern Downs Aerodromes Industrial Development Project Reports
2. Accepts the recommendations provided in the report and develops an implementation plan considering future budget requirements and external funding opportunities.

Report

In 2019 Council was successful under the Department of State Development, Manufacturing, Infrastructure and Planning's Maturing the Infrastructure Pipeline Program 2 to undertake a feasibility study, service needs assessment and demand analysis to appropriately inform Council about any future investment decisions relating to the development of the Warwick and Stanthorpe Aerodromes. Following a procurement process, Council engaged Airport Consultancy Group Pty Ltd to undertake the project in a collaboration with Aviation Projects Pty Ltd and AEC Group Pty Ltd who provided specialist expertise for the project.

As a result, the consultants have prepared the following information for Council's consideration:

- **Demand Assessment (Report 1)** – considers the demand for the development of the aerodromes for industrial purposes including stakeholder consultation, trends via review of case studies of developments at other regional aerodromes and review of sales history and rental returns.
- **Economic Evaluation (Report 1)** – including a cost benefit analysis and capital and operational costs.
- **Feasibility Assessment – (Report 2)** – provides a detailed analysis of the requirements and suitability of developing the aerodromes including consideration of regulatory and policy, environmental protection/impacts, legislative requirements (including planning and development constraints) and safety implications.
- **Proposed Future Plans** including a subdivision plan, internal services plan and water services plan for both Aerodromes.

Feasibility Study Recommendations

The key recommendations from the project are outlined as follows:

Warwick Aerodrome - Stage 1

- Initiate a program of regular consultation tenants with the objective of discussing future plans, opportunities and viable sustainable options with stakeholders (say twice a year and/or as required).
- Improve basic airport facilities including terminal access and amenities.
- Update Master Plan to provide stakeholders and community with clear strategic and commercial objectives and benefits for the airport, users and community.
- Implement an aircraft movement monitoring system to record and collect information about aircraft movements and types to determine the quantum of lost revenue opportunity.
- Council trial a six month exercise with Avdata.
- Engage with airport stakeholders, users and tenants regarding the implementation of aeronautical charges, timeline, outlining other airports charging, airport costs, basis of charges, benefits and outcomes.
- Implement an aeronautical charging system and introduce fees based on aircraft weight, user groups, annual and daily charges and phase in timing.

Warwick Aerodrome - Stage 2

- Investigate the potential water infrastructure availability based on opportunities with State Government for an external water pipeline.
- Construction of the external water pipeline.
- Complete the plan of subdivision, civil works and associated services with readiness to offer leases and sales of lots.

Stanthorpe Aerodrome

- Implement a marketing strategy aimed at aviation and complementary uses for existing sites offering leasehold and freehold lots.
- Initiate a program of consultation with tenants with the objective of discussing future plans, opportunities and viable sustainable options with stakeholders (say twice a year and/or as required).
- Implement an annual user charge for all tenant aircraft operators per aircraft.

Budget Implications

This project is fully funded under the Maturing the Infrastructure Pipeline Program 2, with the only cost to Council being staff time taken to consult and project manage the appointed consultants.

It is anticipated that any future capital projects that eventuate as a result of these reports will be funded by external grants.

Policy Consideration

Corporate Plan 2019-2024 – 2.4 Review Council's level of involvement in aerodromes, implement strategies to allow for aviation activities at both aerodromes as funding permits.

Community Engagement

As outlined in the reports, a comprehensive stakeholder consultation plan was carried out to maximise the opportunity for the local community and aviation stakeholders to provide input into the development both aerodromes. The following stakeholders were consulted and/or considered during the projects the consultation and engagement phase:

- Aircraft operators, other tenants and aerodrome users;
- Neighbouring property tenants and itinerant visitors;
- Members of the public; and
- Key Council staff.

Key stakeholder engagement will occur when Council implements the recommendations from the reports.

Legislation/Local Law

The *Civil Aviation Safety Regulations 1998*, Part 139—Aerodromes, sets out the standards and operating procedures for certified, registered and certain other aerodromes used in air transport operations. Warwick and Stanthorpe Aerodromes are both registered aerodromes in accordance with Manual of Standards (MOS) 139. Chapter 12 of MOS 139 sets out the operating standards for registered aerodromes. The legislative implications for the recommendations outlined within the reports have been considered and are noted within the reports.

Options

THAT Council:

1. Receives the Southern Downs Aerodromes Industrial Development Project Reports.
2. Accepts the recommendations provided in the report and develops an implementation plan considering future budget requirements and external funding opportunities.
3. Does not receive the Southern Downs Aerodromes Industrial Development Project Reports.
4. Accepts the recommendations provided in the report and does not develop an implementation plan considering future budget requirements and external funding opportunities.
5. Does not accept the recommendations provided in the report and does not develop an implementation plan considering future budget requirements and external funding opportunities.

Attachments

1. Demand Assessment and Economic Evaluation [↓](#)
2. Feasibility Assessment [↓](#)
3. Warwick and Stanthorpe Aerodrome Plans [↓](#)

SOUTHERN DOWNS AERODROMES INDUSTRIAL DEVELOPMENT

CONTENT FOR AVIATION PROJECTS (FOR SOUTHERN DOWNS
REGIONAL COUNCIL)
FEBRUARY 2020

aecgroup ltd.com



DOCUMENT CONTROL

Job ID: J001271
Job Name: Aerodromes Industrial Development
Client: Southern Downs Regional Council (via Aviation Projects)
Client Contact: Keith Tonkin (Aviation Projects)
Project Manager: Nigel Tarr
Email: nigel.tarr@aecgrouppltd.com
Telephone: 0481 542 618
Document Name: AEC - SDRC Content for Aviation Projects FINAL
Last Saved: 11/2/2020 2:29 PM

Version	Date	Reviewed	Approved
WD1.0	22/10/2019	NT	ARP
Draft v1.0	20/12/2019	NT, KL	KL
Draft v2.0	31/01/2020	NT	NT
Draft v3.0	04/02/2020	NT	NT
Final	11/02/2020	NT, KL	NT

Disclaimer:

Whilst all care and diligence have been exercised in the preparation of this report, AEC Group Pty Ltd does not warrant the accuracy of the information contained within and accepts no liability for any loss or damage that may be suffered as a result of reliance on this information, whether or not there has been any error, omission or negligence on the part of AEC Group Pty Ltd or their employees. Any forecasts or projections used in the analysis can be affected by a number of unforeseen variables, and as such no warranty is given that a particular set of results will in fact be achieved.

EXECUTIVE SUMMARY

BACKGROUND

Southern Downs Regional Council (Council) is proposing to retain existing and attract new aviation related commercial enterprises at both of Council's aerodromes situated at Warwick and Stanthorpe.

A feasibility study (the study) has been developed which will be used to identify the feasibility of Council's level of involvement in the development of the aerodromes, highlighting potential strategies to allow for industrial development at both locations, including water and wastewater services. Further, Council is also looking at the possibility of developing additional hangar space for recreational users.

The study will assist Council to plan and ensure robust decision-making about future financial investment in infrastructure and services and will provide strategic input for any funding applications and advocacy activities.

AEC has been engaged by Aviation Projects to conduct the demand assessment and economic assessment that will support the study.

PURPOSE & APPROACH

This report provides an evidence-based approach for the estimate of demand for airside hangar space, and commercial lots. Three approaches have been used to develop the demand profile, namely:

- **Case Studies:** Looking at recent relevant examples of industrial and recreational developments in similar regional areas.
- **Stakeholder Consultation:** Consultation with relevant stakeholders to determine existing and future demand, as well as any needs and expectations that each stakeholder may have.
- **Recent History:** Review of existing sales and rental returns across both sites.

A cost benefit analysis was conducted examining the costs and benefits of developing lots for release where demand was identified to be sufficient to warrant consideration.

KEY FINDINGS

Demand

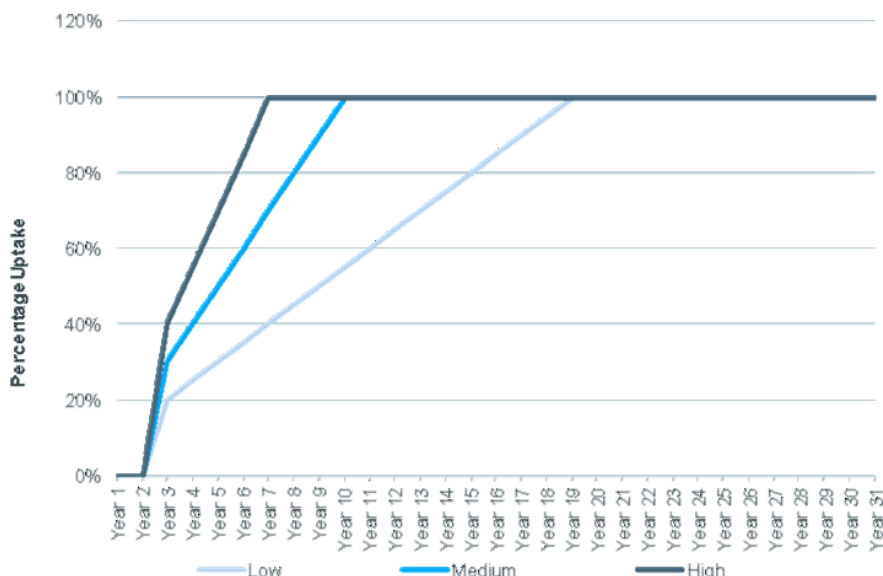
There is enough demand to support additional industrial and recreational lot development at the Warwick aerodrome. This has been established through a combination of stakeholder interviews, anecdotal evidence and historical sales data.

Figure ES. 1 shows the potential demand profile for land at the Warwick aerodrome. A percentage-based approach has been adopted, with 100% representing all available land.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



Figure ES. 1. Demand Profiles, Warwick



Source: AEC.

The study has identified that there is currently no demand for additional lots at Stanthorpe based on community consultation, and the presence of several unutilised lots. Council should look for opportunities to increase demand for the existing lots, including:

- Improving the service offer at the aerodrome
- Offering leasehold arrangements
- Changing the zoning at the aerodrome to allow resident recreational aviation enthusiasts to live on site
- Advertising to increase the sales of existing lots.

Cost Benefit Analysis

Two scenarios of development costs have been examined, based on whether a proposed main water pipeline corridor proceeds that would significantly reduce the distance to the nearest main water (additional details outlined in section 2.1.2 of the report). The two cost scenarios examined are:

- **Cost Scenario 1:** Assumes the proposed pipeline corridor **does not proceed**, and thereby approximately 6.5km of external water infrastructure is required to be developed to connect to the nearest main water.
- **Cost Scenario 2:** Assumes the proposed pipeline corridor **does proceed**, providing main water infrastructure that passes close by the Warwick Aerodrome and significantly reducing the cost to connect to the nearest main water.

The cost benefit analysis was assessed against discount rates of 4%, 7% and 10%. As the project will largely provide a social good to the community, with the majority of tenants likely private recreational users, it is considered that commercial discount rates (i.e. rates above 7%) are likely inappropriate for assessing the desirability of the project. However, rates of 7% and 10% (along with 4%) were included in line with Queensland and Australian Government guidelines for assessment.

At a 4% discount rate, the project under Cost Scenario 1 provides a Net Present Value (NPV) of \$4.1 million and a Benefit Cost Ratio (BCR) of 1.03. The project under Cost Scenario 1 provided an Internal Rate of Return (IRR)

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



of 5.1%, meaning a BCR above 1 is provided at all discount rates below 5.1%, but below 1 for all discount rates above 5.1%.

The lower development costs and ongoing maintenance required under Cost Scenario 2 provides a better economic outcome from the project compared to Cost Scenario 1, with a higher NPV and BCR at all discount rates. As with Cost Scenario 1, Cost Scenario 2 provides a positive NPV (\$8.3 million) and BCR above 1 (1.06) at a 4% discount rate. The project under Cost Scenario 2 has an IRR of 6.5%.

Sensitivity analysis shows that, at a discount rate of 4%:

- For Cost Scenario 1: There is a 90% probability the project will provide an NPV of between -\$24.9 million and \$31.4 million. Sensitivity testing returned a positive NPV across 58.4% of the 5,000 iterations run in Monte Carlo analysis.
- For Cost Scenario 2: There is a 90% probability the project will provide an NPV of between -\$19.9 million and \$35.7 million. Sensitivity testing returned a positive NPV across 68.2% of the 5,000 iterations run in Monte Carlo analysis.

The results are most sensitive to the estimated operating activity of businesses attracted to the precinct (revenues and operating costs).

For Cost Scenario 1, in the low land take-up scenario the cost benefit analysis outlines the project would deliver a marginally negative NPV at a 4% discount rate, while benefits would be slightly greater in the high scenario compared to the medium scenario. For Cost Scenario 2, all land take-up scenarios provide a positive NPV and BCR above 1 at a 4% discount rate. Overall, the timing of land take-up is not estimated to significantly alter the overall results.

TABLE OF CONTENTS

DOCUMENT CONTROL	I
EXECUTIVE SUMMARY	II
TABLE OF CONTENTS	V
1. INTRODUCTION	1
1.1 BACKGROUND	1
1.2 PURPOSE OF THIS REPORT	1
1.3 APPROACH	1
2. PROJECT DESCRIPTION	2
2.1 PROJECT OVERVIEW	2
3. DEMAND ASSESSMENT	6
3.1 CASE STUDIES	6
3.2 STAKEHOLDER CONSULTATION	17
3.3 RECENT SALES/LEASE HISTORY	20
3.4 RECOMMENDATION	23
3.5 INVESTMENT IN THE PRECINCT	25
4. ECONOMIC EVALUATION	28
4.1 SCOPE & GENERAL ASSUMPTIONS	28
4.2 WITH PROJECT & BASE CASE SCENARIOS	28
4.3 QUANTIFICATION & VALUATION OF COSTS & BENEFITS	29
4.4 COST BENEFIT ANALYSIS RESULTS	33
4.5 SENSITIVITY ANALYSIS	35
REFERENCES	37
APPENDIX A: CBA METHODOLOGY	38
APPENDIX B: STAKEHOLDER ENGAGEMENT LIST	41

1. INTRODUCTION

1.1 BACKGROUND

Southern Downs Regional Council (Council) is proposing to retain existing and attract new aviation related commercial enterprises at both of Council's aerodromes situated at Warwick and Stanthorpe.

A feasibility study (the study) has been developed which will be used to identify the feasibility of Council's level of involvement in the development of the aerodromes, highlighting potential strategies to allow for industrial development at both locations, including water and wastewater services. Further, Council is also looking at the possibility of developing additional hangar space for recreational users.

The study will assist Council to plan and ensure robust decision-making about future financial investment in infrastructure and services and will provide strategic input for any funding applications and advocacy activities.

AEC has been engaged by Aviation Projects to conduct the demand assessment and economic assessment that will support the study.

1.2 PURPOSE OF THIS REPORT

This report provides an evidence-based approach for the estimate of demand for airside hangar space, and commercial lots. Further this report provides a review of the economic outcomes of developing lots and associated infrastructure should sufficient demand for lots be deemed available.

1.3 APPROACH

Three approaches have been used to develop the demand profile, namely:

- **Case Studies:** Looking at recent relevant examples of industrial and recreational developments in similar regional areas.
- **Stakeholder Consultation:** Consultation with relevant stakeholders to determine existing and future demand, as well as any needs and expectations that each stakeholder may have.
- **Recent History:** Review of existing sales and rental returns across both sites.

A cost benefit analysis was conducted examining the costs and benefits of developing lots for release where demand was identified to be sufficient to warrant consideration.

2. PROJECT DESCRIPTION

The Airport Consultancy Group (ACG) established a proposed lot layout for each aerodrome, and also established capital cost estimates associated with the development. This section provides an overview of the proposed project, and capital costs.

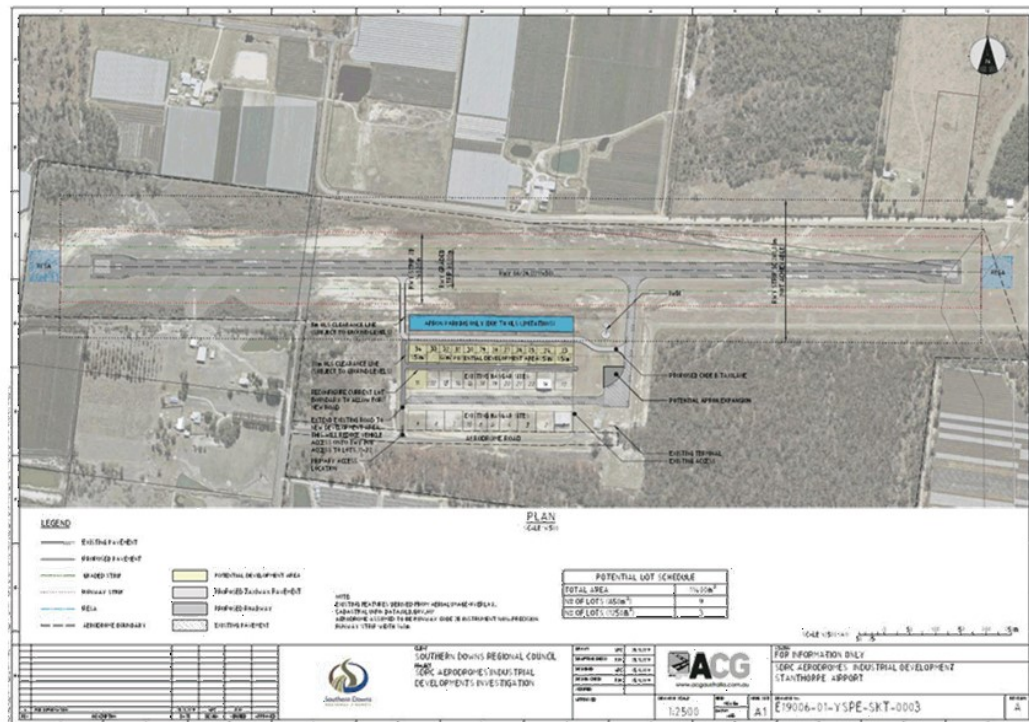
2.1 PROJECT OVERVIEW

The project at a macro level involves the establishment of water and wastewater infrastructure to both the Stanthorpe and the Warwick aerodromes, along with the development of additional recreational and commercial airside lots at both aerodromes and associated infrastructure.

2.1.1 Stanthorpe

Figure 2.1 contains a potential lot layout for additional recreational and commercial lots at the Stanthorpe aerodrome.

Figure 2.1. Potential Lot Schedule, Stanthorpe



Source: ACG (2019).

The proposed development includes:

- An additional Code B taxi lane
- Potential apron expansion
- Extension of the existing road to new development area
- Reconfiguration of an existing lot, to allow for new road
- Development of 12 new additional lots
- An approximate 2.8km water connection between existing main and the site

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



- Sewer treatment plant.

Table 2.1. Potential Lots Developed

Lot Size (m ²)	Lot (#)	Total (m ²)
850	9	7,650
1,250	3	3,750
Total	12	11,400

Source: ACG (2019).

Table 2.2. Capital Cost Estimate

Capital Cost Estimate	Value
Constructed Costs	
Preliminaries	\$50,000
Earthworks	\$288,000
Pavements (Airside)	
<i>Pavements</i>	\$666,000
<i>Pavements (Optional)</i>	\$123,000
Pavements (Landside)	
<i>Roads</i>	\$315,000
<i>Carpark (Optional)</i>	-
Stormwater	
<i>Swales Treatment</i>	\$24,000
<i>Pits/ Pipes/ Structures</i>	\$85,000
<i>Stormwater Quality/ Treatment</i>	\$23,000
Services	
<i>Sewer</i>	\$733,000
<i>Internal Water</i>	\$454,000
<i>External Water</i>	\$749,000
<i>Telecommunications</i>	\$72,000
<i>Gas</i>	-
<i>Electrical</i>	\$96,000
Fencing	\$65,000
Subtotal	\$4,743,000
Contingency Allowance (30%)	\$1,422,900
Total Construction Costs	\$6,165,900
Consultancy Fees	
Civil Engineering Design	\$431,613
Airspace Planning	\$10,000
Geotech	\$20,000
Survey	\$15,000
Total Consultancy Fees	\$476,613
Total Estimated Costs	\$6,642,513

Source: ACG (2019).

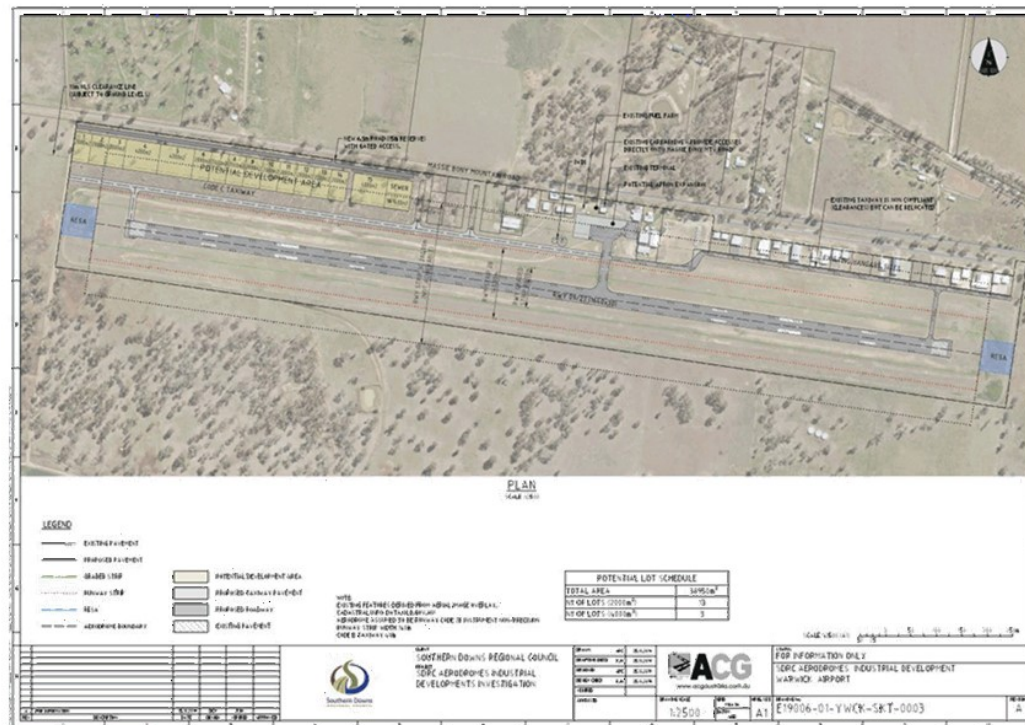
SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



2.1.2 Warwick

Figure 2.1 contains a potential lot layout for additional recreational and commercial lots at the Warwick aerodrome.

Figure 2.2. Potential Lot Schedule, Warwick



Source: ACG (2019).

The proposed development includes:

- New access point and road servicing new lots
- New Code C taxiway
- Potential apron expansion
- Sewer treatment plant
- 6.5km water connection to nearest main water
- Development of additional 16 commercial and recreational lots.

Table 2.3. Potential Lots Developed

Lot Size (m²)	Lot (#)	Total (m²)
1,400	1	1,400
2,000	12	24,000
4,000	3	12,000
Total	16	37,400

Source: ACG.

Independent of this development, a potential pipeline corridor has been proposed by the Queensland Government that if developed is expected to pass close by the Warwick aerodrome.¹ If this pipeline corridor proceeds the

¹ <http://statements.qld.gov.au/Statement/2019/11/26/palaiszczuk-government-explores-new-pipeline-for-parched-communities>

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



distance to the nearest main water pipe would be significantly reduced, and thereby result in a considerable reduction in the overall external water infrastructure required (and cost for developing this). Two potential cost scenarios have been estimated for the proposed development, based on whether the proposed pipeline corridor is developed.

- **Cost Scenario 1:** Assumes the pipeline corridor **does not proceed**, and thereby approximately 6.5km of external water infrastructure is required to be developed to connect to the nearest main water.
- **Cost Scenario 2:** Assumes the pipeline corridor **does proceed**, providing main water infrastructure that passes close by the Warwick Aerodrome and significantly reducing the cost to connect to the nearest main water.

Table 2.4. Capital Cost Estimate

Capital Cost Estimate	Value	
Constructed Costs	Cost Scenario 1	Cost Scenario 2
Preliminaries	\$75,000	\$75,000
Earthworks	\$405,000	\$405,000
Pavements (Airside)		
<i>Pavements</i>	\$1,397,000	\$1,397,000
<i>Pavements (Optional)</i>	\$299,000	\$299,000
Pavements (Landside)		
<i>Roads</i>	\$468,000	\$468,000
<i>Carpark (Optional)</i>	\$37,000	\$37,000
Stormwater		
<i>Swales Treatment</i>	\$65,000	\$65,000
<i>Pits/ Pipes/ Structures</i>	\$115,000	\$115,000
<i>Stormwater Quality/ Treatment</i>	\$69,000	\$69,000
Services		
<i>Sewer</i>	\$1,029,000	\$1,029,000
<i>Internal Water</i>	\$387,000	\$369,000
<i>External Water</i>	\$3,265,000	\$588,000
<i>Telecommunications</i>	\$140,000	\$140,000
<i>Gas</i>	-	-
<i>Electrical</i>	\$186,000	\$186,000
Aeronautical Ground Lighting	\$559,000	\$559,000
Fencing	\$35,000	\$35,000
Subtotal	\$8,531,000	\$5,836,000
Contingency Allowance (30%)	\$2,559,300	\$1,750,800
Total Construction Costs	\$11,090,300	\$7,586,800
Consultancy Fees		
Civil Engineering Design	\$554,515	\$379,340
Airspace Planning	\$10,000	\$10,000
Geotech	\$15,000	\$15,000
Survey	\$20,000	\$20,000
Total Consultancy Fees	\$599,515	\$424,340
Total Estimated Costs	\$11,689,815	\$8,011,140

Source: ACG (2019).

3. DEMAND ASSESSMENT

AEC has investigated the demand for the development of the aerodromes for recreational, industrial or other commercial purposes. This included, identifying:

- The outcome being sought and the stakeholders who would be affected.
- The current situation and outcome/s being achieved.
- The prevalence of any data suggesting trends.
- The urgency or timeframe in which the outcome is to be achieved.
- Key stakeholders (groups and individuals) that have interest and/or influence in achieving the outcome and expectations, and initial views/positions if known.
- Stakeholder needs and expectations, noting those that are mandatory to be met.
- Potential conflicts, as well as opportunities for collaboration.

Three approaches have been used to answer the above questions, namely:

- **Case Studies:** Looking at relevant examples of recent upgrades to regional airports in Queensland and New South Wales.
- **Stakeholder Consultation:** Consultation with relevant stakeholders to determine existing and future demand, as well as any needs and expectations that each stakeholder may have.
- **Recent History:** Review of existing sales and rental returns across both sites.

3.1 CASE STUDIES

This section examines recent case studies of industrial and residential aviation precinct developments. Information has been captured regarding:

- The types of commercial and industrial activities that seek to locate at airports, including industry type.
- The rate at which leases have been taken up following lot creation.
- What the key success factors might be.
- The pricing of the leases.
- Any specific preference for lot sizes, services offered, and accessibility.

3.1.1 Armidale Airport Terminal Upgrade

Project Overview

Following a review of its airport operations and the development of the Armidale Airport Master Plan in June 2016, Armidale Regional Airport undertook a series of capital investment projects to improve the long-term sustainability of the airport.

The airport terminal project involved a \$9.4 million expansion of the existing terminal, and included a new café and retail area, a new baggage carousel and more passenger seating. The project was largely funded under the NSW Government's Restart NSW Regional Tourism Infrastructure Fund, with \$6.6 million contributed to the terminal upgrade and the remainder provided through Federal Government funding and Council.

Capital Works Undertaken

New infrastructure included in the development of the Airport includes:

- A new and upgraded runway.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



- Apron expansion and new taxiways.
- Security screening.
- A precision [navigation] approach for all weather operation.
- Upgraded terminal facilities and support services - including an airport hotel.
- Highway [fuel] service centre.
- Short, long term and secure parking.

Project Goals & Benefits

The overarching aims of this project, as expressed in the Airport Master Plan were to:

- Position Armidale Regional Airport as a growing hub for RPT services.
- Support and grow existing general aviation and aviation related business activity.
- Diversify current airport income through expansion of the airport's property portfolio.
- Upgrade and expand current airport infrastructure, capabilities and services.

Key Details: Armidale Regional Airport Business Park

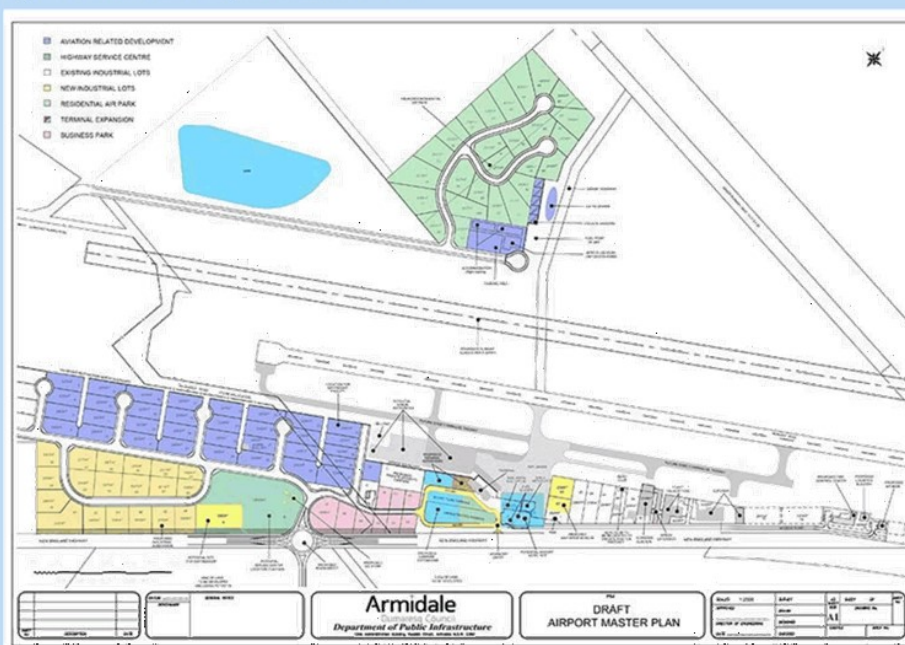
As well as the terminal upgrade, the Airport Master Plan identified a shortfall in the availability of industrial land in Armidale, and the potential to develop an airside and landside industrial park at the Armidale Regional Airport.

Armidale Regional Council identified that it had a total of 146.9ha of land which was zoned for industrial use as at June 2016, of which 130ha was occupied (88.5% occupied). The vacant land was identified as being unsuitable for further development, with the only other available land zoned for industrial purposes located at the airport (additional 70ha available).

Council subsequently approved the development of an airport Business Park to drive economic growth in the region. The capital cost of the Business Park was \$11 million, of which the NSW Government provided \$6.5 million through grant funding.

Figure 3.1 contains a diagram of the proposed Business Park.

Figure 3.1. Armidale Airport Business Park



Source: ARC (2018).

The 17.5ha development included a total of 73 industrial, business and aviation lots, fully serviced with power, water, lighting, sewerage, and NBN fibre connections. The lot sizes vary and range from small to medium (1,500m² to 5,000m²) with larger lots available achieved through an amalgamation of smaller lot sizes. The area is zoned IN2 Light Industrial, however application can be made to change the zoning on a case by case basis.

The development includes:

- A Business Park, that frames the entrance to the upgraded passenger terminal and expanded carpark.
- Fully serviced airside related lots, each with road access and direct taxiways to the active runway.
- A multi-purpose landside industrial land development offering flexible lots sizes and several lots bordering the national highway.
- A highway service centre, comprising fuel outlet, convenience store and fast-food outlets.
- Potential for a hotel and bottle shop.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



Service provision at the airpark includes:

- Water and sewerage.
- Electricity.
- NBN.

Specific industries which are considered likely to locate to the park include:

- Avionics.
- Agriculture.
- Manufacturing.
- Retail.
- Warehousing.
- Transport.

First National Real Estate was engaged to sell the lots and produced a marketing campaign to promote the precinct across NSW. As at March 2019, the first parcel of industrial land, a 25,000m² block, was sold for \$2.3 million. The park is expected to support 200 jobs.

3.1.2 Bundaberg Aviation & Aerospace Precinct

Project Overview

The Aviation and Aerospace Precinct Master Plan consists of a six-stage, 33-lot development across 10.9ha and the third stage will result in the development of eight fully serviced allotments including three airside allotments, the construction of taxiways, a loop road and aircraft apron.

Two of the three airside lots will be used for emergency services, overhauling the outdated facilities currently servicing the operation of the Royal Flying Doctor Service (RFDS) and LifeFlight.

Capital Works Undertaken

Stage Three of the Bundaberg Region Aviation and Aerospace Precinct will cost a total of \$5.7 million with \$2.0 million provided in Queensland Government Funding and will deliver:

- Eight fully serviced allotments including three airside allotments.
- New taxiways.
- A loop road.
- An aircraft apron.

Project Goals & Benefits

The aim of the project is to increase employment, skills, business development in advanced technology industries, while capitalising on the regions strong aviation background.

Key Details: Aviation and Aerospace Precinct

The Bundaberg Aviation & Aerospace Precinct is a strategic parcel of land located at Bundaberg Regional Airport. The site is well situated with direct access off Airport Drive and with proximity to the main Bundaberg-Childers Highway making it well connected to the Bundaberg CBD and the surrounding region.

Council is developing an industrial/commercial subdivision at the Aviation and Aerospace Precinct to capitalise on the wealth of aviation and aerospace industry experience in the region and complementing the upgrades to core Bundaberg Regional Airport infrastructure. This project is being completed through a series of releases, six stages in total of which Council is currently on the 3rd stage.

The subdivision includes 34 lots over approximately 10.9ha with an average lot size of 3,195m². The development will capitalise on the existing industry in the region and further encourage aviation-related development and skill transfer. The proposal includes mixed use allotments, and both leasehold and freehold sale of the proposed allotments.

Figure 3.2. Bundaberg Aviation and Aerospace Precinct Layout



Source: Invest Bundaberg.

The airport is serviced by water, sewerage, electricity, and telecommunications reticulated from the city supply.

Existing anchor tenants include:

- **Jabiru Aircraft:** an Australian aircraft manufacturer that produces a range of kit and ready-built civil light aircraft in Bundaberg, Queensland. The company also designs and manufactures a range of light aircraft engines.
- **Microair Avionics:** a technology-based company developing, manufacturing and retailing sophisticated avionics products for domestic and worldwide markets.
- **Leisure Build:** providing fibre-glass solutions for the marine, auto and aviation industries for both domestic and commercial markets.
- **Aircraft Service & Maintenance:** service and maintain all aircraft up to 5,700kg.

It is estimated that the third stage of the Aviation and Aerospace Precinct alone, will support 12 jobs for the region.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



3.1.3 Cooktown Aviation Park

Project Overview

Cook Shire Council has committed to developing the aviation industry in Cooktown with the long-term vision to develop the Cooktown Airport and associated Aviation Park into a regionally significant aviation precinct, that will service Cape York and the Asia Pacific region. This vision includes becoming a major servicing centre in the South Pacific for fixed and rotary wing aircraft, by developing an industrial estate at the airport that will lead to creating local jobs and attracting private investment. Council has developed a Master Plan to frame future planning and development of the Cooktown Airport to ensure that Council achieves its strategic objectives and capitalises on the opportunities provided by the airport.

Capital Works Undertaken

New infrastructure included in the development of the Airport includes:

- Overall upgrade to a code 3C airport, which allows for larger and jet planes to land.
- A 550m long airport taxiway, which will connect the Aviation Park with the existing runway (\$1.9 million total, with \$1.6 million provided from the Queensland State Government)
- Development of an industrial estate releasing airside land to create new business and specialist job opportunities in aircraft maintenance, tourism and pilot training (investment of \$990,000 in total, with \$500,000 provided from the Queensland State Government).

Project Goals & Benefits

Cook Shire Council has a long-term goal of developing the Cooktown Airport and associated Aviation Park into a regionally significant aviation precinct servicing Cape York and the Asia Pacific region. Other benefits of the development include:

- Diversifying the economy by supporting this emerging sector to boost the community and create jobs and apprenticeships for young people who may otherwise have to leave the area to find work.
- Maintaining health and education connectivity.
- Maintaining disaster responses by air, such as food drops and evacuations.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)

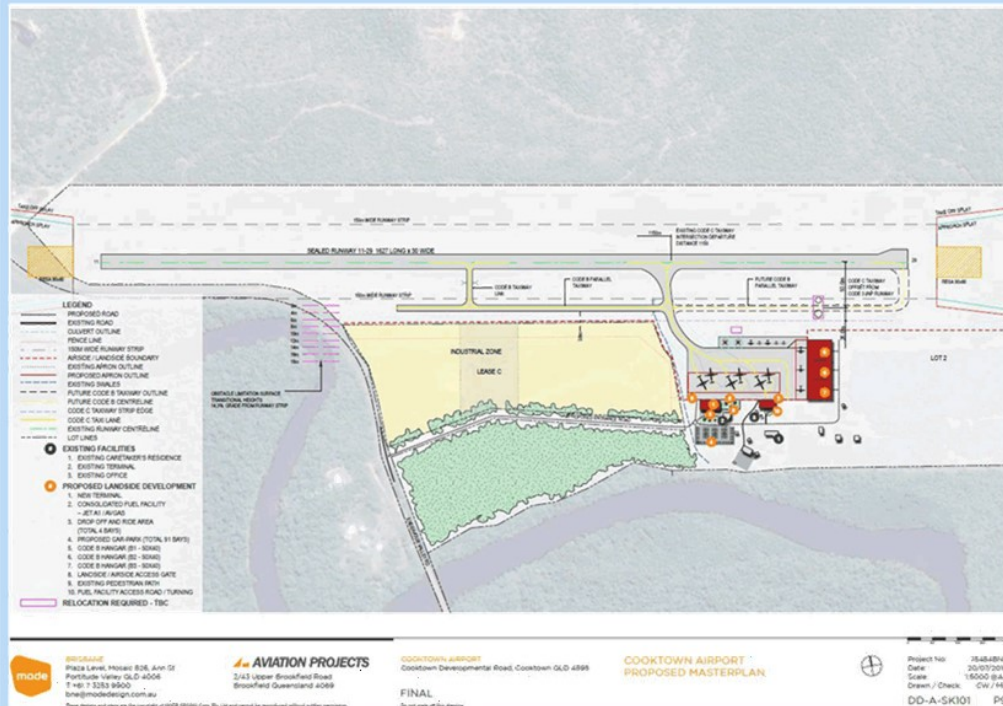


Key Details: Cooktown Aviation Park

The airpark will consist of a total of five lots, and as at September 2016 the first lease had been signed with Daintree Air for a 32,000m² lot.

Figure 3.3 contains a diagram of the proposed Aviation Park.

Figure 3.3. Cooktown Aviation Park



Source: AP, 2016.

Service provision at the airpark includes:

- Bore water.
- Electricity.
- No sewerage has been provided, however there are on site septic systems.
- No NBN, however it is expected that wireless network will be available.

The key opportunities that exist for the Aviation Park include:

- Vehicle storage (4WD, caravan, car).
- Hire car facilities.
- Aircraft maintenance (fixed wing and rotary).
- Heavy vehicle, and car service centre.
- Storage facility (domestic and commercial).
- Business centre.
- Training centre, including aviation or indigenous training.

It is estimated that an additional 3 jobs will be supported by this stage of the Aviation Park.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



3.1.4 Hervey Bay Airport

Project Overview

The project will deliver a two-stage redevelopment of the Hervey Bay Airport, including the improvement of all infrastructure for the main runway and taxiways. Additionally, the project will see the construction of a specialised aviation and associated supply chain industry subdivision to house growing local aviation activities which is expected to create over 500 jobs.

Capital Works Undertaken

The \$26.6 million project will deliver a two-stage redevelopment of the Hervey Bay Airport with improvement of all infrastructure for the main runway and taxiways (with \$9.2 million provided in Australian Government Funding).

- **Stage 1:** Upgrade of the existing runway (pavement reconstruction, new lights and rejuvenating the taxiway to the terminal).
- **Stage 2:** The development of a 12ha commercial airside industrial Precinct (taxiways to connect the runway to the precinct, earthworks for internal roads and services to develop the first five airside lots for aviation-based businesses).

Project Goals & Benefits

Council is seeking establishment of aeronautical manufacturing to boost the region's economic and manufacturing base by bringing additional hi-tech industries to the Fraser Coast region.

Key Details: Hervey Bay Airport Industrial Park

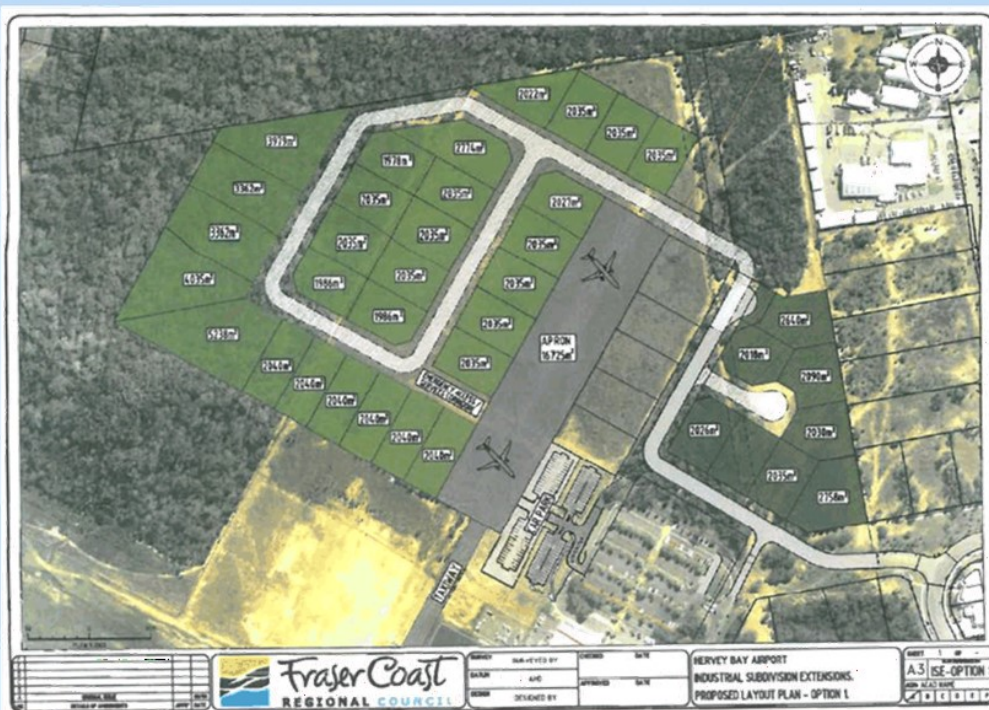
The Hervey Bay Airport is complemented by the Hervey Bay Airport Industrial Park.

The Industrial Park is a joint venture development between Fraser Coast Regional Council and Seashift Properties Pty Ltd. Whilst still under development, the \$100 million industrial park will comprise 78 lots over a 42ha, when complete.

The Industrial Park incorporates infrastructure features for owners and tenants including broadband access and industrial water recycling, proximity to a major jet airport, local shops, service station, childcare and other support services.

Figure 3.4 contains a diagram of the proposed Industrial Park.

Figure 3.4. Hervey Bay (Avion) Airport Industrial Park



Source: FCRC, 2014.

Service provision at the airpark includes:

- Water and sewerage.
- Electricity.
- NBN.

The Industrial Park has been designed to establish precincts with individual characteristics, each enhancing the overall aesthetics of the development whilst optimising the opportunities for businesses with similar requirements. This Industrial Park provides a significant opportunity to attract Aviation related support industries with large airside allotments available in the development.

This development is expected to create over 500 jobs at completion.

3.1.5 St George Airport

Project Overview

This project is still under development, however the proposal is to establish a defined area within the airport boundaries where Balonne Shire Council can lease land to private individuals or commercial entities, to construct hangar facilities. This area will form the first stage of the general aviation (GA) precinct.

Council has developed a comprehensive Master Plan for St George Airport which provides strategic direction for the development over a 20-year horizon and includes subsequent stages of the GA precinct.

This initial land release intends to meet immediate demand from industry to establish five new hangars with direct access to all airside facilities.

The new lots will provide access to hardstand areas, linking directly to the main airport apron and taxiway network to the runway. The location of the new hangar lots will allow secured access to the airside and non-secured access to the landside area at the rear of the lots.

The development is proposed to cover a total area of 16,000m² including 7,750m² of hardstand and an average lot size of 1,650m². The total cost of the development is estimated at \$1.1 million, with \$1.0 million approved through the Federal Government's Building our Regions program.

Capital Works Undertaken

The proposed project involves construction of:

- Five new lots for hangar development.
- New hardstand to service the hangar lots.
- A taxiway link to the main apron and taxiway.
- Secure airside access to new tenants.

Project Goals & Benefits

The project will create an industrial estate at the aerodrome, and will support the aviation industry, and additional job growth.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)

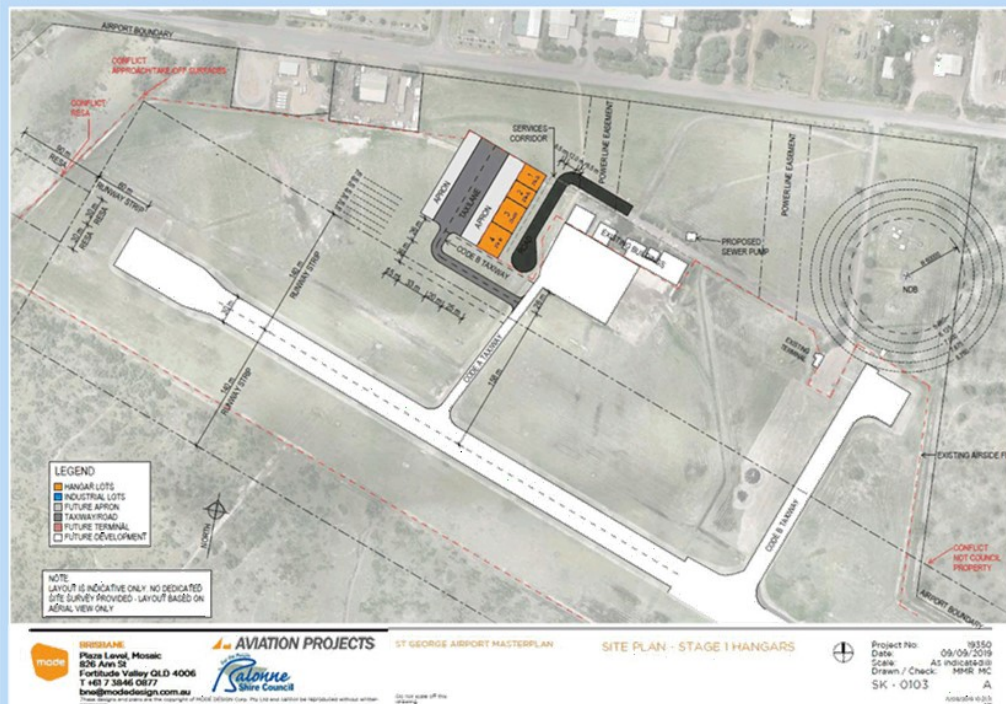


Key Details: St George General Aviation Precinct

The development is proposed to cover a total area of 16,000m² including 7,750m² of hardstand. A total of five lots will be developed as part of the initial stage of this precinct. Each lot will be approximately 1,650m² and be suitable for aviation enthusiasts to store their aircrafts.

Figure 3.5 contains a diagram of the proposed Aviation Precinct.

Figure 3.5. St George Aviation Precinct



Source: AP (2019).

Existing Services to the aerodrome include:

- Water is provided from town water supply
- Electricity is provided on site
- No sewerage infrastructure is in place, and septic tanks are used
- ADSL internet connectivity is available.

It is estimated that this development will support 5.5 additional jobs.

3.1.6 Summary of Case Studies

This section provides a summary of the findings from the case studies researched and provides insight into the possible development options for Council.

Table 3.1 contains a summary of the case study ownership types by location, and the associated cost per square metre.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



Table 3.1. Ownership Structure

Airport	Ownership Available	Purchase Price	Lease Price	Estimated Jobs
Armidale	Freehold	\$92 per m ²	n/a	200
Bundaberg	Freehold	Unknown	n/a	12
Cooktown	Leasehold (99 years)	n/a	Unknown	3
Hervey Bay	Freehold	\$60 per m ²	n/a	500
St George	Leasehold	Unknown	Unknown	5.5

Source: ARC (2016), AP (2016), AP (2019), FCRC (2014), TAG (2016), AEC.

Table 3.2 contains a summary of the case study number of lots, size and total land available as part of an industrial precinct.

Table 3.2. Lot Details

Airport (Council)	Number	Size (m ²)	Services	Total Area (ha)
Armidale (Armidale Regional Council)	73	Min: 1,500m ² Max: 5,000m ² Avg: 2,400m ²	<ul style="list-style-type: none"> Water Sewerage Electricity NBN 	17.5
Bundaberg (Bundaberg Regional Council)	34	Min: 1,750m ² Max: 6,533m ² Avg: 3,195m ²	<ul style="list-style-type: none"> Water Sewerage Electricity Telecommunications 	10.9
Cooktown (Cook Shire Council)	5	Min: Unknown Max: 32,000m ² Avg: Unknown	<ul style="list-style-type: none"> Bore water Electricity No sewerage has been provided, however there are on onsite septic systems No NBN, however it is expected that wireless network will be available 	Unknown
Hervey Bay (Fraser Coast Regional Council)	76	Avg: 5,385m ²	<ul style="list-style-type: none"> Water Sewerage Electricity Telecommunications 	42.0
St George (Balonne Regional Council)	5	Avg. 1,650m ²	<ul style="list-style-type: none"> Water is provided from town water supply Electricity is provided on site No sewerage infrastructure is in place, and septic tanks are used ADSL internet connectivity is available 	0.8

Source: ARC (2016), AP (2016), AP (2019), FCRC (2014), TAG (2016), AEC.

3.2 STAKEHOLDER CONSULTATION

This section summarises the results of the stakeholder consultation that was undertaken to determine possible sources of demand for both aerodromes. The list of stakeholders engaged with includes:

- Council Executive Leadership Team (from relevant departments).
- Current aerodrome users and lessees.
- Potential aerodrome users and landowners.
- Clubs and recreational groups.
- The Warwick and Stanthorpe Chambers of Commerce.
- The Department of Defence.
- Business and community members of the Southern Downs region.

A full summary of stakeholders engaged is contained in Appendix B.

3.2.1 Warwick

Table 3.3 contains a summary of feedback from stakeholders in relation to the Warwick aerodrome.

Table 3.3. Stakeholder Summary - Warwick

Subject	Collective Feedback
Amenities	<ul style="list-style-type: none"> No water or sewage. Reliant on septic tanks and rainwater. Air Force is required to hire port-a-loos when they conduct cadet training on the site. Terminal is not of an acceptable standard, and new toilet block leaves a lot to be desired.
Demand	<ul style="list-style-type: none"> Aircraft maintenance and airside service business is looking to secure a third hangar for industrial use. Gliding club is taking on an additional hangar, as they believe they will easily fill all the available spots and have filled their existing hangar. New aviation school would require a new hangar to conduct their operations out of. This school is proposing to train up to 40 students per annum and may commence in 2020. Council has received anecdotal evidence from at least four people who would be interested in a recreational freehold land for hangars at the aerodrome. Some existing customers are operating out of demountable facilities and would like to secure more hangars. Demand would lift if there was the appropriate infrastructure in place.
Employment	<ul style="list-style-type: none"> Existing maintenance service employs 4 people currently and has the potential to increase by an additional 10 employees. New aviation training school would bring several flight instructors.
Issues	<ul style="list-style-type: none"> Managing the increased use of airspace once the new pilot training academy moves in. Possible change of airspace by air services if Wellcamp Airport establishes an air traffic control tower. Council would ideally like to keep the number of residents to a minimum at the aerodrome, and prefers that new development be geared toward industrial/commercial development. Gliding club lands off the runway on a grass strip, and they are required to mow this themselves. Challenging to attract some manufacturing businesses to the region, owing to concerns regarding water security. Access to the aerodrome is restricted to the one gate (the electric one), as the other gate is locked with a padlock. This creates a safety risk, as users need to drive along the taxiway to access their hangars.
Opportunities	<ul style="list-style-type: none"> Establish an Advisory Group with participants from the aerodrome invited on to the committee to represent the stakeholders, and keep the community informed about changes and upcoming decisions. Increasing the hangarage encourages aviation enthusiasts to move to the region, and they contribute to the economic development of the region. Unlikely that passenger flights would operate out the region, as this has been tried several times before, and never been successful. Attract more retirees to the aerodrome.
Possible Land Uses	<ul style="list-style-type: none"> Aircraft maintenance, including spray painting. Recreational hangarage, with the possibility of some live-in caretakers. Believe there to be a shortage of hangar space for both gliders and light aircraft. Aviation training academy/ flight school. Australian Air Force Cadets training facility.
Supply	<ul style="list-style-type: none"> The Warwick Industrial Estate is currently underutilised. Council has recently gone to tender to build a new hangar (33m x 27m).
Zoning	<ul style="list-style-type: none"> Existing residents can stay at the aerodrome based on a caretaker rule. There is an opportunity to better define the zoning, if residential air park is desired. Recently changed the zoning to prevent pets from being kept at the aerodrome, as this could be a safety risk. Clarifying the rules for residential and commercial businesses would help to ensure the interests of both sides are protected.

Source: AEC.

3.2.2 Stanthorpe

Table 3.4 contains a summary of feedback from all stakeholders collected in relation to the Stanthorpe aerodrome.

Table 3.4. Stakeholder Summary - Stanthorpe

Subject	Collective Feedback
Amenities	<ul style="list-style-type: none"> No water or sewage. Reliant on septic tanks and rainwater. The existing terminal is old, but it is well maintained and tidy. The terminal could benefit from having drinking water or a vending machine. Av Gas would encourage more people to use the airport. Apron lights would help the RFDS when they need to land in the evening.
Issues	<ul style="list-style-type: none"> Kangaroos are an issue, but this is the case at most regional aerodromes. No Av Data collection service, and therefore no way to properly charge users for landings. This includes usage by training schools, such as touch and go's. Operational issues in winter, owing to the high altitude and low cloud. But this is also common at most other airports.
Opportunities	<ul style="list-style-type: none"> Increase the level of advertising for the aerodrome. Change the zoning to allow people to live at the aerodrome. Potentially use some lease hold agreements, which have been successful at Warwick.
Possible Industry	<ul style="list-style-type: none"> No possible industries were identified by stakeholders for this site.
Supply	<ul style="list-style-type: none"> There was a recent industrial development in Stanthorpe, which wasn't fully subscribed.
Users	<ul style="list-style-type: none"> The Royal Flying Doctor Service (RFDS) use the airport on a regular basis, especially when there has been an accident on the New England Highway. Several private jets utilise the airport, especially owners of local businesses who come in from Sydney to visit. Occasionally tourist flights come in to visit the wineries. Believe there are approximately five landings per day.
Zoning	<ul style="list-style-type: none"> If the rules around living at the aerodrome could be relaxed, there might be greater demand.

Source: AEC.

3.2.3 Summary of Stakeholder Consultation

Based on the stakeholder consultation, it would appear there is strong demand for both residential and commercial land opportunities at Warwick aerodrome.

Demand for recreational hangarage appears strong as reported by both the Warwick Aero Club and Gliding Club, while commercial/ industrial land also appears to be in high demand. This is mainly due to the possibility of a new pilot training academy operating out of the aerodrome along with recent arrival of aircraft maintenance and support service businesses.

The demand for additional industrial or recreational land at Stanthorpe appears less certain with several existing lots still remaining vacant. Before developing further lots, Council should consider:

- Improving the service offer at the aerodrome.
- Offering leasehold arrangements.
- Changing the zoning at the aerodrome to allow resident recreational aviation enthusiasts to live on site.
- Advertising to increase the sales of existing lots.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



3.3 RECENT SALES/ LEASE HISTORY

This section looks at recent lease and sales data from the existing facilities.

3.3.1 Warwick Aerodrome

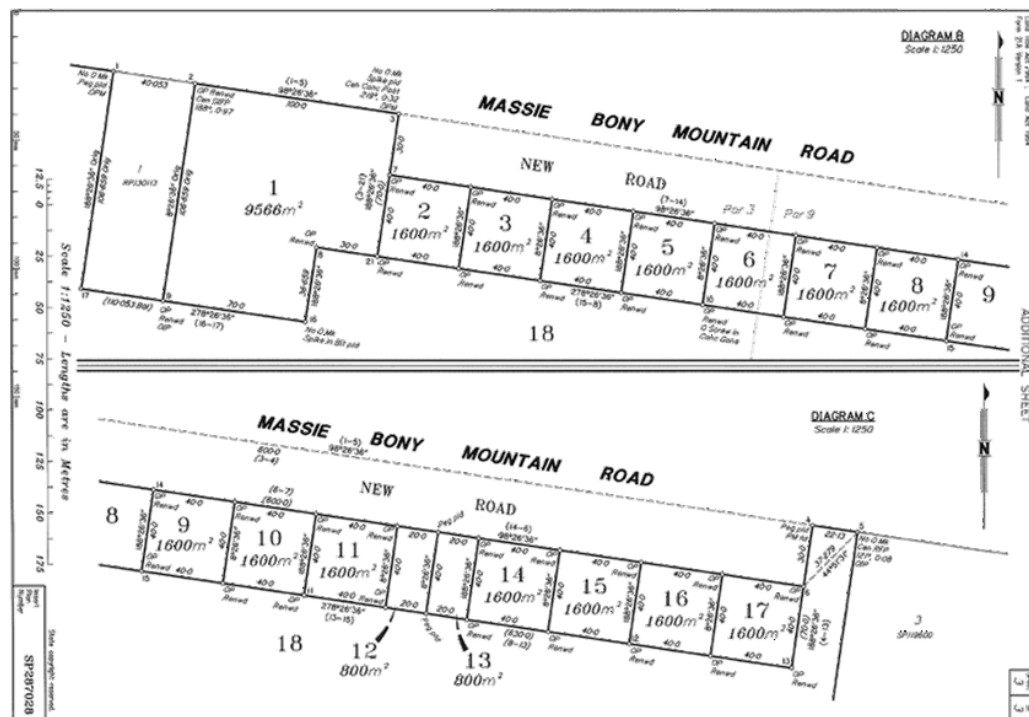
Warwick aerodrome currently has a total of 32 developed lots, of which:

- Twenty-two (22) have been sold.
- Seven (7) are leased.
- Three (3) lots untenanted.

Lot sizes range from 800m² up to 9,566m², and are split across two subdivisions, an East and a West.

Figure 3.6 shows the location and relative size of the Eastern Subdivision lots at Warwick aerodrome.

Figure 3.6. Eastern Subdivision



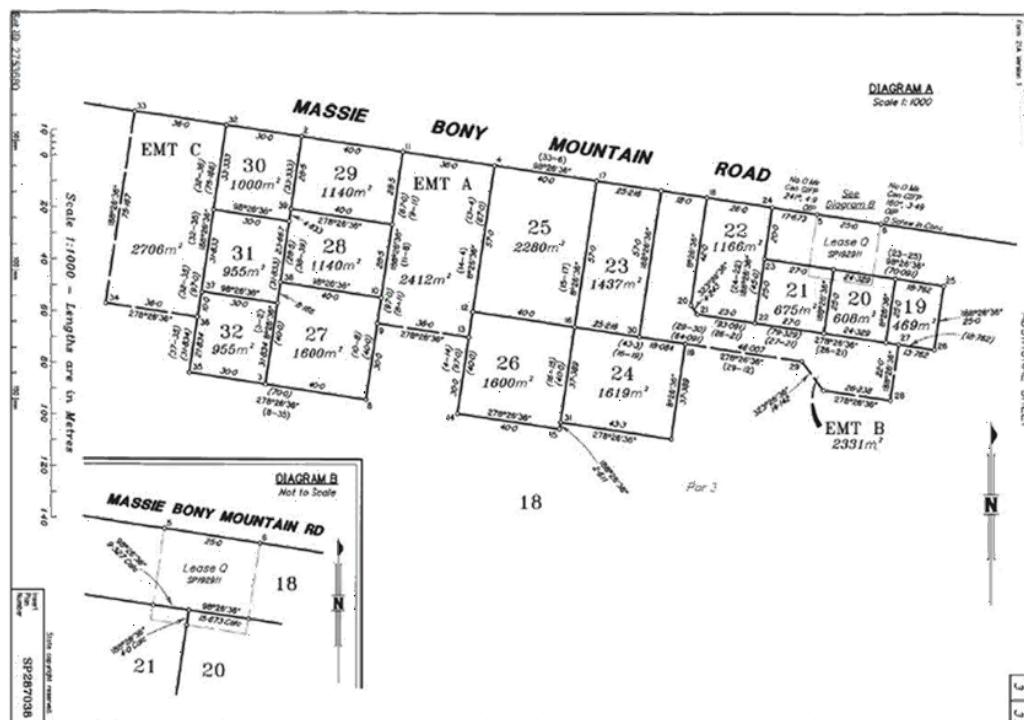
Source: Council Planning Office.

Figure 3.7 shows the location and relative size of the existing Western Subdivision lots at Warwick aerodrome.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



Figure 3.7. Western Subdivision



Source: Council Planning Office.

Table 3.5 presents a summary of recent sales data at the Warwick aerodrome. As can be seen, the smaller lot sizes can charge a premium, with the smallest lots selling at between \$50/m² and \$70/m², while the largest lot sizes are lower at approximately \$20/m² to \$30/m².

Table 3.5. Warwick Sales

Lot on Plan	Purchaser	Lot Size (m ²)	Sale Price (excl. GST)	Price per m ²	Sale Date
Eastern Sub-Division					
Lot 1 on SP287028 Lot 19 on SP287038	Warwick Gliding Club	10,035	\$200,000	\$19.93	Unknown
Lot 4 on SP287028	Papacek	1,600	\$50,000	\$31.25	10/2016
Lot 5 on SP287028	Andrews and Lange	1,600	\$50,000	\$31.25	Unknown
Lot 7 on SP287028	Hutchinson and Brandsen	1,600	\$50,000	\$31.25	11/2016
Lot 8 on SP287028	Wilkinson and Tesch	1,600	\$50,000	\$31.25	Unknown
Lot 9 on SP287028	Esler	1,600	\$50,000	\$31.25	09/2016
Lot 10 on SP287028	Shorland Developments	1,600	\$50,000	\$31.25	10/2016
Lot 11 on SP287028	Merritt	1,600	\$50,000	\$31.25	12/2016
Lot 12 on SP287028	Accretion Holdings	800	\$40,000	\$50.00	Unknown
Lot 13 on SP287028	Williams	800	\$40,000	\$50.00	Unknown
Lot 14 on SP287028	Anderson and Hopgood	1,600	\$50,000	\$31.25	06/2017
Total - East		24,435	\$680,000	\$27.83 (Avg)	

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



Lot on Plan	Purchaser	Lot Size (m ²)	Sale Price (excl. GST)	Price per m ²	Sale Date
Western Sub-division					
Lot 20 on SP287038	Hawthorne	608	\$43,000	\$70.72	Unknown
Lot 22 on SP287038	Sexton	1,166	\$45,500	\$39.02	Unknown
Lot 24 on SP287038	Bright	1,619	\$50,000	\$30.88	Unknown
Lot 25 on SP287038	Milligan	2,280	\$75,000	\$32.89	Unknown
Lot 26 on SP287038	Rosner	1,600	\$50,000	\$31.25	Unknown
Lot 27 on SP287038	Becker	1,600	\$50,000	\$31.25	Unknown
Lot 28 on SP287038	Roche	1,140	\$45,500	\$39.91	Unknown
Lot 29 on SP287038	Roche	1,140	\$45,500	\$39.91	Unknown
Lot 30 on SP287038	Dekker	1,000	\$45,000	\$45.00	Unknown
Lot 32 on SP287038	Kilpatrick	955	\$45,000	\$47.12	Unknown
Total – West		13,108	\$494,500	\$37.73 (Avg)	
Total - Warwick		37,543	\$1,174,500	\$31.28 (Avg)	

Source: Realestate.com.au, SDRC.

There are currently eight lots leased at the Warwick Aerodrome for \$3,000 per annum each which are listed in Table 3.6.

Table 3.6. Warwick Leases

Lot on Plan	Lessee	Lot Size (m ²)	Lease Fee (per annum)	Rent per m ²
Lot 2 on SP287028	Brachtenbach and Legg	1,600	\$2,639	\$1.65
Lot 3 on SP287028	Darryl Hardy	1,600	\$2,639	\$1.65
Lot 5 on SP287028	Andrews, Lange and King	1,600	\$2,639	\$1.65
Lot 15 on SP287028	McCartin Family Superannuation	1,600	\$2,639	\$1.65
Lot 16 on SP287028	McCartin Family Superannuation	1,600	\$2,639	\$1.65
Lot 17 on SP287028	Baker and Brown	1,600	\$2,639	\$1.65
Lot 21 on SP287038	Davren Family Investments P/L	675	\$3,941	\$5.84
Lot 23 on SP287038	Chris Sexton	1,437	\$2,371	\$1.65
Total			\$22,148	\$1.89 (Avg)

Source: SDRC.

3.3.2 Stanthorpe Aerodrome

Table 3.7 shows the sales history at Stanthorpe aerodrome.

Table 3.7. Stanthorpe Sales

Lot on Plan	Purchaser	Lot Size (m ²)	Sale Price (excl. GST)	Price per m ²	Sale Date
Lot 17 on SP210455	Maggiolo	1,278	\$41,800	\$32.71	10/2015
Lot 16 on SP210455	I'Ons	1,278	\$49,000	\$38.34	06/2008
Lot 25 on SP279644	D'Arcy	852	\$35,200	\$41.31	09/2015
Total Stanthorpe Sales		3,408	\$126,000	\$36.97 (Avg)	

Source: Realestate.com.au, SDRC.

The sales performance of developed lots at Stanthorpe aerodrome is poor with only 3 out of 20 sold (despite offering the lots at a reduced price).

3.3.3 Summary of Recent Sales/ Lease History

Recent history suggests that there is demand to justify developing additional lots at Warwick. This is evidenced by an almost sold out current allotment. Consultation has revealed that whilst there is currently a surplus of general industrial land located in both Stanthorpe and Warwick, none of this land is located at either aerodrome and is therefore not suitable for aviation specific recreational and commercial users. The existing mixture of aviation specific lot sizes and the ability to either lease or purchase the lots appears to have been a successful strategy.

Stanthorpe has had few sales of their existing lots. Therefore, it is not considered necessary to develop further lots at this stage without determining the reason for low sales and addressing the underlying root causes.

3.4 RECOMMENDATION

3.4.1 Warwick Aerodrome

Preliminary mapping provided by ACG, indicates there is approximately 7.0 ha of potential development area at Warwick aerodrome, located to the North West of the runway.

Stakeholder consultation and historical sales data indicate that there is demand for both recreational and commercial/ industrial land at the Warwick aerodrome. This demand stems from aviation enthusiasts and commercial operators geared around the aviation industry, such as flight training, air force academies, and aviation support services.

On this basis, it appears that an additional development at the Warwick aerodrome would be supported by demand for lots. However, further analysis is required to determine what the appropriate next steps are for any additional development.

3.4.2 Stanthorpe Aerodrome

There is approximately 1.0 ha of potential development area at Stanthorpe, located on the Southern side of the runway, to the North of the existing developed lots.

Stakeholder consultation and historical sales data indicate that there is no demand for additional airside lots, with several existing lots still vacant.

Before developing any further lots, it is recommended that Council should consider opportunities to increase the level of demand for the existing lots, including:

- Improving the service offer at the aerodrome.
- Offering leasehold arrangements.
- Changing the zoning at the aerodrome to allow resident recreational aviation enthusiasts to live on site.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



- Advertising to increase the sales of existing lots.

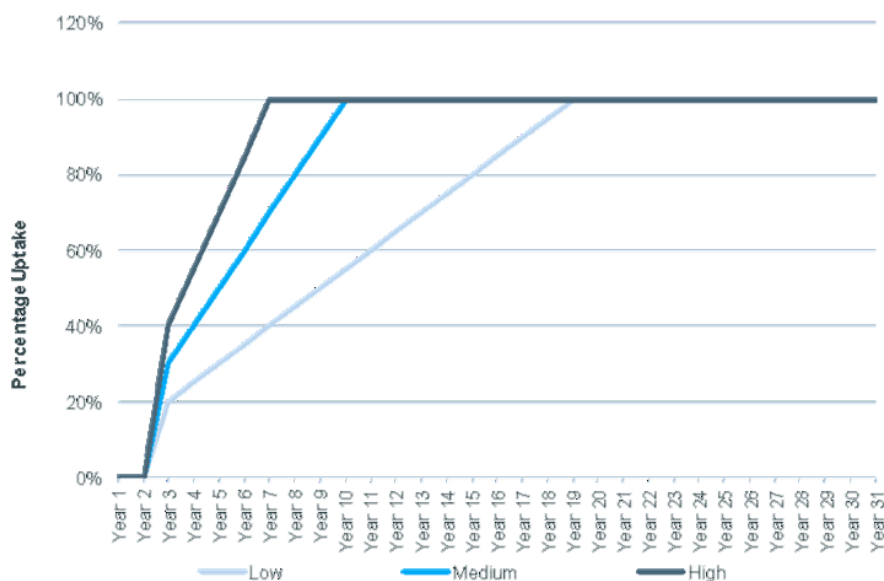
3.4.3 Demand Profile

3.4.3.1 Warwick Aerodrome

A high, medium and low demand profile has been developed for the take up of lots at the Warwick aerodrome. Rather than being prescriptive about the individual lot size uptake, a percentage-based approach has been adopted, with 100% representing the total available land.

Figure 3.8 shows that all demand profiles follow a similar pattern, with a larger percentage taken up in Year 3, as latent demand in the market is met. From Year 4 onwards, a reduced rate of annual take up of lots has been assumed.

Figure 3.8. Demand Profiles



Source: AEC.

Table 3.8 contains a summary of the assumptions driving the demand profiles shown in Figure 3.8.

Table 3.8. Demand Profile Assumptions

Demand Profile	2021 Demand	2022 Onwards
Low	20%	5% per annum
Medium	30%	10% per annum
High	40%	15% per annum

Source: AEC.

3.4.3.2 Stanthorpe Aerodrome

Based on feedback from stakeholders, and the availability of existing lots at the Stanthorpe aerodrome, there does not appear to be any demand for additional lots at this stage.

3.5 INVESTMENT IN THE PRECINCT

In undertaking the economic analysis in section 4, assumptions were made regarding the take-up of land and types of industry and activities the land within the precinct would be used for, which are presented below. In interpreting the assumptions outlined in this section it is important to recognise the assumptions outlined are indicative only and are used to present a scenario for use in modelling.

3.5.1 Assumed Development Profile

Once the site has been developed, lots will be further developed by industry locating within the precinct. Three potential scenarios of demand have been developed and are summarised in section 3.4.3.1. The medium scenario has been used as the basis for the economic analysis (section 3.5), though low and high scenarios are also examined in sensitivity analysis (section 4.4.2).

3.5.2 Assumed Uses

In understanding the likely uses attracted to the precinct the findings from case studies, consultation and existing activity at Warwick Aerodrome have been used. Based on this information, it has been assumed approximately 70% of lots will primarily be used as private hangars (for personal or limited commercial/ charter uses), and 30% for businesses and organisations locating to the precinct. Of the business uses, approximately half of this (i.e. 15% of total) is assumed to be used for aircraft maintenance activities, with the remainder a mix of fuel supply, aircraft chartering services, and aerodrome/ aeroclub operations (including flight school activities).

The following table provides a breakdown of the assumed share of the precinct by activity at full development, as well as the industries these uses are allocated to for modelling.

Table 3.9. Industry/ Use Assumptions

Activity	Industry	Assumed Share of Stage	Area at Full Development (m ²)
Aircraft maintenance	Aircraft Manufacturing	15.0%	5,610
Aerodrome operations	Transport Support Services and Storage	2.5%	935
Aircraft charter	Air and Space Transport	2.5%	935
Fuel	Wholesale Trade	5.0%	1,870
Flight school/ aero club	Sports and Community Education	5.0%	1,870
Private hangar	None	70.0%	26,180
Total		100.0%	37,400

Source: AEC.

3.5.3 Assumed Development Costs

Assumptions regarding the potential development expenditure for activities locating within the precinct have been estimated on a per square metre of gross floor area (GFA) basis, using data from Rawlinsons Construction Handbook (Rawlinsons, 2019) as a guide. In identifying the total GFA, assumptions have also been made regarding the anticipated conversion between land area and built form GFA for each industry/ use, with an average plot ratio of 40% assumed.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



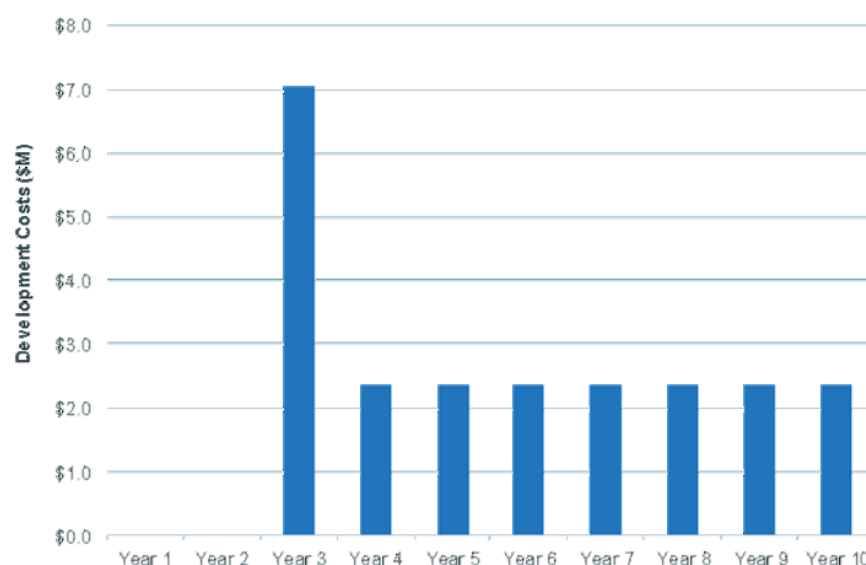
Table 3.10. Assumed Development Costs for Industry Locating in the Precinct

Activity	Industry	Assumed Land to GFA Ratio	Assumed Cost per m ² GFA
Aircraft maintenance	Aircraft Manufacturing	40%	\$1,750
Aerodrome operations	Transport Support Services and Storage	40%	\$1,750
Aircraft charter	Air and Space Transport	40%	\$1,750
Fuel	Wholesale Trade	40%	\$1,750
Flight school/ aero club	Sports and Community Education	40%	\$1,750
Private hangar	None	40%	\$1,500

Source: Rawlinsons (2019), AEC.

For the purposes of this study, construction of buildings is assumed to take approximately six months on average per lot. The following figure provides a summary of anticipated development costs for attracted tenants based on the medium land take-up timing scenario outlined in section 3.4.3.1.

Figure 3.9. Facilitated Investment within the Precinct



Source: Rawlinsons (2019), AEC.

3.5.4 Assumed Operational Activity

Operational activity of industry locating within the precinct was estimated using assumptions regarding the ratio of GFA per employee to estimate total employment. Assumptions used in this study are outlined in Table 3.11 below and reflect relatively low employment density in line with the types of uses anticipated.

Table 3.11. Assumed Operational Employment for Industry Locating in the Precinct

Activity	Industry	GFA per Employee	Employees at Full Development
Aircraft maintenance	Aircraft Manufacturing	150	15
Aerodrome operations	Transport Support Services and Storage	150	2
Aircraft charter	Air and Space Transport	150	2
Fuel	Wholesale Trade	200	4
Flight school/ aero club	Sports and Community Education	150	5
Private hangar	None	0	0

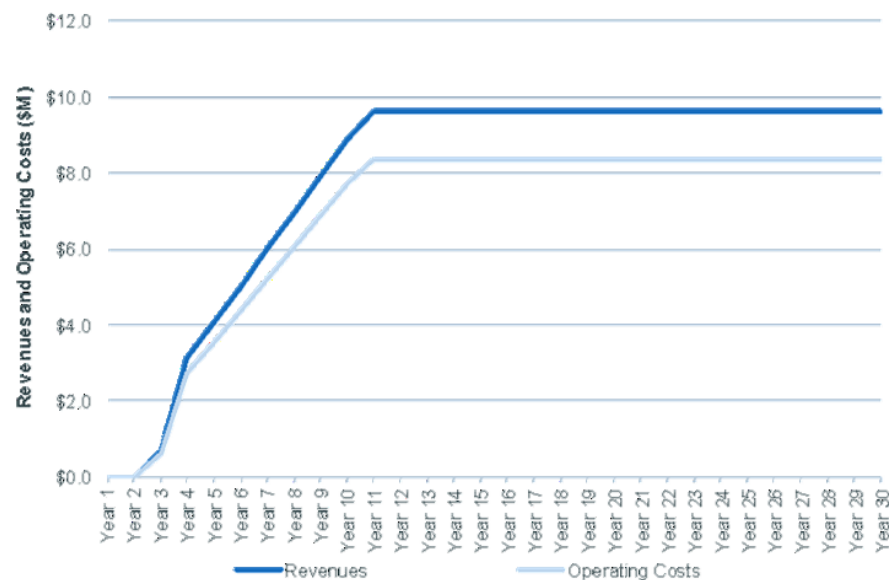
Source: AEC.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



Estimated of economic activity (revenues and operating costs) were then developed using National Input-Output multipliers on a per employee basis (ABS, 2019a). For the purposes of this assessment, operations are assumed to commence following an average of six-month construction period for development of the built form. To be conservative, only 25% of the annual operating activity of tenants locating in the precinct is included in the year they are assumed to take-up the land, and 100% each year thereafter. Figure 3.10 below outlines the anticipated timing and quantum of operating revenues and costs for tenants in the medium land take-up scenario.

Figure 3.10. Annual Operating Revenues and Costs for Industry Locating in the Precinct



Source: ABS (2019a), AEC.

4. ECONOMIC EVALUATION

4.1 SCOPE & GENERAL ASSUMPTIONS

This cost benefit analysis provides an overview of the net economic costs and benefits associated with development and release of additional lots at the Warwick Aerodrome (as outlined in section 3.4.3.2, insufficient demand has been identified to justify development of additional lots at Stanthorpe Aerodrome). Two potential development cost scenarios have been examined, based on whether a proposed main water pipeline corridor proceeds that would significantly reduce the distance to the nearest main water (additional details outlined in section 2.1.2). The two cost scenarios examined are:

- **Cost Scenario 1:** Assumes the proposed pipeline corridor **does not proceed**, and thereby approximately 6.5km of external water infrastructure is required to be developed to connect to the nearest main water.
- **Cost Scenario 2:** Assumes the proposed pipeline corridor **does proceed**, providing main water infrastructure that passes close by the Warwick Aerodrome and significantly reducing the cost to connect to the nearest main water.

Additional details regarding the approach used for this cost benefit analysis is presented in Appendix A.

The following key assumptions have been used in this economic analysis, which are consistent with national and state guidelines for cost benefit analysis:

- A modelling period of 30 years has been examined.
- All years presented in the cost benefit analysis are for financial years ending 30 June.
- Costs and benefits have been assessed against real discount rates of 4%, 7% and 10%.
- All values are presented in 2019 real dollar terms. As real discount rates are used, all values are in real terms and do not include inflation.

Decision Criteria:

The Net Present Value (NPV) and Benefit Cost Ratio (BCR) will be the primary decision criteria for the economic appraisal. The NPV of a project expresses the difference between the present value (PV) of future benefits and PV of future costs, i.e.: $NPV = PV \text{ Benefits} - PV \text{ Costs}$. The BCR provides the ratio between the PV of benefits and PV of costs, i.e., $BCR = PV \text{ Benefits} / PV \text{ Costs}$.

Where the economic appraisal results in a:

- Positive NPV and BCR above 1: the project will be deemed as being desirable.
- NPV equal to zero and BCR of 1: the project will be deemed neutral (i.e., neither desirable nor undesirable).
- Negative NPV and BCR below 1: the project will be deemed undesirable.

The Internal Rate of Return (IRR), which indicates the discount rate which would return an NPV of \$0 and a BCR of 1, is also reported.

The costs and benefits assessed in this analysis relate to the costs and benefits accruing to stakeholders of the Southern Downs local government area.

4.2 WITH PROJECT & BASE CASE SCENARIOS

Cost benefit analysis examines the benefits and costs of a project compared (a "With Project" scenario) to what would otherwise be expected to occur (a "Base Case" scenario). The Base Case provides the basis against which project options are compared and is designed to reflect an anticipated state of the world should the project being examined not proceed. For this analysis, the Base Case assumes no additional land is developed and released for commercial or private purposes at either Warwick or Stanthorpe Aerodromes, and that reticulated water and

wastewater infrastructure is not developed to service the aerodromes. Existing tenants are assumed to continue to be serviced by non-reticulated water and wastewater infrastructure.

The With Project scenario assumes additional land is developed for release at the Warwick Aerodrome, as per the project description provided in section 2. As part of developing these lots, reticulated water and wastewater infrastructure is assumed to be developed to service both existing and new tenants of the Warwick Aerodrome, with two cost scenarios examined regarding the cost for connecting to main water based on whether a proposed pipeline corridor is developed independently of this project. Take-up of new lots under both scenarios is assumed to follow the medium demand profile presented in section 3.4.3.1. No other land is available in the region suitable for aviation related activities, and without development of this land the additional activity undertaken on these lots would otherwise not be expected to occur elsewhere in the Southern Downs.

4.3 QUANTIFICATION & VALUATION OF COSTS & BENEFITS

4.3.1 Costs

4.3.1.1 Construction Costs

Development of the lots is estimated to cost \$11.69 million for Cost Scenario 1 and \$8.01 million for Cost Scenario 2, as per Table 2.4 in section 2.1.2. This is inclusive of design and consultancy fees, earthworks, airside and landside pavement, services and fencing. Timing for this works will depend on approvals and final investment decision, but for this assessment approximately 10% of costs have been assumed to occur in the first financial year (Year 1) and the remainder in the second financial year (Year 2) for both scenarios.

4.3.1.2 Ongoing Infrastructure Maintenance Costs

Two key infrastructure components will be developed as part of the project that will require ongoing and/or periodic maintenance:

- Pavements (i.e. taxiways): Taxiways require rejuvenation every five years and full reseal every 20 years. The following costs were included:
 - Rejuvenation (both cost scenarios): Every five years at \$36,300 (12,100 sqm x \$3 per sqm), commencing in Year 7 (assuming first year of operations is Year 3)
 - Full reseal (both cost scenarios): At Year 20 of operations at \$217,800 (12,100 sqm x \$18 per sqm)
- Service Infrastructure (water, wastewater, etc): For both scenarios it has been assumed that maintenance of services infrastructure of 1.5% of capital cost will be required each year on average. This equates to the following for each cost scenario:
 - Cost Scenario 1: Approximately \$78,800 per annum (starting in Year 3).
 - Cost Scenario 2: Approximately \$38,400 per annum (starting in Year 3).

4.3.1.3 Development Costs for Attracted Tenants

Assumptions used in developing construction cost estimates for industry locating to the precinct, as well as timing, are outlined in section 3.5.3. The same assumptions regarding development costs for attracted tenants are used for the two cost scenarios examined.

Given the unique types of activities assumed to be attracted to the Warwick Aerodrome, it is assumed none of the activities would otherwise occur or locate elsewhere within Southern Downs without the project, and all of this activity is therefore considered to be net new activity in the LGA.

4.3.1.4 Operating Costs for Attracted Tenants

Assumptions used in developing estimates of additional business activity for industry locating to the precinct, as well as timing, are outlined in section 3.5.4. The same assumptions regarding additional business activity for

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



industry locating in the precinct are used for the two cost scenarios examined. Operating costs for these businesses have been included as a cost item in the cost benefit analysis.

As with the development costs above (section 4.3.1.3), given the unique types of activities assumed to be attracted to the Warwick Aerodrome, it is assumed none of the activities would otherwise occur or locate elsewhere within Southern Downs without the project, and all of this activity is therefore considered to be net new activity in the LGA.

4.3.2 Benefits

4.3.2.1 Revenue of Attracted Tenants

Assumptions used in developing estimates of additional business activity for industry locating to the precinct, as well as timing, are outlined in section 3.5.4. The same assumptions regarding additional business activity for industry locating in the precinct are used for the two cost scenarios examined. Revenues for these businesses have been included as a benefit item in the cost benefit analysis.

As with the development costs above (section 4.3.1.3), given the unique types of activities assumed to be attracted to the Warwick Aerodrome, it is assumed none of the activities would otherwise occur or locate elsewhere within Southern Downs without the project, and all of this activity is therefore considered to be net new activity in the LGA.

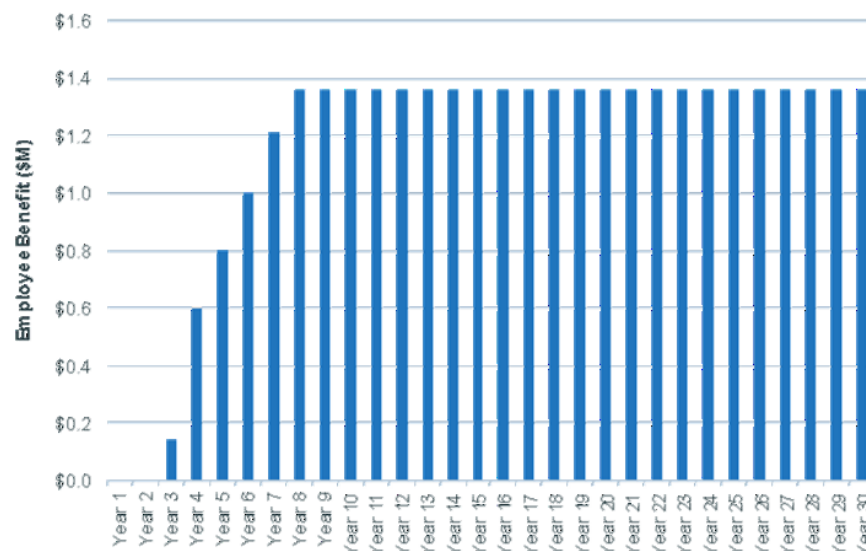
4.3.2.2 Additional Employment & Incomes

While staff salaries represent a cost to business (captured in the Operating Costs for Attracted Tenants in section 4.3.1.4 above), these jobs also represent a benefit to these employees. The benefit of employment can be measured in terms of the wages and salaries earned through work, which were estimated using the same National Input-Output transaction tables used to developed estimates of revenues and operating costs (ABS, 2019a).

However, not all of the incomes earned by employees will reflect a net additional benefit – some employees would otherwise likely be gainfully employed elsewhere and even those people that would otherwise be unemployed would still contribute to economic activity. For the purposes of this study it has been assumed that 50% of the wages and salaries component represents a net economic benefit.

The annual employee benefit is presented in the figure below. The same assumed annual employee benefits are used for the two cost scenarios examined.

Figure 4.1. Annual Employee Benefit for New Jobs in the Precinct



Source: ABS (2019a), AEC.

4.3.2.3 Benefit for Private Users of Aerodrome

The operating revenues and employee benefits examined in sections 4.3.2.1 and 4.3.2.2 above outline the benefits of the project for commercial enterprises locating in the precinct. However, it is anticipated most tenants will be private users that develop hangars for their aircraft and use the aerodrome primarily for recreational and/ or limited commercial activities (e.g. occasional charter, agricultural services, etc.).

In identifying the potential benefits for these users, the following has been assumed:

- On the 16 lots developed it has been assumed approximately 15 hangars may be developed to support private user aircraft (with one aircraft per hangar).
- Estimates of the number of uses per annum and hours flown were developed based on national averages between 2014 and 2018 for General Aviation, using statistics from the Bureau of Infrastructure, Transport and Resource Economics (BITRE, 2019). Using this data, it was estimated that:
 - Each aircraft is used 182 times per annum on average.
 - The average flight (excluding flight training) per use takes approximately 1 hour and 15 minutes.
 - Approximately 65% of uses will be for business/ commercial purposes and 35% for recreational purposes.
- The value of business/ commercial uses was estimated based on the average hourly income of resident workers in Southern Downs LGA plus the ratio of total industry gross operating surplus (i.e. business profit) to employee incomes:
 - The average hourly income in Southern Downs LGA is estimated to be approximately \$30, based on 2016 Census of Population and Housing data (ABS, 2017) inflated to 2019 dollars using growth in Queensland's average weekly ordinary time earnings between 2016 and 2019 (ABS, 2019b).
 - Gross operating surplus was estimated using the national Input-Output transaction tables (ABS, 2019a) and the mix of industry employment in Southern Downs from the 2016 Census of Population and Housing data (ABS, 2017).
- The value of recreational uses was estimated based on the average hourly income of resident workers in Southern Downs LGA (\$30 as per above) and assuming a leisure time value equivalent to 40% of this hourly income in line with standard leisure time valuation approaches (ATAP, 2016). An average of 1.5 people per flight has been assumed. This should be considered the minimum leisure value delivered for recreational uses.

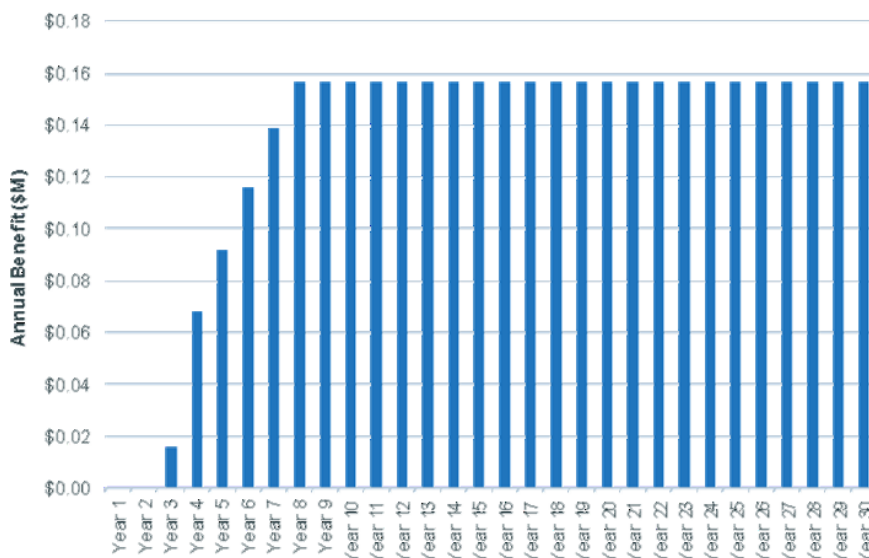
Based on the above approach, it is estimated approximately 2,250 hours of additional commercial uses may be delivered each year once fully developed, providing a total value of \$135,000 per annum. A total of 1,210 recreational hours are also estimated to be flown, across an average of 1.5 people per flight, providing a leisure value of \$21,780 per annum at full development.

This benefit has been assumed to follow the same development path as operating activity outlined in section 3.5.4. The annual benefit delivered through private use is depicted in the following graph. The same assumptions regarding annual benefits from private use are used for the two cost scenarios examined.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



Figure 4.2. Annual Benefit from Private Use



Source: ABS (2019a), AEC.

4.3.2.4 Benefits from Improved Water Security

The project will deliver water and wastewater infrastructure to the Warwick Aerodrome. Currently the aerodrome is not on the reticulated water network. Access to the reticulated water network will provide enhanced water security and reliability for tenants of the aerodrome compared to existing supply.

Several studies have been conducted attempting to value the amenity benefit that increased water services and security provide to the local community. Most commonly these studies identify a willingness to pay within the community to facilitate an upgrade/expansion or improved services.

Examples include:

- Hensher et al. (2005) and Griffin and Mjelde (2000) identified Australian and American households were willing to pay approximately AUD \$200-\$350 per annum (current dollar terms) to improve potable water security.
- NSW Department of Industry (2018) recommend applying a benefit of \$218 per household/ annum as a representation of Willingness to Pay (WTP) to avoid water restrictions.

This study has assumed an annual benefit of \$250 per tenant (existing and new) at the Warwick Aerodrome as a result of the project. This has been applied across the 33 existing lots as well as the 16 new lots. All existing lots are assumed to receive this benefit each year from post construction onwards (Year 3 - onwards). For new lots, this benefit is assumed to grow in line with take-up of lots.

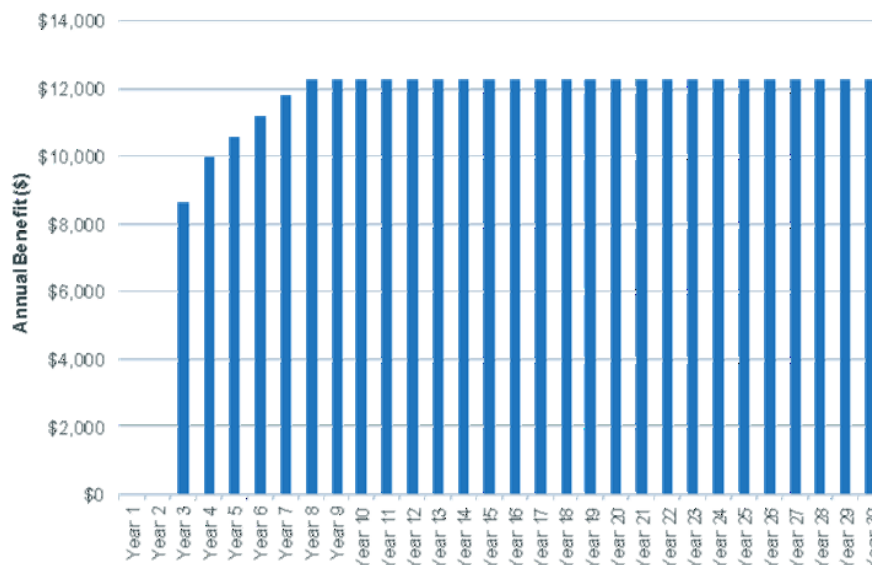
Cost Scenario 2 will also see additional water infrastructure developed that provides enhanced water security for the broader region. However, this additional water security benefit delivered in Cost Scenario 2 has not been included in this assessment as the benefit is delivered by infrastructure that is not part of the project being examined. Only the benefit delivered from connecting the aerodrome to the main water pipeline has been included, which is assumed to be the same regardless of the cost scenario examined.

The annual benefit delivered through improved water security is depicted in the following graph.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



Figure 4.3. Annual Benefit from Improved Water Security



Source: AEC.

4.3.3 Costs & Benefits Not Included

In addition to the costs and benefits examined above, the following impacts may also be expected to occur:

- Council will receive revenues from the sales/ lease of land following lot development. This has been excluded from the cost benefit analysis however on the basis this will also represent a cost to those purchasing/ leasing the land (and thereby is effectively a transfer payment). Benefits to those buying/ leasing the land are captured in the operating activity and benefits for private users.
- Council will also be expected to receive additional revenues from additional landing fees, as well as rates and charges. These have also been excluded however on the basis that these will likely be set to cover the ongoing costs for providing these services.
- The provision of water and wastewater infrastructure will provide a cost saving for developers of the built form on the lots as a result of not requiring to develop water and septic tanks to service the lots. There will also be ongoing costs avoided by tenants for operating and maintaining this infrastructure, as well as an associated visual and olfactory amenity benefit delivered through not requiring water and septic tanks. These benefits have not been examined in this analysis as they are best examined as a comparison to an alternative scenario in which services infrastructure is not included as part of the project.
- The cost benefit analysis has examined the potential additional operating activity for the new lots developed, however, has not examined the potential additional economic activity of existing businesses at the Aerodrome above that captured in the new lots, as a result of additional activity at the Aerodrome. This has been done on the conservative basis that to expand existing business would require expanding to the new lots, however, this is a conservative assumption and existing businesses may be able to expand and increase activity within current premises.

4.4 COST BENEFIT ANALYSIS RESULTS

4.4.1 Scenario 1 Results

The cost benefit analysis identified that at a discount rate of 4% the development of lots at Warwick Aerodrome (the project) under Cost Scenario 1 is deemed to be economically desirable with the costs outweighing the benefits, but at more commercial rates of return (i.e. 7% and above) the project is not considered a desirable investment.

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



As the project will largely provide a social good to the community, with the majority of tenants likely private recreational users, it is considered that commercial discount rates (i.e. rates above 7%) are likely inappropriate for assessing the desirability of the project. However, rates of 7% and 10% are presented in the table below (along with 4%) in line with Queensland and Australian Government guidelines for assessment.

The cost benefit analysis provided a benefit cost ratio (BCR) above 1 at all discount rates below 5.1%, but below 1 for all discount rates above 5.1%.

At a 4% discount rate the cost benefit analysis results are as follows:

- Net Present Value (NPV) of \$4.1 million, with a present value (PV) of benefits of \$145.0 million and a PV of costs of \$140.9 million.
- BCR of 1.03.
- Internal Rate of Return (IRR) of 5.1%.

The return is likely also greater than that outlined in this study in consideration of the non-quantified benefits outlined in section 4.3.3.

Table 4.1. Summary of the Cost Benefit Analysis, Cost Scenario 1

Impact	Total Value (\$M)	PV (\$M) - 4% Discount Rate	PV (\$M) - 7% Discount Rate	PV (\$M) - 10% Discount Rate
Costs				
Construction Costs	\$11.7	\$11.3	\$11.0	\$10.7
Ongoing Infrastructure Maintenance Costs	\$2.6	\$1.4	\$1.0	\$0.7
Development Costs for Attracted Tenants	\$23.6	\$19.6	\$17.3	\$15.3
Operating Costs for Attracted Tenants	\$204.2	\$108.6	\$72.2	\$50.4
Total Costs	\$242.1	\$140.9	\$101.5	\$77.2
Benefits				
Revenue of Attracted Tenants	\$235.2	\$125.0	\$83.1	\$58.0
Additional Employment & Incomes	\$33.3	\$17.7	\$11.8	\$8.2
Benefit for Private Users	\$3.8	\$2.0	\$1.4	\$0.9
Benefits from Improved Water Security	\$0.3	\$0.2	\$0.1	\$0.1
Total Benefits	\$272.7	\$145.0	\$96.4	\$67.3
Summary				
Net Present Value	-	\$4.1	-\$5.1	-\$9.9
Benefit Cost Ratio	-	1.03	0.95	0.87

Source: AEC.

4.4.2 Scenario 2 Results

The lower development costs and ongoing maintenance required under Cost Scenario 2 provides a better economic outcome from the project compared to Cost Scenario 1, with a higher NPV and BCR at all discount rates. As with Cost Scenario 1, Cost Scenario 2 provides a positive NPV (\$8.3 million) and BCR above 1 (1.06) at a 4%

discount rate. The project under Cost Scenario 2 has an IRR of 6.5%, and thereby at discount rates of 7% and 10% the project returns a negative NPV and BCR below 1.

Table 4.2. Summary of the Cost Benefit Analysis, Cost Scenario 2

Impact	Total Value (\$M)	PV (\$M) - 4% Discount Rate	PV (\$M) - 7% Discount Rate	PV (\$M) - 10% Discount Rate
Costs				
Construction Costs	\$8.0	\$7.7	\$7.5	\$7.4
Ongoing Infrastructure Maintenance Costs	\$1.4	\$0.8	\$0.5	\$0.4
Development Costs for Attracted Tenants	\$23.6	\$19.6	\$17.3	\$15.3
Operating Costs for Attracted Tenants	\$204.2	\$108.6	\$72.2	\$50.4
Total Costs	\$237.3	\$136.7	\$97.5	\$73.5
Benefits				
Revenue of Attracted Tenants	\$235.2	\$125.0	\$83.1	\$58.0
Additional Employment & Incomes	\$33.3	\$17.7	\$11.8	\$8.2
Benefit for Private Users	\$3.8	\$2.0	\$1.4	\$0.9
Benefits from Improved Water Security	\$0.3	\$0.2	\$0.1	\$0.1
Total Benefits	\$272.7	\$145.0	\$96.4	\$67.3
Summary				
Net Present Value	-	\$8.3	-\$1.1	-\$6.2
Benefit Cost Ratio	-	1.06	0.99	0.92

Source: AEC.

4.5 SENSITIVITY ANALYSIS

4.5.1 Testing Key Assumptions

Sensitivity analysis in this section has been undertaken using a Monte Carlo analysis across the key assumptions used in the CBA modelling, for the medium take-up scenario.

Each of the assumptions has been tested in isolation with all other inputs held constant, with the results reported in Table 4.3 in terms of the modelled change in NPV resulting from the variance in the base assumptions at a discount rate of 4%. The final row of the table examines each assumption simultaneously to provide a 'combined' or overall sensitivity of the model findings to the assumptions used. Table 4.3 outlines the distribution of NPV allowing for a 10% confidence interval, with the '5%' and '95%' representing a 90% probability that the NPV will be within the range outlined in the table.

The table shows, at a discount rate of 4%:

- For Cost Scenario 1: There is a 90% probability the project will provide an NPV of between -\$24.9 million and \$31.4 million. Sensitivity testing returned a positive NPV across 58.4% of the 5,000 iterations run in Monte Carlo analysis.
- For Cost Scenario 2: There is a 90% probability the project will provide an NPV of between -\$19.9 million and \$35.7 million. Sensitivity testing returned a positive NPV across 68.2% of the 5,000 iterations run in Monte Carlo analysis.

The results are most sensitive to the estimated operating activity of businesses attracted to the precinct (revenues and operating costs).

SOUTHERN DOWNS AERODROME INDUSTRIAL DEVELOPMENT (AVIATION PROJECTS)



Table 4.3. Sensitivity Analysis Summary, Discount Rate 4%, 2019 dollar terms

Variable	Net Present Value (\$M)			
	Scenario 1		Scenario 2	
	5%	95%	5%	95%
Costs				
Construction Costs	\$2.1	\$5.5	\$6.9	\$9.3
Ongoing Infrastructure Maintenance Costs	\$3.8	\$4.3	\$8.1	\$8.4
Development Costs for Attracted Tenants	\$0.6	\$6.6	\$4.8	\$10.8
Operating Costs for Attracted Tenants	-\$13.8	\$21.9	-\$9.6	\$26.1
Benefits				
Revenue of Attracted Tenants	-\$16.5	\$24.6	-\$12.3	\$28.8
Additional Employment & Incomes	\$1.1	\$7.0	\$5.3	\$11.2
Benefit for Private Users	\$3.4	\$4.7	\$7.6	\$8.9
Benefits from Improved Water Security	\$4.0	\$4.1	\$8.2	\$8.3
Overall Combined	-\$24.9	\$31.4	-\$19.9	\$35.7

Notes: The percent distributions used for each variable are provided below:

- Construction of the Project: maximum 30% higher, minimum 20% lower.
- Ongoing Infrastructure Maintenance Costs: normally distributed with standard deviation of 10% from the mean.
- Development Costs for Attracted Tenants: maximum 30% higher, minimum 20% lower.
- Operating Costs for Attracted Tenants: normally distributed with standard deviation of 10% from the mean.
- Revenue of Attracted Tenants: normally distributed with standard deviation of 10% from the mean.
- Additional Employment & Incomes: normally distributed with standard deviation of 10% from the mean.
- Benefit for Private Use: normally distributed with standard deviation of 20% from the mean.
- Benefits from Improved Water Security: normally distributed with standard deviation of 20% from the mean.

Source: AEC.

4.5.2 Testing Low and High Demand Scenarios

The cost benefit analysis examines the costs and benefits associated with the medium take-up scenario outlined in section 3.4.3.1. This section examines the results based on the low and high demand scenarios for comparison. All assumptions used in estimating costs and benefits are as per those presented in section 4.3, with the only difference being the timing for take-up of lots (and thereby development profile and activity for new tenants) based on the low and high take-up scenarios presented in section 3.4.3.1.

Results of the cost benefit analysis across the three land take-up scenarios at a 4% discount rate are presented in the table below, for both of the cost scenarios. For Cost Scenario 1, in the low land take-up scenario the cost benefit analysis outlines the project would deliver a marginally negative NPV at a 4% discount rate, while benefits would be slightly greater in the high scenario compared to the medium scenario. For Cost Scenario 2, all land take-up scenarios provide a positive NPV and BCR above 1 at a 4% discount rate.

Overall, the timing of land take-up is not estimated to significantly alter the overall results.

Table 4.4. Cost Benefit Analysis Results for Different Land Take-Up Scenarios, 4% Discount Rate

Scenario	PV of Costs (\$M)	PV of Benefits (\$M)	NPV (\$M)	BCR	IRR
Scenario 1					
Low	\$115.4	\$114.4	-\$1.0	0.99	3.7%
Medium	\$140.9	\$145.0	\$4.1	1.03	5.1%
High	\$150.5	\$156.5	\$6.0	1.04	5.6%
Scenario 2					
Low	\$111.2	\$114.4	\$3.2	1.03	5.1%
Medium	\$136.7	\$145.0	\$8.3	1.06	6.5%
High	\$146.3	\$156.5	\$10.2	1.07	7.0%

Source: AEC.

REFERENCES

- ABS, 2019a. *Australian National Accounts: Input-Output Tables – Electronic Publication, 2016-17 tables*. Cat. No. 5209.0.55.001, Australian Bureau of Statistics, Canberra.
- ABS, 2019b. *Average Weekly Earnings, Australia*. Cat. No. 6302.0, Australian Bureau of Statistics, Canberra.
- ABS, 2017. *Census of Population and Housing 2016*. TableBuilder. Australian Bureau of Statistics, Canberra.
- ACG (2019). *SDRC Aerodromes Industrial Developments*. Airport Consultancy Group, December 2019.
- AP, 2016. *Development Master Plan 2016: Cooktown Airport*. Prepared by Aviation Projects for Cook Shire Council, July 2016.
- AP, 2019. *Master Plan 2019: St George Airport*. Prepared by Aviation Projects for Balonne Shire Council, September 2019.
- ARC, 2016. *Armidale Regional Airport: Master Plan*. Armidale Regional Council, June 2016. Available online at: <https://www.armidaleregional.nsw.gov.au/ArticleDocuments/516/Armidale%20Regional%20Airport%20-%20Master%20Plan%20-%20FINAL.pdf.aspx>
- ARC, 2017. *Airport Industrial Subdivision Approved*. Accessed on 17/07/2019, and available online at: <https://www.armidaleregional.nsw.gov.au/news/news-2017/airport-industrial-subdivision-approved>
- ATAP, 2016. *Australian Transport Assessment and Planning Guidelines - PV2 Road Parameter Values*. Published by Australian Transport Assessment and Planning Guidelines Steering Committee, Transport and Infrastructure Council, Australian Government, Canberra.
- BRC, 2019. *Invest Bundaberg: Aviation & Aerospace Precinct*. Accessed on 21/10/2019, and available online at: http://www.investbundaberg.com.au/Portals/1/01_Home_Page/NewAirportLandAd.pdf
- CRE, 2019. *Airport Precinct New England Highway Armidale*. Accessed on 21/10/2019, and available online at: <https://www.commercialrealestate.com.au/property/airport-precinct-new-england-highway-armidale-nsw-2350-2015381844>
- FCRC, 2014. *Fraser Coast Opportunities: Priority Projects 2013-2014*. Fraser Coast Regional Council, 2014.
- Rawlinsons, 2019. *Australian Construction Handbook, 2019*. Edition 37. Rawlinsons Publishing, Perth.
- TAG, 2016. *Bundaberg Airport Master Plan 2016-2026*. Prepared by The Airport Group for Bundaberg Regional Council, May 2016.

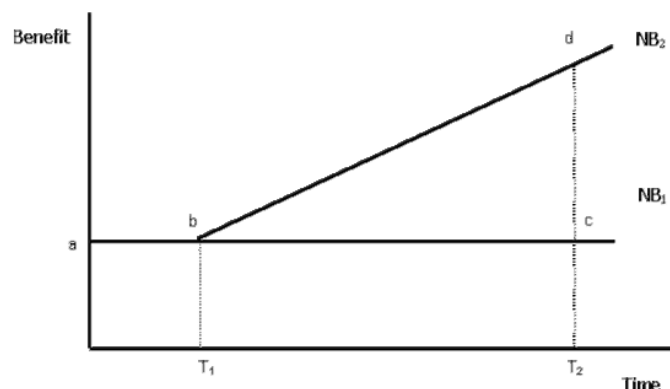
APPENDIX A: CBA METHODOLOGY

STEP 1: DEFINE THE SCOPE & BOUNDARY

To enable a robust determination of the net benefits of undertaking a given project, it is necessary to specify base case and alternative case scenarios. The base case scenario represents the 'without project' scenario and the alternative or 'with project' scenario examines the impact with the project in place.

The base case (without) scenario is represented by line NB_1 (bc) over time T_1 to T_2 in the figure below. The investment in the project at time T_1 is likely to generate a benefit, which is represented by line NB_2 (bd). Therefore the net benefit flowing from investment in the project is identified by calculating the area (bcd) between NB_1 and NB_2 .

Figure A.1. With and Without Scenarios



Source: AEC.

STEP 2: IDENTIFY COSTS & BENEFITS

A comprehensive quantitative specification of the benefits and costs included in the evaluation and their various timings is required and includes a clear outline of all major underlying assumptions. These impacts, both positive and negative, are then tabulated and where possible valued in dollar terms.

Some impacts may not be quantifiable. Where this occurs the impacts and their respective magnitudes will be examined qualitatively for consideration in the overall analysis.

Financing costs are not included in a CBA. As a method of project appraisal, CBA examines a project's profitability independently of the terms on which debt finance is arranged. This does not mean, however, that the cost of capital is not considered in CBA, as the capital expenses are included in the year in which the transaction occurs, and the discount rate (discussed below in Step 5) should be selected to provide a good indication of the opportunity cost of funds, as determined by the capital market.

STEP 3: QUANTIFY & VALUE COSTS & BENEFITS

CBA attempts to measure the value of all costs and benefits that are expected to result from the activity in economic terms. It includes estimating costs and benefits that are 'unpriced' and not the subject of normal market transactions but which nevertheless entail the use of real resources. These attributes are referred to as 'non-market' goods or impacts. In each of these cases, quantification of the effects in money terms is an important part of the evaluation.

However, projects frequently have non-market impacts that are difficult to quantify. Where the impact does not have a readily identifiable dollar value, proxies and other measures should be developed as these issues represent real costs and benefits.

One commonly used method of approximating values for non-market impacts is 'benefit transfer'. Benefit transfer (BT) means taking already calculated values from previously conducted studies and applying them to different study sites and situations. In light of the significant costs and technical skills needed in using the methodologies outlined in the table above, for many policy makers utilising BT techniques can provide an adequate solution.

Context is extremely important when deciding which values to transfer and from where. Factors such as population, number of households, and regional characteristics should be considered when undertaking benefit transfer. For example, as population density increases over time, individual households may value nearby open space and parks more highly. Other factors to be considered include, depending on the location of the original study, utilising foreign exchange rates, demographic data, and respective inflation rates.

Benefit transfer should only be regarded as an approximation. Transferring values from similar regions with similar markets is important, and results can be misleading if values are transferred between countries that have starkly different economies (for example a benefit transfer from the Solomon Islands to Vancouver would likely have only limited applicability). However, sometimes only an indicative value for environmental assets is all that is required.

STEP 4: TABULATE ANNUAL COSTS & BENEFITS

All identified and quantified benefits and costs are tabulated to identify where and how often they occur. Tabulation provides an easy method for checking that all the issues and outcomes identified have been addressed and provides a picture of the flow of costs, benefits and their sources.

STEP 5: CALCULATE THE NET BENEFIT IN DOLLAR TERMS

As costs and benefits are specified over time it is necessary to reduce the stream of benefits and costs to present values. The present value concept is based on the time value of money – the idea that a dollar received today is worth more than a dollar to be received in the future. The present value of a cash flow is the equivalent value of the future cashflow should the entire cashflow be received today. The time value of money is determined by the given discount rate to enable the comparison of options by a common measure.

The selection of appropriate discount rates is of particular importance because they apply to much of the decision criteria and consequently the interpretation of results. The higher the discount rate, the less weight or importance is placed on future cash flows.

The choice of discount rates should reflect the weighted average cost of capital (WACC). For this analysis, a base discount rate of 7% has been used to represent the minimum rate of return, in line with Australian Government guidelines. As all values used in the CBA are in real terms, the discount rate does not incorporate inflation (i.e., it is a real discount rate, as opposed to a nominal discount rate).

To assess the sensitivity of the project to the discount rate used, discount rates either side of the base discount rate (7%) have also been examined (4% and 10%).

The formula for determining the present value is:

$$PV = \frac{FV_n}{(1 + r)^n}$$

Where:

PV = present value today

FV = future value n periods from now

r = discount rate per period

n = number of periods

Extending this to a series of cash flows the present value is calculated as:

$$PV = \frac{FV_1}{(1+r)^1} + \frac{FV_2}{(1+r)^2} + \dots + \frac{FV_n}{(1+r)^n}$$

Once the stream of costs and benefits have been reduced to their present values the Net Present Value (NPV) can be calculated as the difference between the present value of benefits and present value of costs. If the present value of benefits is greater than the present value of costs then the option or project would have a net economic benefit.

In addition to the NPV, the internal rate of return (IRR) and benefit-cost ratio (BCR) can provide useful information regarding the attractiveness of a project. The IRR provides an estimate of the discount rate at which the NPV of the project equals zero, i.e., it represents the maximum WACC at which the project would be deemed desirable. However, in terms of whether a project is considered desirable or not, the IRR and BCR will always return the same result as the NPV decision criterion.

STEP 6: SENSITIVITY ANALYSIS

Sensitivity analysis allows for the testing of the key assumptions and the identification of the critical variables within the analysis to gain greater insight into the drivers to the case being examined.

A series of Monte Carlo analyses has been conducted in order to test the sensitivity of the model outputs to changes in key variables. Monte Carlo simulation is a computerised technique that provides decision-makers with a range of possible outcomes and the probabilities they will occur for any choice of action. Monte Carlo simulation works by building models of possible results by substituting a range of values – the probability distribution – for any factor that has inherent uncertainty. It then calculates results over and over, each time using a different set of random values from the probability functions. The outputs from Monte Carlo simulation are distributions of possible outcome values.

During a Monte Carlo simulation, values are sampled at random from the input probability distributions. Each set of samples is called an iteration, and the resulting outcome from that sample is recorded. Monte Carlo simulation does this hundreds or thousands of times, and the result is a probability distribution of possible outcomes. In this way, Monte Carlo simulation provides a comprehensive view of what may happen. It describes what could happen and how likely it is to happen.

APPENDIX B: STAKEHOLDER ENGAGEMENT LIST

As part of the demand assessment, the following stakeholders were engaged and interviewed regarding potential demand for services, and additional capacity at the aerodromes.

Table B. 1. Stakeholder Consultation List

Name	Position	Organisation
Annette Doherty	Planning & Compliance Co-ordinator	Southern Downs Regional Council
Bill Wilkinson	Ex-committee Member	Warwick Gliding Club
Brad Davren	Owner	AVCRO Aircraft Maintenance
Bruce Graham	Wing Commander	Australian Air Force Cadets
Cheryl Arentz	Owner	Charter Flight Company
David Kinlan	President	Gliding Club
Jim Maggioli	Aerodrome user	Private User
Jody Collins	Governance & Risk Officer	Southern Downs Regional Council
Julia Keogh	President	Warwick Chamber of Commerce
Julie Schmidt	Industry & Economic Development Officer	Southern Downs Regional Council
Peter Gribbin	Manager Corporate & Commercial Services	Southern Downs Regional Council
Phil Goyne	President	Warwick Aero Club
Phillip Bichie	Aerodrome user	Private User
Pierre Steyn	Chief Operating officer	Flight Training Adelaide (FTA)

Source: AEC.

BRISBANE

Level 5, 131 Leichhardt Street
Spring Hill QLD 4000
Australia
T: +61 (0)7 3831 0577

TOWNSVILLE

233 Flinders Street East
Townsville QLD 4810
Australia
T: +61 (0)7 4771 5550

SYDNEY

Level 14, 25 Bligh Street,
Sydney NSW 2000
Australia
T: +61 (0) 2 9283 8400

AFFILIATED OFFICES:

BANGKOK

2024/129-130 Sukhumvit 50
Prakanong Klongtoey,
Bangkok, Thailand 10260
T: +66 2 107 0189

DARWIN

Level 1, 48-50 Smith Street
Darwin NT 0800
Australia
T: 1300 799 343

MELBOURNE

Level 13, 200 Queen Street
Melbourne VIC 3000
Australia
T: +61 (0)3 8648 6586

PERTH

Level 2, 580 Hay Street
Perth WA 6000
Australia
T: +61 (0) 8 6555 4940

SHANGHAI

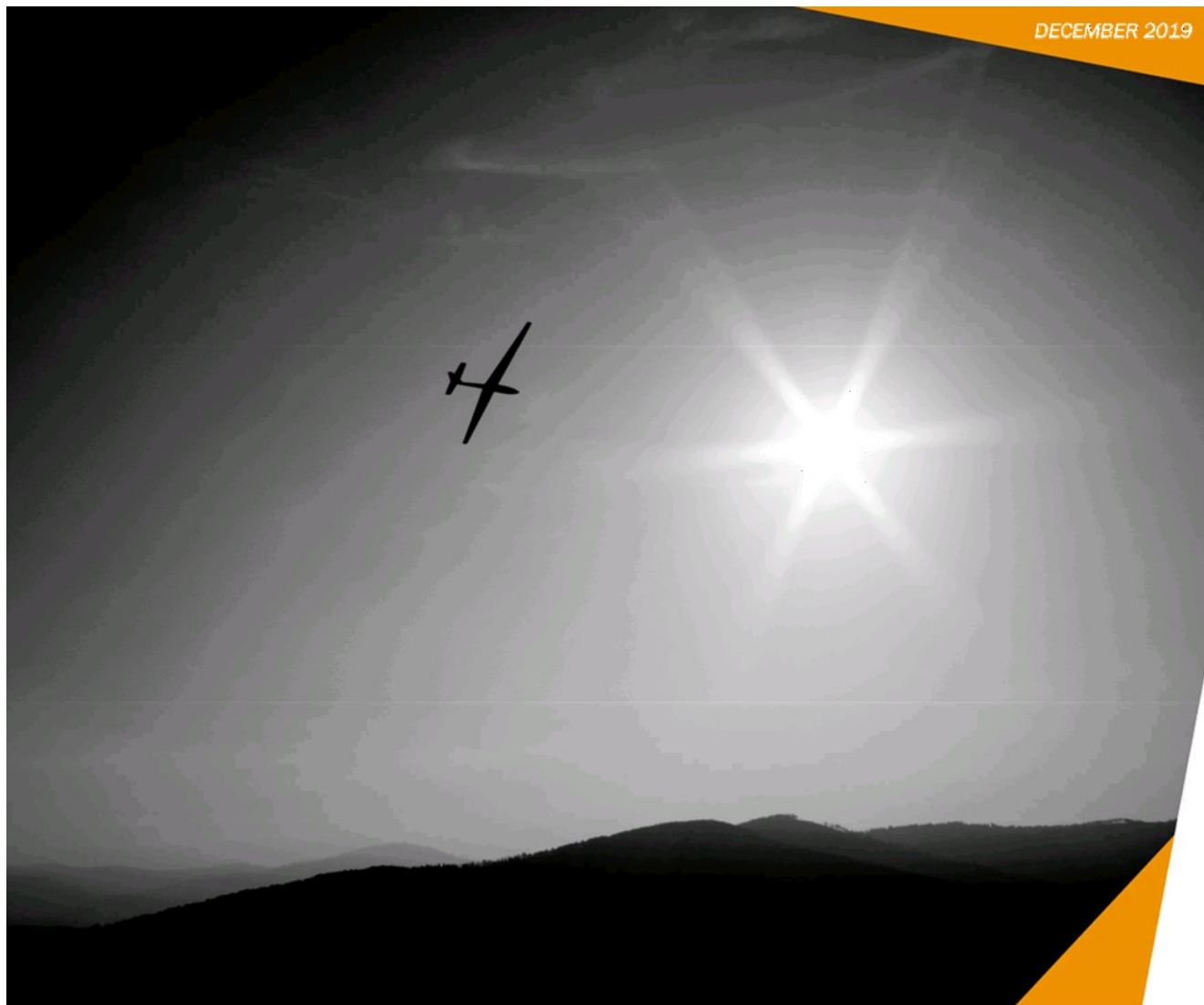
Level 35, 1st Building,
700 Lique Road, Putuo District,
Shanghai, China 200333
T: +8618 516293312

aecgrouppltd.com

OUTCOME DRIVEN



DECEMBER 2019



FUTURE INDUSTRIAL USE

WARWICK AND STANTHORPE AERODROMES

Prepared for Southern Downs Regional Council

 **AVIATION PROJECTS**



DOCUMENT CONTROL

Document Title: Future Industrial Use Report – Warwick and Stanthorpe Aerodromes

Reference: YWCK01-01

Release Date: Not for release

Prepared by: H Mattes

Reviewed by: G Holmes

Version	Description	Transmitted	Reviewed by	Date
0.1	First Draft	14 November 2019		
0.1	First Draft amendment	19 December 2019		
0.2	First Draft amendment (2)	31 January 2020		
1.0	Submission Report	12 February 2020	Peter Owen	12 February 2020

COPYRIGHT AND DISCLAIMER NOTICE

This document and the information contained herein should be treated as commercial-in-confidence. No part of this work may be reproduced or copied in any form or by any means (graphic, electronic or mechanical, including photocopying, recording, taping or information retrieval system) or otherwise disclosed to any other party whatsoever, without the prior written consent of Aviation Projects Pty Ltd.

This report has been prepared for the benefit solely of the Client, and is not to be relied upon by any other person or entity without the prior written consent of Aviation Projects Pty Ltd.

© Aviation Projects Pty Ltd, 2019. All rights reserved

YWCK01-01 WARWICK AND STANTHORPE AERODROMES – FUTURE INDUSTRIAL USE

AVIATION PROJECTS

TABLE OF CONTENTS

Document Control	i
Copyright and Disclaimer Notice	i
Table of Contents	ii
List of Figures	iv
List of Tables	iv
References	iv
Glossary	vi
1. OBJECTIVES AND SCOPE	1
2. REGULATORY AND POLICY CONTEXT	2
2.1. Civil Aviation Safety Regulations 1998	2
2.2. Registered Aerodromes	2
2.3. Unauthorised entry to aerodromes	3
2.4. Aerodrome reference code	3
2.5. Aviation Transport Security Regulations 2005	4
3. AERODROME SAFEGUARDING	5
3.1. Operational airspace	5
3.2. Lighting restriction zone	5
3.3. Wildlife hazard buffer zone	5
3.4. Building restricted areas for aviation facilities	6
3.5. Public safety areas	6
3.6. Aircraft noise	6
4. ENVIRONMENTAL PROTECTION	8
4.1. Remnant Vegetation	8
5. PLANNING CONTEXT	9
5.1. Background	9
5.2. Regional characteristics	10
6. DEVELOPMENT CONSTRAINTS	13
6.1. Planning	13
7. WARWICK AERODROME	15
7.1. Site Description	15
7.2. Infrastructure and Facilities	15
7.3. Navigation Aids	17
7.4. Ground Transport	17
7.5. Second Subdivision	17
7.6. Use and Demand	17
7.7. Security	18
7.8. Noise impacts	18
7.9. Environmental impacts	18
7.10. Heritage management	18

AVIATION PROJECTS

7.11. Aircraft movements	18
7.12. Aviation fuel	18
7.13. Ground support equipment	19
7.14. Aviation rescue and fire fighting services	19
7.15. Project Site	19
8. STANTHORPE AERODROME	20
8.1. Site description	20
8.2. Infrastructure and facilities	20
8.3. Navigation aids	22
8.4. Ground transport	22
8.5. Use and demand	22
8.6. Security	22
8.7. Noise impacts	22
8.8. Environmental impacts	22
8.9. Heritage management	23
8.10. Aircraft movements	23
8.11. Aviation fuel	23
8.12. Ground support equipment	23
8.13. Aviation Rescue and Fire Fighting Services	23
8.14. The Project Site	23
9. STAKEHOLDER CONSULTATION	24
10. DEMAND	28
10.1. Warwick Aerodrome	28
10.2. Stanthorpe Aerodrome	28
11. REVENUE ANALYSIS	29
11.1. Warwick Aerodrome	29
11.2. Stanthorpe Aerodrome	29
11.3. Aeronautical charging	29
12. CONCLUSION	32
13. RECOMMENDATIONS	33
13.1. Warwick Airport	33
13.2. Stanthorpe Airport	33
ANNEXURES	1



LIST OF FIGURES

Figure 1 Location of Warwick and Stanthorpe Aerodromes	9
Figure 2 Regional RPT services	11
Figure 3 Warwick Aerodrome within SDRG Planning Scheme	13
Figure 4 Stanthorpe Aerodrome within SDRG Planning Scheme	14
Figure 5 Warwick Aerodrome location	15
Figure 6 Warwick Aerodrome runway 09/27	16
Figure 7 Location of Stanthorpe Aerodrome	20
Figure 8 Stanthorpe Runway 08/26	21

LIST OF TABLES

Table 1 MOS 139 Table 2.2.1 Aerodrome Reference Code	4
Table 2 Runway declared distances Warwick Aerodrome	17
Table 3 Runway declared distances Stanthorpe Aerodrome	21
Table 4 Warwick Aerodrome SWOT Analysis	24
Table 5 Stanthorpe Aerodrome SWOT analysis	27

REFERENCES

- Airservices Australia, Aeronautical Information Package; including En Route Supplement Australia (ERSA, RDS, DAP) effective 7 November 2019;
- Civil Aviation Safety Authority, Civil Aviation Safety Regulations 1998;
- Civil Aviation Safety Authority, Manual of Standards Part 139 – Aerodromes version 1.14; dated January 2017;
- International Civil Aviation Organization, International Standards and Recommended Practices (SARPS) Annex 14 Aerodromes, Volume 1 *Aerodrome Design and Operations* and Volume II *Heliports*;
- Queensland Government, Department of State Development, Manufacturing, Infrastructure and Planning, *State Planning Policy 2017*;
- Southern Downs Regional Council, *Southern Downs Planning Scheme; Version 5*, effective 29 June 2018;



AVIATION PROJECTS

- Southern Downs Regional Council, *Southern Downs Regional Council Control of Pests (Application of Continuing Local Law) Local Law 2011*;
- Southern Downs Regional Council, *Warwick Shire Council Local Law No. 7 (Control of Pests)*; and
- Southern Downs Regional Council, *Warwick Shire Council Subordinate Local Law No. 7 (Control Of Pests)*.

YWCK01-01 WARWICK AND STANTHORPE AERODROMES – FUTURE INDUSTRIAL USE



GLOSSARY

AAGR	average annual growth rate
AIP	Aeronautical Information Package
AMSL	above mean sea level
ANEC	Australian Noise Exposure Concept
ANEF	Australian Noise Exposure Forecast
ARFFS	Aviation Rescue and Fire Fighting Services
AsA	Airservices Australia
ATC	air traffic control
BRA	building restricted area
CAAP	Civil Aviation Advisory Publication
CAR	Civil Aviation Regulation 1988
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulation 1998
CTAF	Common Traffic Advisory Frequency
ERSA	En Route Supplement Australia
GA	general aviation
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
GSE	ground support equipment
HLS	helicopter landing site
ICAO	International Civil Aviation Organization
INP	instrument non-precision
IWDI	illuminated wind direction indicator
LGA	local government authority
LIRL	low intensity runway lights
MOS	Manual of Standards



AVIATION PROJECTS

MTOW	maximum take-off weight
NASF	National Airports Safeguarding Framework
NBN	National Broadband Network
NDB	Non-Directional Beacon
OLS	obstacle limitation surfaces
PANS-OPS	Procedures for Air Navigation Services – Aircraft Operations
PAPI	Precision Approach Path Indicator
PSZ	public safety zone
RFDS	Royal Flying Doctor Service
RNAV-GNSS	Area Navigation – Global Navigation Satellite System
RPT	regular public transport
RTIL	runway end identifier lights
SDRC	Southern Downs Regional Council
SGS	satellite ground station
SPP	State Planning Policy

YWCK01-01 WARWICK AND STANTHORPE AERODROMES – FUTURE INDUSTRIAL USE

vii



1. OBJECTIVES AND SCOPE

The objective of this review is to provide a detailed analysis of the requirements and suitability of developing the Warwick and Stanthorpe aerodromes for future industrial use to the Southern Downs Regional Council. Specifically, ACG was asked to give consideration to:

- regulatory and policy context;
- environmental protection;
- legislative requirements;
- planning controls and planning parameters for future operations;
- infrastructure and facilities;
- security;
- noise impacts;
- environmental impacts;
- heritage management;
- ground transport;
- air traffic movements; and
- current and future stakeholder considerations and compatibility.

AVIATION PROJECTS

2. REGULATORY AND POLICY CONTEXT

Current and future operations at Warwick and Stanthorpe Aerodromes are governed and regulated according to the following requirements:

2.1. Civil Aviation Safety Regulations 1998

Civil Aviation Safety Regulations 1998 (CASR) Part 139—Aerodromes sets out the standards and operating procedures for certified, registered and certain other aerodromes used in air transport operations.

CASR, reg 139.295 establishes the applicable standards for registered aerodromes. These are copied below:

The standards applicable to registered aerodromes are:

(a) the standards applicable to certified aerodromes in relation to the following matters:

(i) physical characteristics of the movement area;

(ii) obstacle limitation surfaces;

(iii) aerodrome markings;

(iv) lighting;

(v) wind direction indicators;

(vi) signal circle and ground signals; and

(b) any other standards set out in the Manual of Standards that are applicable to registered aerodromes.

2.2. Registered Aerodromes

Warwick and Stanthorpe Aerodromes are both registered aerodromes in accordance with MOS 139. Chapter 12 of MOS 139 sets out the operating standards for registered aerodromes.

Paragraph 12.1.1.1 notes as follows:

Unlike a certified aerodrome where the aerodrome operating procedures are regulated through an aerodrome manual, the procedures for a registered aerodrome are simpler.

Note: However, operators of registered aerodromes should consider developing an aerodrome manual similar to that required of certified aerodrome operators in order to keep all relevant aerodrome information and documentation in 1 volume. For details that could be included in such a manual, see regulation 139.095 of CASR 1998.

Southern Downs Regional Council does not have aerodrome manuals for its aerodromes, however does comply with the requirements of MOS 139 for registered aerodromes by maintaining the following:

- aerodrome serviceability logbooks, checklists and diaries;

AVIATION PROJECTS

- maintenance records;
- accident and incident reports;
- bird and animal strike register; and
- annual aerodrome safety inspections.

CASR, reg 139.095 sets out the information to be included in an aerodrome manual. The new MOS 139 requirements come into effect on 22 August 2020, with up to a two year transition period for registered airports. During this time Warwick and Stanthorpe will need to become certified, and have in place for each aerodrome a full set of requirements and resources including an Aerodrome Manual, Emergency Plan, Drug and Alcohol Plan, Safety Management System and Manual and an Accountable Manager.

2.3. Unauthorised entry to aerodromes

The following particulars are specified for unauthorised entry to aerodrome:

Unauthorised entry to aerodrome

- (e) particulars of the procedures for preventing the unauthorised entry of persons, vehicles, equipment, plant or animals, or other things that may endanger aircraft safety, into the movement area, including details of the following:
- (i) the arrangements for controlling airside access;
 - (ii) the names and roles of the persons who are responsible for controlling access to the movement area and the telephone numbers for contacting them during and after working hours;

2.4. Aerodrome reference code

Australia has adopted the International Civil Aviation Organisation (ICAO) methodology of using a code system, known as the Aerodrome Reference Code, to specify the standards for individual aerodrome facilities which are suitable for use by aeroplanes within a range of performances and sizes. The Code is composed of two elements:

- Element 1 is a number related to the aeroplane reference field length; and
- Element 2 is a letter related to the aeroplane wingspan and outer main gear wheel span.

AVIATION PROJECTS

Detailed in 1 is the MGS 139 Table 2.2.1 Aerodrome Reference Code.

Table 1 MGS 139 Table 2.2.1 Aerodrome Reference Code

<i>Code Element 1</i>		<i>Code Element 2</i>	
<i>Code Number</i>	<i>Aeroplane reference field length</i>	<i>Code Letter</i>	<i>Wingspan</i>
1	Less than 800 m	A	Up to but not including 15 m
2	800 m up to but not including 1200 m	B	15 m up to but not including 24 m
3	1200 m up to but not including 1800 m	C	24 m up to but not including 36 m
4	1800 m and over	D	36 m up to but not including 52 m
		E	52 m up to but not including 65 m
		F	65 m up to but not including 80 m

2.5. Aviation Transport Security Regulations 2005

Aviation security in Australia is regulated by the Department of Home Affairs – Aviation and Maritime Security Division under the Aviation Transport Security Act 2004 (C'th) (ATSA) and the Aviation Transport Security Regulations 2005 (C'th) (ATSR).

Airports that receive regular passenger transport or open charter aircraft are declared by the Department of Home Affairs to be 'security controlled airports'. Other airports may also be declared security controlled, depending on circumstances such as their location and/or the nature of their operations.

Warwick and Stanthorpe are not security controlled airports and therefore do not have any obligations under ATSA and ATSR.

AVIATION PROJECTS

3. AERODROME SAFEGUARDING

The Commonwealth Government has an interest in better planning and integrated development on and around airports and to lessen the adverse effects of aviation activity on the environment and communities. While not a planning authority, it provides guidance on broader issues such as noise around airports that can be used by statutory authorities to achieve the stated objectives. The National Airports Safeguarding Advisory Group (NASAG) has produced the National Airport Safeguarding Framework to advance this agenda. The Framework should also be taken into consideration when designing development on and in the vicinity of an airport.

3.1. Operational airspace

3.1.1. Obstacle Limitation Surfaces

An airport's obstacle limitation surfaces (OLS) defines the operational airspace that should be kept free of obstacles for aircraft operations being conducted under the visual flight rules. Both current and future (ultimate) OLS should be considered in the design of developments on and within the vicinity of the airport.

Manual of Standards Part 139 Chapter 7 provides relevant parameters for the design of the OLS

3.1.2. PANS-OPS Surfaces

PANS-OPS surfaces define the operational airspace a pilot is required to use when flying an aircraft under the instrument flight rules—that is, when relying on instruments for navigation. Development should seek to avoid any permanent encroachments into current and future PANS-OPS airspace.

Detailed information about the PANS-OPS surfaces is provided by Airservices Australia in documentation held by the Airport Manager.

Further information can be found in NASF Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports.

3.2. Lighting restriction zone

Manual of Standards Part 139 – Aerodromes, establishes a restriction to lighting within the vicinity of an airport which, by reason of its intensity, configuration or colour, might endanger the safety of an aircraft. The vicinity of the airport can be taken to be within a 6km radius of the airport.

Further information can be found in NASF Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports.

3.3. Wildlife hazard buffer zone

All wildlife on or around an airport should be regarded as a potential hazard to aircraft safety. Most wildlife strikes occur on and in the vicinity of airports, where aircraft fly at lower elevations. Flying vertebrates (e.g. birds or bats) mainly use airspace within 300 metres of the ground so are likely to conflict with aircraft when they are at their most vulnerable, i.e. immediately after take-off and during landing approaches or other low

AVIATION PROJECTS

flying manoeuvres. Development should seek to avoid creating wildlife attracting land uses both on and within the vicinity of the airport.

Further information can be found in NASF Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports.

3.4. Building restricted areas for aviation facilities

The Building Restricted Area (BRA) is defined as a volume where buildings and other objects have the potential to cause unacceptable interference to the signal-in-space transmitted by the radio navigation facility. All radio navigation facilities have a defined BRA, which may extend to a significant distance from the facility. The purpose of the BRA is not intended to prohibit development, but rather to trigger an assessment of a proposed building or development for its impact on the radio navigation facility.

The BRA is primarily intended to be used by Aerodrome Operators and Local Planning Authorities but is also required to be used by the systems engineer when selecting a new site for a radio navigation facility. All development applications near a radio navigation facility shall be assessed to determine if the facilities BRA is infringed. If there is no infringement the assessment process may be terminated, and the application approved. Warwick and Stanthorpe aerodromes do not have a radio navigation facility.

Further information can be found in NASF Guideline G: Protecting Aviation Facilities – Communications, Navigation and Surveillance (CNS).

3.5. Public safety areas

NASAG has drafted a new Guideline for Public Safety Zones (PSZs) to mitigate the risk to people on the ground near airports, by informing a consistent approach to land use at the end of Australian airport runways. PSZs seek to limit land uses that would increase the number of people in the zone or result in the storage of hazardous materials in the zone.

The Guideline is intended to assist land-use planners at all levels to better consider public safety when assessing development proposals and rezoning requests and when developing strategic land use plans. At present there is no formal requirement to implement public safety zones.

Further information can be found in NASF Guideline I (Managing the Risk in Public Safety Zones at the Ends of Runways) (draft under development).

3.6. Aircraft noise

Aircraft noise can affect the allocation of appropriate uses on and external to the airport site.

Australian Noise Exposure Forecast (ANEF) contours provide a scientific measure of the aircraft noise exposure levels around airports taking into account the frequency, intensity, time and duration of aircraft operations. Standard methodology for evaluating the noise climate around airports is defined in AS 2021-2015 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction, which recognises the ANEF contour charts as the primary method for long-term noise impact assessment.



AVIATION PROJECTS

Australian Noise Exposure Concept (ANEC) is a map, based on a hypothetical set of conditions of runways, aircraft types and so on, that may be produced during consideration of options for aerodrome development.

There is no ANEC for Warwick or Stanthorpe Aerodromes.

Whilst no specific investigation has been conducted, it is assumed that noise levels created by proposed operations on the aerodrome will be acceptable given the distance from residential areas.

Further information can be found in NASF Guideline A: Measures for Managing Impacts of Aircraft Noise.

YWCK01-01 WARWICK AND STANTHORPE AERODROMES – FUTURE INDUSTRIAL USE

AVIATION PROJECTS

4. ENVIRONMENTAL PROTECTION

Environmental protection for airports involves legislation and policy at three levels of government depending on airport ownership and control and the matter or issue involved.

Commonwealth – The Department of Environment and Energy through the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) designs and implements Australian Government policy and programs to protect and conserve the environment including matters of water, heritage, climate action, energy land contamination, fuel quality and meteorology in accordance.

State – The Department of Environment and Science through the Environmental Protection Act 1994 (EP Act) whose role is to protect Queensland's environment while allowing for ecologically sustainable development and having protection policies for noise, air and water and wetland biodiversity,

Local Government – SDRG has a number of local regulations and policies governing the region including the Invasive Pests Control Scheme placing responsibility for identifying and controlling invasive pests, declared animals, declared weeds on landholders.

- Southern Downs Regional Council, *Southern Downs Regional Council Control of Pests (Application of Continuing Local Law) Local Law 2011*
- Southern Downs Regional Council, *Warwick Shire Council Local Law No. 7 (Control of Pests); and*
- Southern Downs Regional Council, *Warwick Shire Council Subordinate Local Law No. 7 (Control Of Pests).*

Airport owner SDRG and local landowners must ensure that the airports are kept free of animals, birds, declared weeds and pests which may impact the safety of aircraft operations. Planning on and around airports must consider the placement of water storage, such as retention basins as they attract birds, trees which may infringe the airspace, industrial development that may involve plumes, dust and contamination and the management of fuels and chemicals. The environment management strategy and airport leases should outline the responsibility of tenants and users of the airport.

4.1. Remnant Vegetation

Remnant vegetation is all intact and predominantly intact vegetation communities, excluding young regrowth which are subject to legislation to protect these sites. Stanthorpe Aerodrome has two areas adjacent to the aerodrome which consist of protected remnant vegetation.

Refer to **ACG drawing E19006-01-YSPE-SKT-0004** for area of remnant vegetation within the Stanthorpe aerodrome boundary.

AVIATION PROJECTS

5. PLANNING CONTEXT

5.1. Background

Southern Downs is a local government area of 7,500 km², located in the Darling Downs adjoining South East Queensland, south of Toowoomba and north of the state border with New South Wales. Strategically located at the junction of four major highways, servicing the south to Sydney, Melbourne and Adelaide, east to Brisbane and the coasts and north to Townsville, Cairns and Darwin, all under two hours' drive from Brisbane and the Gold Coast. Southern Downs provides urban, rural and town living options, diverse economies and healthy natural environments. It is one of Queensland's prime agricultural, lifestyle, educational and tourism regions with road, rail and air connections. Southern Downs role is a major hub for South East Queensland's agricultural, manufacturing and food processing, health and aged care, tourism and transport sectors. It also features the Granite Belt which is centred on Stanthorpe.

Southern Downs Regional Council (SDRC) owns and operates Warwick and Stanthorpe Aerodromes and is considering the requirements and suitability of developing the aerodromes for future industrial use.

Refer to Figure 1 for the location of the aerodromes in proximity to the towns of Warwick and Stanthorpe (Source: Google Earth).

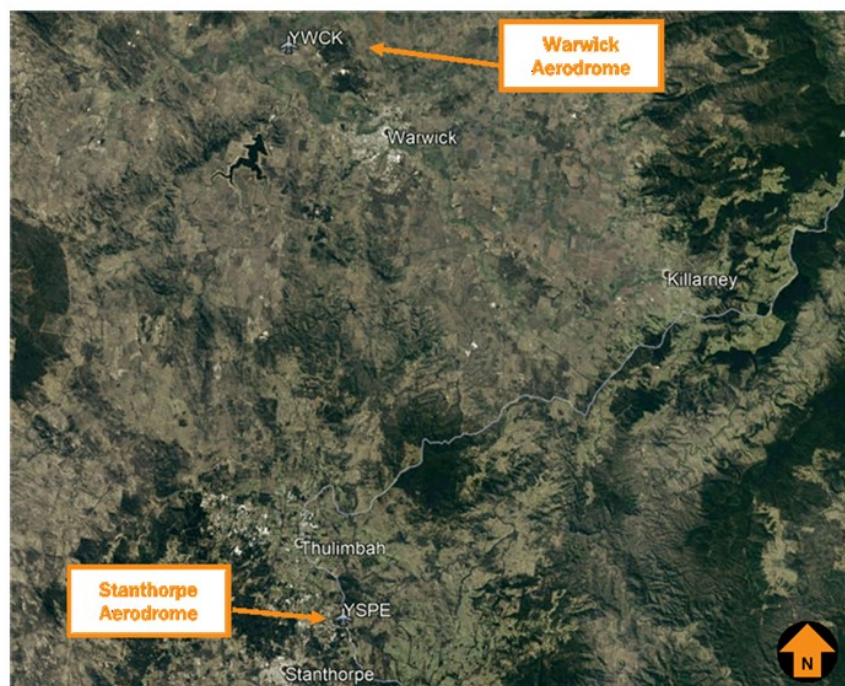


Figure 1 Location of Warwick and Stanthorpe Aerodromes

YWCK01-01 WARWICK AND STANTHORPE AERODROMES – FUTURE INDUSTRIAL USE

AVIATION PROJECTS

5.2. Regional characteristics

Southern Downs is best known for its agriculture, retail, manufacturing, education and training, health care, social assistance, accommodation and food services. The region is highly noted for its award-winning food and wine locations, its striking natural assets and heritage trails. The Southern Downs Region is an area defined by its landscape; orchards and vineyards in a rolling countryside with a background of culture and heritage making it an attractive destination.

5.2.1. Population

In 2016 the Southern Downs region had a population of 49,115 (ABS, 2016 census), the median age was 44. On average there were 2.4 people per household and the median household income was \$1,029 per week. In 2017, SDRG reported a population of approximately 35,542 people, which is expected to increase to 40,924 people in 2036 (SDRG Shaping Southern Downs). In 2011, the population was 33,883 (Census 2011) showing a sharp increase in 2016 and relaxing back by 2018. A steady increase of 0.7% per year over 25 years is forecast.

5.2.2. Economy

Agriculture, retail, manufacturing, education, health care and accommodation, with significant growth in tourism, has contributed to the local economy in recent years. In 2016-17 there were 822,294 visitors, with an overall visitor spend of \$99 million and 1.28 million domestic visitor nights. There are numerous and growing attractions to the area, including wineries, fishing and historical tours. (Southern Downs Market Research 2018, SDRG Economic Development Strategy 2017-2020). The tourism industry is estimated to support almost 800 direct full-time equivalent jobs, 29% of which are aged 15-24.

5.2.3. Climate and meteorology

Southern Downs has definitive seasons and is home to one of the coldest towns in Queensland. The region has a humid subtropical climate with some areas experiencing semi-arid or subtropical highland climates. Summer maximum temperatures range from 28°C to 34°C, and winter maximums range from 13°C to 19°C, in the south-east winter temperatures can drop below minus 5°C with heavy frost and occasional snow (Australian Bureau of Meteorology). While the annual rainfall ranges from 600 mm in the far west to 1,000 mm in the east.

5.2.4. Regional aviation

There are no regular public transport services (RPT) to either Warwick or Stanthorpe. General aviation is popular throughout the region due to the weather, geography, affordability and no controlled airspace. Aircraft types include piston engine fixed wing, powered and unpowered (gliders), some jets and helicopters, most aircraft weigh less than 5,700 kg.

AVIATION PROJECTS

Figure 2 details the existing regional RPT services within Queensland.

Long Distance Aviation Services

Effective 1 January
2015



Figure 2 Regional RPT services

SDRCs vision is to leverage the opportunities provided by South East Queensland's continued population growth to offer small city and rural lifestyles which contrast the busy, urban lifestyle of surrounding regions. Maintaining and enhancing extensive transport networks through both road and rail that connect the region and surrounding places, will enable efficient movement of commodities, services and skills (Shaping Southern Downs, 2018). The main town centres and aerodromes are at Warwick and Stanthorpe.

Vibrant industries, manufacturing and tourism, underpin the importance played by key community infrastructure assets like the Warwick and Stanthorpe Aerodromes. They provide critical connectivity to the regional community and accessibility to capital city facilities enabling local and regional economic development opportunities to the agri-business and aviation sectors. The opening of available land at the aerodromes for industrial and hangar development will enable these business opportunities to turn into reality.



AVIATION PROJECTS

Southern Downs Aerodromes offer affordable land for both aviation businesses and hangarage, some leasehold and freehold opportunities with 3 phase power, easy direct airside access and fully sealed runways. SDRC is proposing to retain and attract aviation related commercial enterprises to both aerodromes and encourage increased industrial activity through proper facility planning including the provision of appropriate services and infrastructure.

YWCK01-01 WARWICK AND STANTHORPE AERODROMES – FUTURE INDUSTRIAL USE

AVIATION PROJECTS

6. DEVELOPMENT CONSTRAINTS

6.1. Planning

The State Planning Policy 2017 (SPP) outlines the states interests and land use planning and development areas, which are identified within five broad themes. The fifth theme – infrastructure, outlines strategic airports and air facilities. Under the SPP Warwick and Stanthorpe are not listed as a strategic airports, however the SPP contains guidelines for planning and development purposes which inform their future development.

The current SPP legislation and framework is made under the *Planning Act 2016* and will apply across the whole State. The *Planning Act 2016* is the Queensland state legislation under which local government planning schemes give effect to local planning and development assessment policies for an entire local government area. The SPP supports this by setting down the state interests that apply to plan making, that should be given effect through each local government planning scheme.

Under the Southern Downs Regional Council Planning Scheme Version 5 commencing 29 June 2018, Warwick Aerodrome and Stanthorpe Aerodrome are zoned as Community Facilities and include the Airport Environs, Aviation Facilities and Airport Environs Buffer overlays.

Figure 3 Warwick Aerodrome site within the area shaded orange. (Source: Southern Downs Regional Council Planning Scheme 2018).

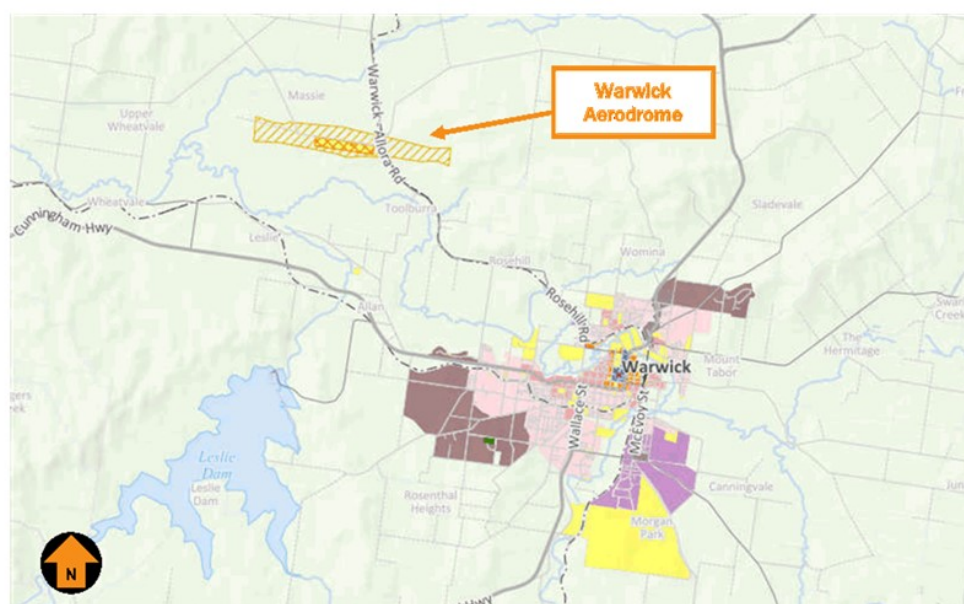


Figure 3 Warwick Aerodrome within SDRC Planning Scheme

AVIATION PROJECTS

Figure 4 identifies the Stanthorpe Aerodrome site within the area shaded orange (Source: Southern Downs Regional Council Planning Scheme 2018).

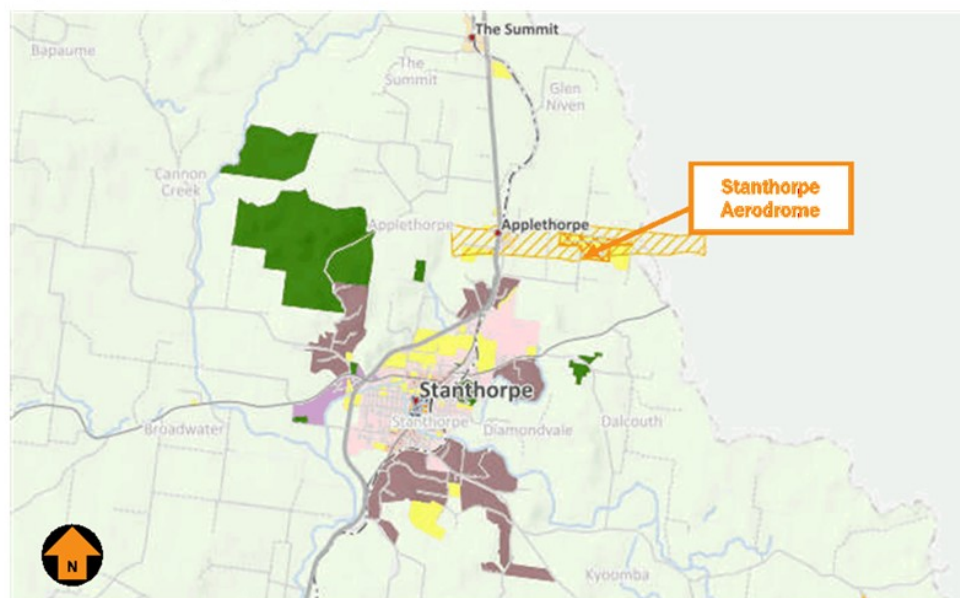


Figure 4 Stanthorpe Aerodrome within SDRC Planning Scheme

The Southern Downs Regional Council Planning Scheme identified the Land Use for Warwick and Stanthorpe Aerodromes as ongoing for recreational and commercial flights. Continued use is protected and encouraged by promoting compatible and complementary development within the airport. Development control ensures that hazards to flight are restricted and residents not impacted by noise from the airport.

The Planning Scheme considers that both aerodromes provide useful options for freight and passenger transport, recreational and training activities and other related uses highlighting their potential significance in the transport network. The Planning Scheme recognises and protects the areas around the aerodromes from uses that may adversely impact the airspace, safe operation of aircraft, navigation and communication equipment and restrict the use and development of the aerodromes for aviation purposes, whilst identifying the opportunity for expansion of aerodrome facilities and discouraging conflicting development.

It considers that residential uses incompatible with the aerodrome due to their sensitivity to noise and visual amenity of aerodromes and their development will not be supported in the immediate vicinity of the aerodromes. The opportunity to develop the land adjacent to the aerodromes with uses that are related to and support the aerodrome function is highlighted, however general industry uses will not be supported within the aerodrome area. Industrial uses directly associated with aircraft operations or movements and reconfiguration of lots for the establishment of uses that are operationally linked with airports are encouraged.

AVIATION PROJECTS

7. WARWICK AERODROME

7.1. Site Description

Warwick Aerodrome is located at 89 Massie Bony Mountain Road, approximately 10 km north east of Warwick town centre and well situated in South East and Western Queensland. The airport provides critical connectivity to both regional communities and accessibility to capital city facilities. It is approximately 45 minutes flying time from Brisbane, Archerfield and the Gold Coast. The airport also plays a key role in enabling local and regional economic development opportunities to the agriculture, manufacturing businesses, tourism and aviation sectors.

A satellite image of Warwick Aerodrome is provided at Figure 5 (source: Google Earth)



Figure 5 Warwick Aerodrome location

7.2. Infrastructure and Facilities

Warwick Aerodrome is on a 53.9 hectare site and operated as a registered aerodrome and as such, facilities on the aerodrome are regulated and must comply with Civil Aviation Safety Authority (CASA) Manual of Standards (MOS) Part 139 requirements. It is a Code 2 aerodrome with a single sealed 1,640 m x 30 m runway 09/27 with lighting, and a published Pavement Classification Number (PCN) of 10, meaning aircraft with an

AVIATION PROJECTS

Aircraft Classification Number (ACN) of up to 10 can operate without a pavement concession and instrument non-precision approach procedures. Currently, there are no RPT services.

Figure 6 shows Warwick runway 09/27 (source: Airservices Australia, 28 Feb 2019).

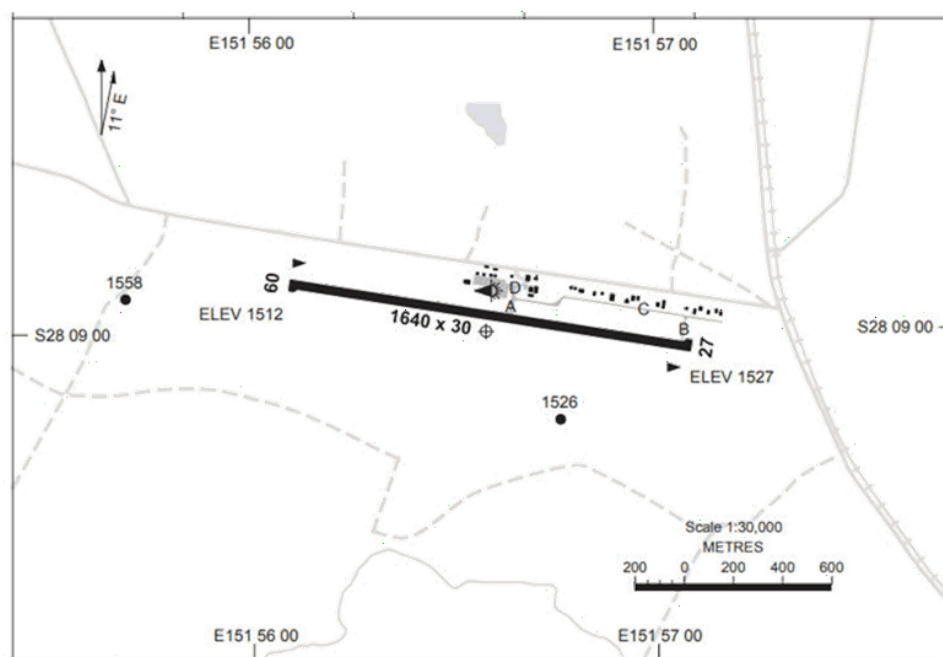


Figure 6 Warwick Aerodrome runway 09/27

Within the aerodrome confines, there are a number of existing hangars leased to aviation related organisations, a small terminal and toilets and an avgas fuel bowser. The aerodrome has 3 phase power but no mains water or sewer however some buyers of adjacent land have installed their own water tanks and septic sewer systems. The Planning Scheme refers to a schedule of works including a wastewater network in 2023. To the east of the terminal and outside the aerodrome boundary there are freehold sites in a gated community which had been subdivided by SDRC and subsequently sold to aircraft owners who have built hangars with caretakers' residences. Each hangar has direct access to a taxiway and the runway. There is little delineation between airside and landside.

AVIATION PROJECTS

Runway declared distances are provided in Table 2 (source: Airservices Australia).

Table 2 Runway declared distances Warwick Aerodrome

Runway	TORA	TODA	ASDA	LDA
09	1640	1700 (5%)	1640	1640
27	1640	1700 (3.7%)	1640	1640

7.3. Navigation Aids

The aerodrome does have Pilot Activated Lighting (PAL) runway lighting spaced at 90m and operated by the pilot. This will require grandfathering under the new MOS 139 requirements.

It does not have a non-directional beacon (NDB) or other land-based aids. There is a RNAV-E (GNSS) satellite-based approach procedure available.

There is no information on weather or weather station available.

The airport is located outside controlled airspace and has a common traffic advisory frequency (CTAF). There is no air traffic control tower service.

7.4. Ground Transport

Access to the airport is via sealed single-lane Massie Bony Mountain Road with two access roads into the aerodrome.

There are no marked car parks provided.

There is no public transport or car rentals.

7.5. Second Subdivision

The council has commenced a second subdivision to the west of the entrance creating new freehold sites and built roads/taxiways noted as easements for vehicle and aircraft taxi access to hangars. Following an initial site inspection of the aerodrome by the ACG/AP consultant team, several non-compliances were noted with regards to widths, structure locations, and gradients of the completed accesses. We would highly recommend a more detailed review of this to ascertain what remediation works should be completed to gain a CASA compliant development.

7.6. Use and Demand

Current activities at Warwick Aerodrome include:

- Air Force Cadets training;

AVIATION PROJECTS

- Flight Training;
- Rural Fire Brigade;
- Emergency services;
- Housing/parking recreational aircraft;
- Royal Flying Doctor Service;
- Stop-over/refuelling for light aircraft;
- Warwick Gliding Club;
- Warwick Aero Club, and
- Events such as Wings over Warwick.

There are currently no more sites available and prepared land for the development of any new hangars which have direct taxiway and/or apron access. Southern Downs Regional Council has demonstrated demand for a range of new businesses and private users wishing to invest in private hangar facilities.

7.7. Security

Warwick Aerodrome is not security controlled. The main access gate is padlocked.

7.8. Noise impacts

There are no noise impacts.

7.9. Environmental impacts

There is no environment management plan. Kangaroos are identified as a hazard at night (refer to ERSA Airservices Australia) and the aviation fuel farm does have an environmental impact which requires monitoring for spills and contamination.

7.10. Heritage management

There is no heritage overlays on the aerodrome.

7.11. Aircraft movements

Currently there is no data on aircraft movements.

7.12. Aviation fuel

There is an avgas fuel facility available at the aerodrome. It is a 24 hour self-serve swipe bowser with all credit cards accepted. There is no jet fuel available.

AVIATION PROJECTS

7.13. Ground support equipment

There is no ground support equipment available nor required at this stage.

7.14. Aviation rescue and fire fighting services

There is no aviation rescue and fire fighting service, and one is not required.

7.15. Project Site

The Project Site is located further to the west and is shown as vacant land abutting Massie Bony Mountain Road.

Refer to ACG drawing E19006-01-YWCK-SKT-0003 for a layout of the aerodrome and the proposed development area.

The more recently completed development area has a mix of landside and airside movements. The proposed new development includes a new road for landside access to the new allotments. The current access to the 'Terminal' building and car park is not a recommended solution, with vehicles having to access airside areas on route. An option for an additional access point and sealed car park area has been included on the drawings

The facility offers the small aviator and aviation service supplier attractive and low cost locational alternatives to other regional airports and aerodromes. The opening up of available land at Warwick Airport for hangar development will enable business opportunities to expand and turn to reality.

AVIATION PROJECTS

8. STANTHORPE AERODROME

8.1. Site description

Stanthorpe Aerodrome is located at 320 Aerodrome Road Applethorpe approximately 6 km north east of Stanthorpe town centre. The aerodrome is on the edge of rural and residential development and is an important community asset; one that needs to be developed for the economic benefits to the region. Council has upgraded the aerodrome by creating freehold lots to encourage aviation related businesses to invest and to possibly create jobs within the aviation industry.

8.2. Infrastructure and facilities

Stanthorpe Aerodrome is operated as a registered aerodrome and as such, facilities on the aerodrome are regulated and must comply with Civil Aviation Safety Authority (CASA) Manual of Standards (MOS) Part 139 requirements. It is a Code 2 aerodrome with a single sealed 1,711 m x 30 m runway 08/26 with lighting and a published Pavement Classification Number (PCN) of 8, meaning aircraft with an ACN of up to 8 can operate without a pavement concession and instrument non-precision approach procedures. Currently, there are no RPT services.

A satellite image of Stanthorpe Aerodrome is provided at Figure 7.



Figure 7 Location of Stanthorpe Aerodrome

AVIATION PROJECTS

Figure 8 shows Stanthorpe runway 08/26 from the Aerodrome Chart (source: Airservices Australia, 7 Nov 2019).

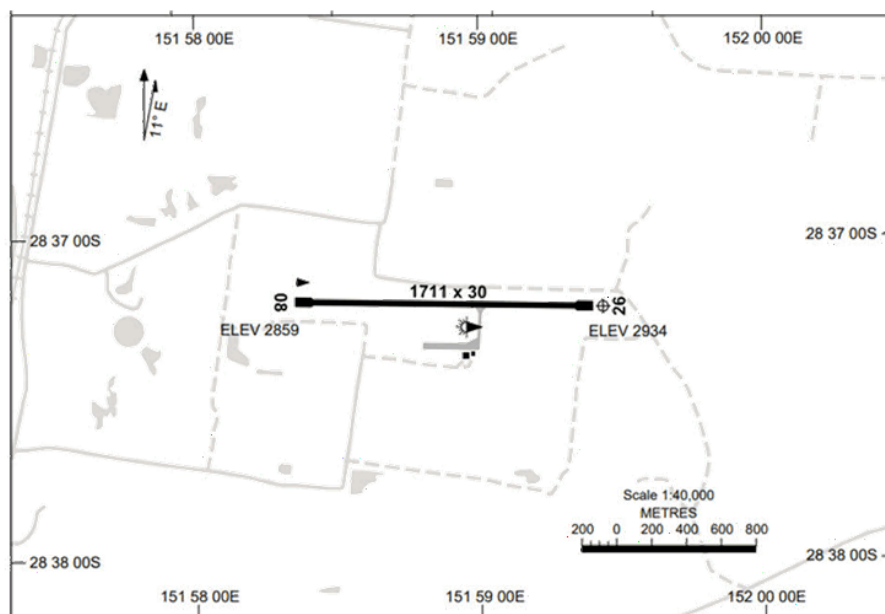


Figure 8 Stanthorpe Runway 08/26

Runway declared distances for Stanthorpe Aerodrome are provided in Table 3 (source: Airservices Australia).

Table 3 Runway declared distances Stanthorpe Aerodrome

Runway	TORA	TODA	ASDA	LDA
08	1711	1771 (3.02%)	1711	1711
26	1711	1771 (2.15%)	1711	1711

Within the aerodrome confines, there are 21 existing hangar sites with three sold to aviation related organisations, a small terminal and ablutions facility. The aerodrome has 3 phase power but no water or sewerage.

SDRC has an improvement program underway and includes upgrading the access road (completed), taxiway lighting (completed), installation of phase 3 power (underway) and areas set aside for future terminal upgrade and expansion, refuelling operations, aircraft tiedowns and taxiway extension.

AVIATION PROJECTS

8.3. Navigation aids

The aerodrome does have PAL runway lighting spaced at 60m operated by the pilot.

It does not have a non-directional beacon (NDB) or other land based aids. There is a RNAV-E (GNSS) satellite based approach procedure available for Runway 08.

There is no information on weather or weather station available.

There is no air traffic control tower service. The airport is located outside controlled airspace and has a common traffic advisory frequency (CTAF).

8.4. Ground transport

Access to the airport is via sealed single-lane Aerodrome Road with one access road into the aerodrome.

There are no marked car parks provided.

There is no public transport or car rentals.

8.5. Use and demand

Current activities at Stanthorpe Aerodrome include:

- Charter operations;
- Flight Training;
- Emergency services;
- Recreational aircraft;
- Royal Flying Doctor Service;
- Stop-over/refuelling for light aircraft; and
- Events such as Filming

8.6. Security

Stanthorpe Aerodrome is not security controlled.

8.7. Noise impacts

There are no noise impacts.

8.8. Environmental impacts

There is no environment management plan. There are two sites adjacent to the aerodrome which have Remnant Vegetation. Site 1 is to the west of the terminal and Site 2 is to the south east of the terminal.

AVIATION PROJECTS

Animal hazards are identified (refer to ERSA Airservices Australia).

8.9. Heritage management

There is no heritage management requirement.

8.10. Aircraft movements

Currently there is no data on aircraft movements.

8.11. Aviation fuel

There is no aviation fuel available at the aerodrome.

8.12. Ground support equipment

There is no ground support equipment available nor required at this stage.

8.13. Aviation Rescue and Fire Fighting Services

There is no ARFF at the aerodrome and it is not a current requirement.

8.14. The Project Site

The project site is located further to the west and is shown as vacant land across from the existing subdivision.

Refer to **ACG drawing E19006-01-YSPE-SKT-0003** for a layout of the aerodrome and the proposed development area.

Council is offering potential interested parties the option to lease or purchase the sites. The existing development currently has mixed airside and landside movements, with vehicles using the taxiway to access allotments. It is suggested that the new road to service the propose allotments should use the western access point onto Aerodrome road. The new development area would have rear access to the allotments. This road could also serve the northern row of existing allotments, thus removing as much vehicular traffic for the taxiway as possible.

AVIATION PROJECTS

9. STAKEHOLDER CONSULTATION

A comprehensive stakeholder consultation plan was carried out to maximise the opportunity for the local community and aviation stakeholders to provide input into the development both aerodromes.

The following stakeholders were consulted and/or considered in the consultation and engagement process:

- aircraft operators and other tenants and aerodrome users;
- neighbouring property tenants and itinerant visitors;
- members of the public; and
- Southern Downs Regional Council.

A comprehension SWOT analysis was conducted for Warwick Aerodrome and Stanthorpe Aerodromes based on research, feedback and approach. Refer to Table 4 and Table 5

Table 4 Warwick Aerodrome SWOT Analysis

<i>Strengths</i>	<i>Weaknesses</i>	<i>Opportunities</i>	<i>Threats</i>
Users really support the aerodrome saying it is a significant and valuable community asset	No mains water or sewer, Power not delivered to agreed standard with buyers	Promote aerodrome as community hub, market on own website	Terminal leased and not available to public.
Availability for RFDS.& emergency services	No water or food available to airport users or itinerant pilots, no meeting facilities	Upgrade terminal for meeting, add wifi and improve service offering eg vending machine and information on transport and accommodation	Cannot attract tenants due to lack of water and wastewater and ongoing issues with power
Demand for industrial/commercial	No aircraft movement counting	Existing demand for hangars - Ezen Flight training; RAAF Cadets; Avro expansion needing third hangar	Airspace management with new flight training growth
Great weather and area for flying and attractions to visit	Caretakers living in hangars adjacent to aerodrome (Aeropark)	Gliding Club and aero club growth	Second subdivision not compliant with MOS139 and unsafe
Airport not too busy and laid-back lifestyle	Entrance and access - 3 gates/entrances confusing, no main/obvious entrance; entrance locked and	Council tender for hangar	Planning scheme and SDRC not keen on residential uses in hangars

AVIATION PROJECTS

<i>Strengths</i>	<i>Weaknesses</i>	<i>Opportunities</i>	<i>Threats</i>
	passengers cannot get to aircraft, have to park on main road and carry luggage through ped gate		
	Safety issues as no Airside/Landside boundary eg driving on taxiways	Improve lease terms	SDRC reputation as aerodrome managers and developer
	Closure runways for other uses	Airport certification under new MOS139 improves safety	New western end subdivision causing grief for tenants having to winch aircraft into hangars
	No proper charging of aeronautical fees	Navigation training from Wellcamp	No taxiway link between subdivisions needs
	No regular engagement with tenants and stakeholders	Tourism growth/attractor marketing	Inadequate power for existing two subdivisions
	Warwick BOM weather station is 20 kms away and should be co-located at aerodrome for better aviation operators use	Demand for aeropark like facilities	Pavement damage and operational interruption for other uses eg filming, crane racing and vehicle testing
	AFRU lighting safety system installed but not working. Currently only using PAL for lighting.	Improve operational, safety systems and facilities to attract users to airport eg AFRU, Weather availability, terminal upgrade and jet fuel	Front gate is locked so visitors meeting aircraft have to park outside on 100 kmp road and carry luggage to/from aircraft through ped gate
	Little discussion, consultation, feedback and lack of airport management experience	Improve/build relationships through regular consult with tenants and operators as they have best on ground knowledge and airport experience	No airside/landside delineation

AVIATION PROJECTS

<i>Strengths</i>	<i>Weaknesses</i>	<i>Opportunities</i>	<i>Threats</i>
	No aviation maintenance workshop on airport	Taxiway from east to western end. Use existing gate (western end) and put in access road inside fence with short roads feeding existing hangars. On other side taxilanes to feed to taxiway and runway.	Buyers state that council rates are excessive as there is no water, sewer or rubbish collection and tenants still waiting for power connection
	Upkeep/maintenance is barely adequate, and tenants are mowing to keep up appearance and improve use for gliders	Improve water sewer power and rubbish collection	Reputation
	Fuel is too expensive	Promote as friendly nice place to fly	
		Charge commercial users for aeronautical fees and remove honour box	

AVIATION PROJECTS

Table 5 Stanthorpe Aerodrome SWOT analysis

<i>Strengths</i>	<i>Weaknesses</i>	<i>Opportunities</i>	<i>Threats</i>
Users really support the aerodrome	Distance from town and water supply with no water/sewer available	Relax rules for living on aerodrome in hangars to increase tenants	Little/No demand for hangars and industrial use
Availability for RFDS & emergency services	Old terminal, no amenities or drinking water and food	Upgrade terminal for meeting, add wifi and improve service offering eg vending machine and information on transport and accommodation	Lack of industries identified
Good runway	No counting of aircraft movements	Fuel facilities	Entrance and access are under developed and not attractive
	No proper charging of aeronautical fees	Navigation training from Wellcamp	No aviation fuel
	No regular engagement with tenants and stakeholders	Lease sites rather than all freehold to sell	Poor weather and fog means airport is less available for use
	More difficult approach and landing due to weather (very hot/cold)	Improve interaction with tenants and users to better facilitate return and increase occupation and marketing	Existing tenant has no inclination to build hangar as his aircraft are in councils' hangar for free

AVIATION PROJECTS

10. DEMAND

A feasibility study was carried out by AEC refer to **Annexure 1**.

The key findings are summarised as follows:

10.1. Warwick Aerodrome

Warwick Aerodrome currently has 32 developed sites split over two subdivisions east and west of the main entrance. Of the lots 22 are sold, 7 are leased and 3 are vacant. The occupation of sites includes hangarage, maintenance, and other aviation related uses.

A site of 5 ha is located to the north west of the runway and parallel to Massie Bony Mountain Road, which would be suitable for development into new lots for industrial use. They would require road and runway access by way of a new taxiway. Demand would be for leasing sites in the main although there may be preference to freehold the sites.

Based on the current occupancy rate, historical sales data, known enquiries, leads and feedback from tenants and airport users, there is enough demand for the development of further industrial sites for aviation related uses. There is also demand for similar hangar and caretaker facilities although not a preferred land use. Aircraft movements numbers need to be obtained to understand the full demand and use picture.

To attract aviation tenants, specific facilities are required including water and sewer, phase 3 power, upgraded terminal with access for visitors and itinerant travellers with water and/or vending machine, weather information and allowing wider use of sites in lease conditions.

10.2. Stanthorpe Aerodrome

Stanthorpe Aerodrome currently has 21 sites with three sold, one of which is vacant, and the balance remain for sale however have little enquiry/demand. One of the owners has intention to build his hangar at some point however his aircraft are in SDRCs hangar and he is not paying rent.

A site of 1 ha to the north of the existing sites and south of the runway are suitable for development into new lots for industrial use. The site would require a new road from Aerodrome Road apron, to park and access the runway. Demand would be for leasing sites as well as freehold sales according to consultation with users.

Based on the current occupancy rate, historical sales data, known enquiries and leads and feedback from tenants and airport users, there is little to no demand for the development of further industrial sites for aviation related uses.

To attract aviation tenants, specific facilities are required including water and sewer, phase 3 power, upgraded terminal with access for visitors and itinerant travellers with water and/or vending machine, weather information, and offering to lease sites.

AVIATION PROJECTS

11. REVENUE ANALYSIS

A detailed analysis of revenues and costs should be performed as part of the master planning activity as well as capital program planning. Notable issues that arose during the study are documented for further consideration. These do not take into account the overall return the aerodromes contribute to economic, community, tourism, health, and education factors.

The potential revenue in the future needs to be mapped out to determine the most efficient methodology to capture and enhance revenue once aircraft movements and demand are ascertained. Lease fees are an ongoing revenue opportunity, and this is evident at Warwick compared to Stanthorpe which has no lease revenue as sites have been made freehold.

Aerodrome revenue typically comes from three main sources – aeronautical (aircraft landing and parking); property (leasing and sales); ground transport (car parking, taxis, car rentals etc) and retail. A master plan will include a strategy for the development of the aerodrome, taking into account specific demand, trends and forecasting. The master plan is directly influenced by its development objectives which are based on the long-term vision and values of SDRC while also responding to the broader objectives for the region, community and the state. Forecasting demand at regional aerodromes is based on aircraft movement numbers, growth patterns, the type and function of aircraft, passenger numbers if relevant and property leases and sales.

The social and economic impact on the wider community must also be considered in the generation of revenue. Air connectivity has become the heartbeat of regional areas supporting tourism, attracting population growth and industry opportunities and the aerodromes contribution cannot be discounted.

11.1. Warwick Aerodrome

For the past three years, actual revenue has exceeded budget particularly in the Fuel, Other revenue and Lease lines. The landing fees are most likely well under actual aircraft movements charging regime. Wages overtime are over budget and it is unclear if overtime has been recharged to aircraft operators. Petrol costs are included at Warwick but not at Stanthorpe making it unclear what this line is actually for. Overall expenses are less than budget for this period however revenue is well below expenditure and there is an operating deficit.

11.2. Stanthorpe Aerodrome

For the past three years, actual revenue has been equal to or less than budget and highlighting the difference with Warwick which has lease fees. The landing fees is most likely well under actual aircraft movements charging regime. Overall expenses are less than or just over budget for this period however revenue is well below expenditure and there is an operating deficit.

11.3. Aeronautical charging

There are usually four aeronautical charges for use of the airport excluding rents, levies, headworks and other charges which are; landing fees, aircraft parking, pavement concessions and emergency call outs.

- 11.3.1. Landing fees – these are for landing, take off and touch and go aircraft movements. These can only be charged if you have evidence of aircraft movements. Touch and go movements are not always counted and charged (Archerfield do not) and helicopter

AVIATION PROJECTS

movements are not always included. There are many inconsistencies and differences in the ways airports count aircraft movements and charge. For example, Archerfield has the AIMM and Arrivals databases and three staff managing both part time resources but Archerfield has 120,000 to 140,000 movements per annum so these charges are a significant factor in its over profit and loss. Moorabbin Airport in Victoria charge a daily and annual rate for landing and parking and Bankstown use a camera system for counting and charge based on aircraft weights. Mostly council aerodromes have none or little systems in place.

We would guess from discussions with your tenants Warwick has about 100-200 aircraft movements per month and say 2,200 per annum = \$24,200 per annum. Stanthorpe about half. However, RFDS do not always pay landing fees. Landing fee charges usually depend on size/type/weight of aircraft.

Aircraft movements calculations – there are a few systems around and an internal resource is required to manage the system however before SDRG commit to one I would suggest you ask one of the tenants to count aircraft movements for two months say Dec and March and pay him/her eg aeroclub, gliding club and/or caretaker. The report could be based on whatever information they can give you including aircraft type, weight, registration, movement type, visitor or tenant operator etc. We could set this up as we know the tenants and operators on airport are extremely keen to assist any improvements at the airports. The airport users are extremely experienced, and it would be reliable info, easiest and cheapest way to get some information that would be a baseline for next steps in the charging system.

The recent report on Landing Fees revenue for Warwick show in 2017/2018 \$5,103 suggesting 464 movements per annum and in 2018/19 \$4,141 which equates to say 376 movements per annum. Both years are a huge increase on 2016/17 which was \$1841. However, it is difficult to work out what are the true movement numbers and whether RFDS and Defence are paying and of the revenue which is per movement or annual fee. The OCM Report shows the huge disparity between airport charging a few years ago and nothing has changed. Without knowing the estimated movement numbers, it cannot be recommended to install movements counting systems and charging regimes. Both are time consuming and with low numbers it may not be worthwhile. The answer may be an annual fee for tenants.

11.3.2. Aircraft Parking – charges are currently \$11 per 24-hour period. Difficult to manage and cumbersome. The tenants with aircraft are easy to charge and I understand some of them are already paying an annual fee. The visitors are more difficult as you would have to have a staff member counting and recording them daily. I would again discuss this with the tenants and work out an efficient and practicable way or scrap it and have an annual fee for all tenants for both movements and parking.

11.3.3. Pavement concessions – not sure if there are charges. No mention in ERSA that there are restrictions to protect your pavements and charges will apply on application for aircraft over A C N of 10. This would require something in ERSA to be published for pilots, either is source or

AVIATION PROJECTS

outsource and charge the operator. This also puts in place a risk treatment if the pavement gets busted.

11.3.4. Emergency call outs – SDRC would need to identify whether these are being charged

To summarise the 2016 OCM Report:

- Revenue leakage occurs due to the current system and lack of aircraft movement information.
- The tenants and users preferred an annual single fee for landing charges, and this was introduced in 2015/16 retaining the one-off fee for casual users. There was push back from some users and it was agreed there would be a six-month trial.
- Landing fees are generally lower than other council aerodromes.
- Council could change the annual and casual landing fees to an aircraft weight-based system.
- There are opposing and highly emotive views in the aviation community about landing fees being charged (arguing that boaties do not pay, yet campers do).
- Council has received requests for exemptions for aviation events.
- Landing fee payments for visitors relies on an honesty system and this is collected twice a week by council staff however this does not work well with little revenue.
- The council does not have any information of aircraft movements including their departure and destination points (Note: that pilots are not required to lodge flight plans unless instrument flying and in controlled airspace).
- There is no management system in place to ensure annual charges are invoiced and made.
- There is a cost to counting and charging aircraft movements and a system would need to be installed added to the resourcing and costs associated with reviewing movements, identifying aircraft and following up owner details, invoicing and debt management.
- The Warwick Gliding Club, Queensland Recreation Aircraft Association and Air Force Cadets are the most significant users of the Warwick Aerodrome; however, the Air Force has never been charged for the cadets and other defence use.
- Users are unable to pay via electronic methods at SDRC.

AVIATION PROJECTS

12. CONCLUSION

It is recommended that both the Warwick and Stanthorpe aerodromes implement Master Plans which would help to properly develop their economic, future use and development objectives. The master plans would clearly outline the revenue opportunities and the capital requirements to be carried out to deliver and attract demand and growth.

The success of the Master Plan will be defined by how well it enables the aerodrome to meet current aircraft operations, while maintaining flexibility to adapt to changing trends, emerging markets and arising opportunities. This Master Plan provides a framework for future development of an aerodrome and ensures, that through the development objectives, there is flexibility to manage, balance and respond to future needs of the aerodrome and emerging market trends and opportunities.

Also, non-aviation property development is an important component of an aerodromes strategy and assists economic feasibility and enhances the multipurpose focus of an airport. There may be opportunities for non-aviation development once the town industrial precincts are fully tenanted. Based on consultation, there is still a strong desire to develop more sites for caretaker use which if positioned appropriately provides a complementary range of land uses, a revenue stream and may directly or indirectly support the intended outcome of the aerodrome as a regional economic and transport hub.

Current revenue is well below what the aerodromes should actually be generating. To be able to capture aircraft movements, they will need to be monitored for a short term to ascertain what movements are occurring and what aircraft types are being used. This will predicate whether a movement system is required and give a reasonable idea of airport use, once this has been established charges can be developed.

Some of the options for aircraft movement tracking and billing (listed below) depend on the resources council wishes to allocate, eg accounts, billing, etc

Avdata (SDRC would lease their computer, software and aerials to be installed) on a monthly basis is approx. \$200 for equipment and starts about \$25 per month on very low level of movements. Avdata would need to be engaged for a quote.

AIMM (NZ model using radio calls)

Services include billing services giving airports the option to charge landing fees based on the aircraft's maximum take-off weight; a flat fee for each landing; fees for aircraft parking and use of airport facilities; an annual fee; after-hours surcharges eg for pavement concessions and/or emergency call outs; no fee for exempt users.

The service provider identifies the aircraft landing, taking off and parking and uses this information to calculate charges, (airport to set rates), sends out invoices, processes payments and pays airport monthly and deals with customer queries. It can be a monthly contract.

Warwick Aerodrome has a reasonable demand for further development of leasehold and freehold hangar sites whilst Stanthorpe has little demand. Further development and investment of infrastructure at Warwick and Stanthorpe Aerodromes is required to ensure growth. A major detriment towards this growth is the lack of mains water and sewerage available onsite.

AVIATION PROJECTS

13. RECOMMENDATIONS

It is recommended that SDRG:

13.1. Warwick Airport

13.1.1. Stage 1

- Implement an aircraft movement monitoring system to record and collect information about aircraft movements and types to determine the quantum of lost revenue opportunity. We would recommend Council trial a six month exercise with Avdata
- Engage with airport stakeholders, users and tenants regarding the implementation of aeronautical charges, timeline, outlining other airports charging, airport costs, basis of charges, benefits and outcomes
- Implement an aeronautical charging system and introduce fees based on aircraft weight, user groups, annual and daily charges and phase in timing
- Initiate a program of regular consultation tenants with the objective of discussing future plans, opportunities and viable sustainable options with stakeholders (say twice a year and/or as required)
- Improve basic airport facilities including terminal access and amenities
- Update Master Plan to provide stakeholders and community with clear strategic and commercial objectives and benefits for the airport, users and community

13.1.2. Stage 2

- Investigate the potential water infrastructure availability based on opportunities with state government for an external water pipeline
- Construction of the external water pipeline
- Complete the plan of subdivision, civil works and associated services with readiness to offer leases and sales of lots

13.2. Stanthorpe Airport

- Implement a marketing strategy aimed at aviation and complementary uses for existing sites offering leasehold and freehold lots
- Initiate a program of consultation with tenants with the objective of discussing future plans, opportunities and viable sustainable options with stakeholders (say twice a year and/or as required)
- Implement an annual user charge for all tenant aircraft operators per aircraft



ANNEXURES

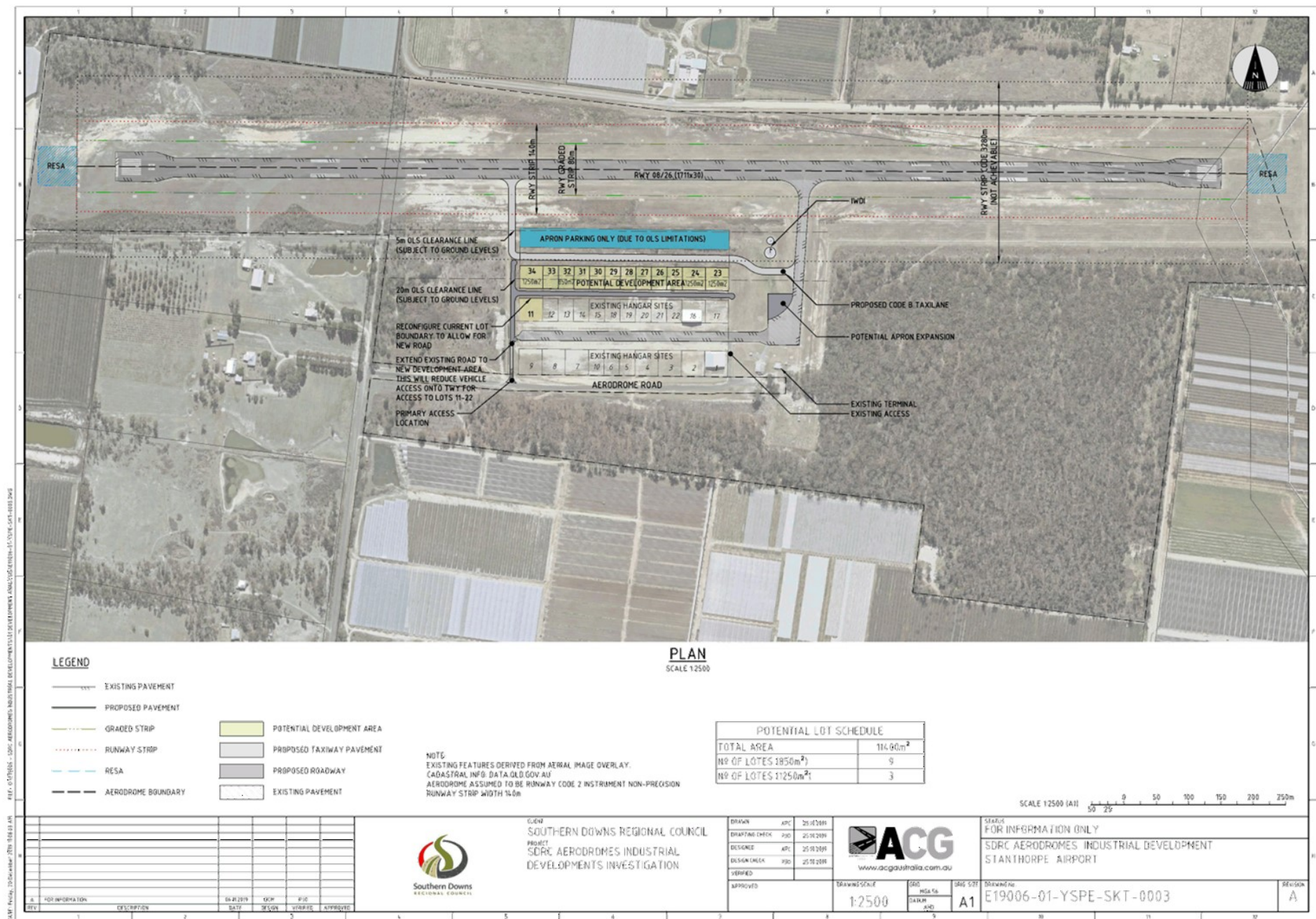
1. AEC Southern Downs Industrial Development October 2019 (Final 11 Feb 2020)
2. ACG drawings

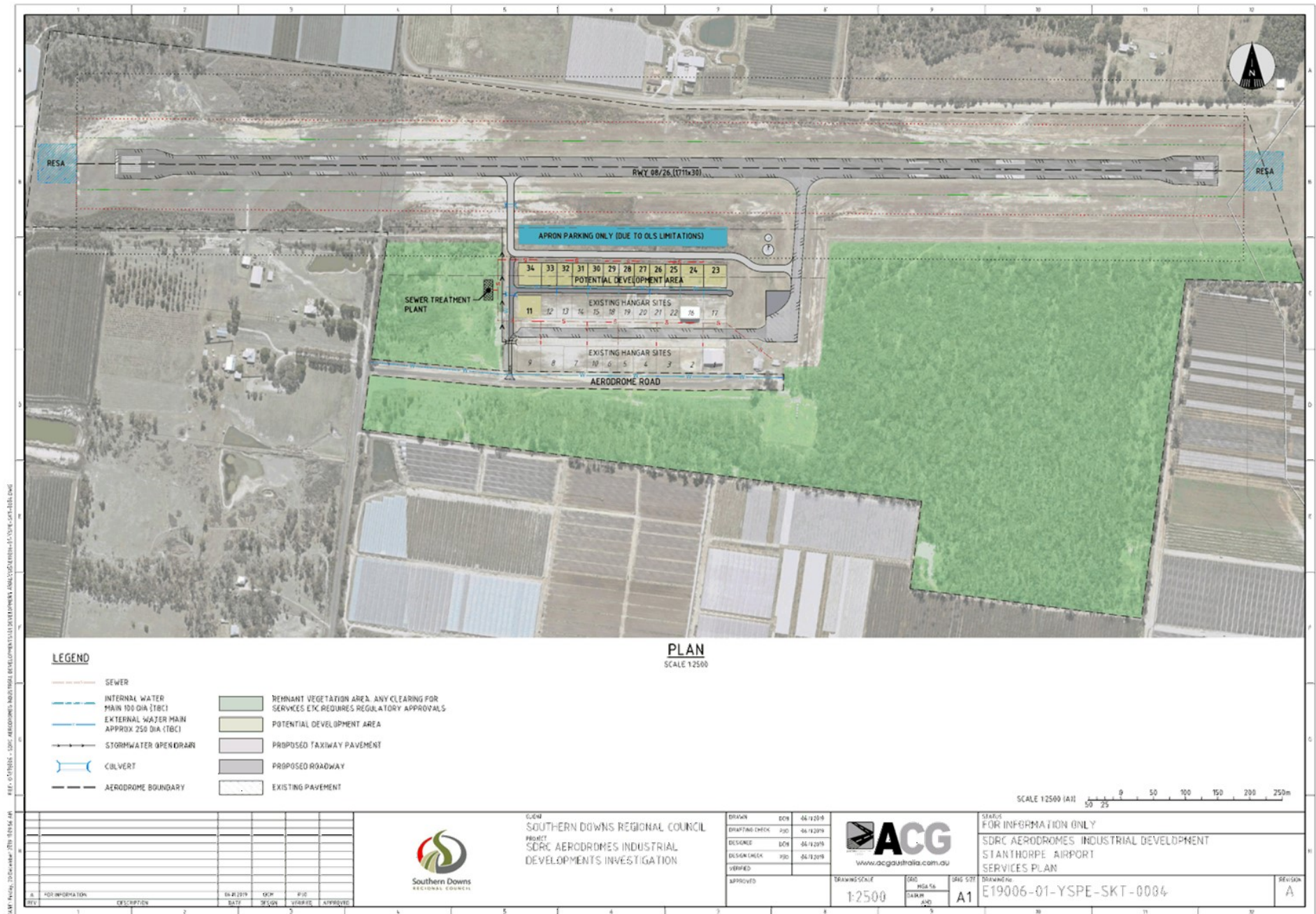
YWCK01-01 WARWICK AND STANTHORPE AERODROMES – FUTURE INDUSTRIAL USE

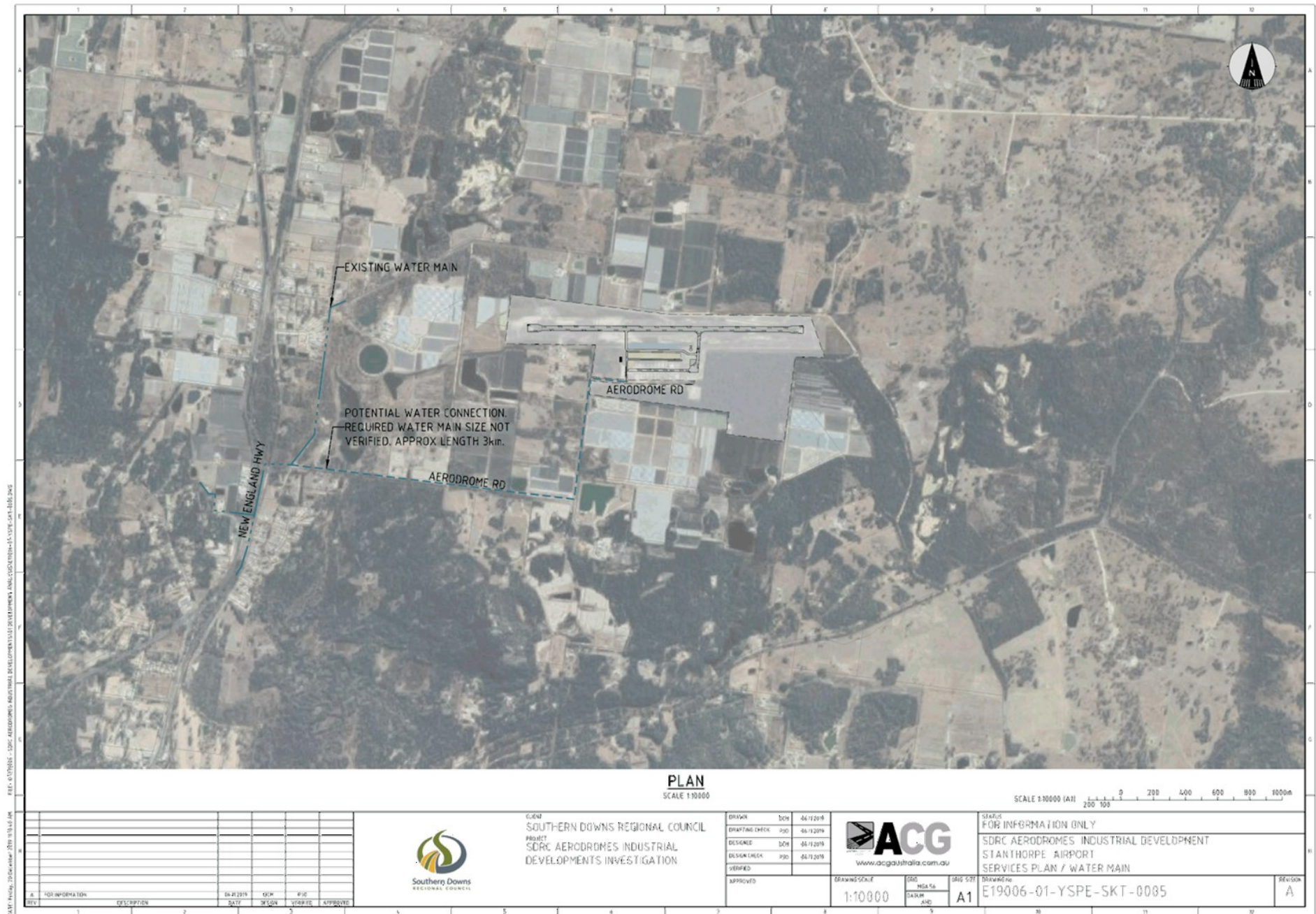
1

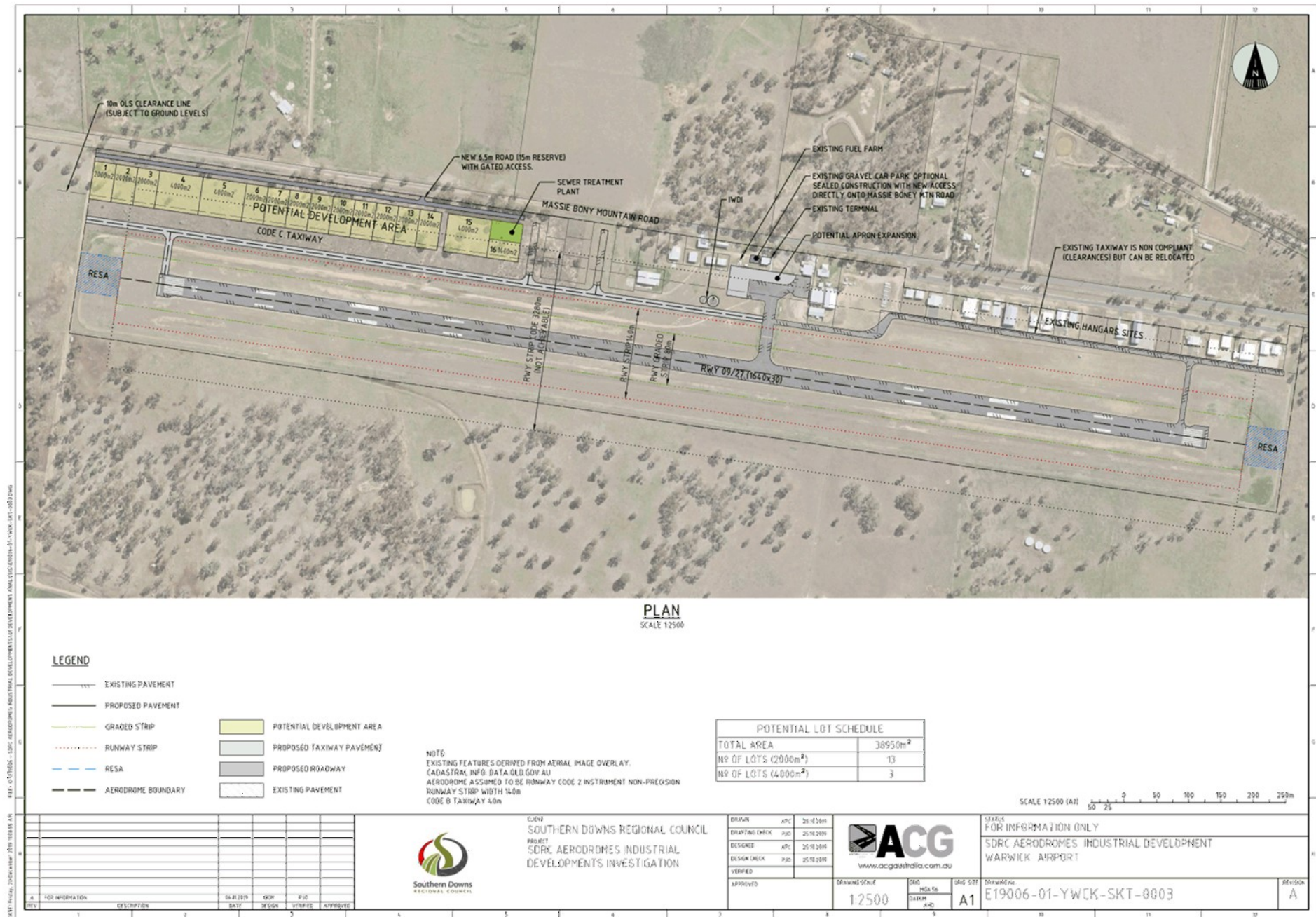


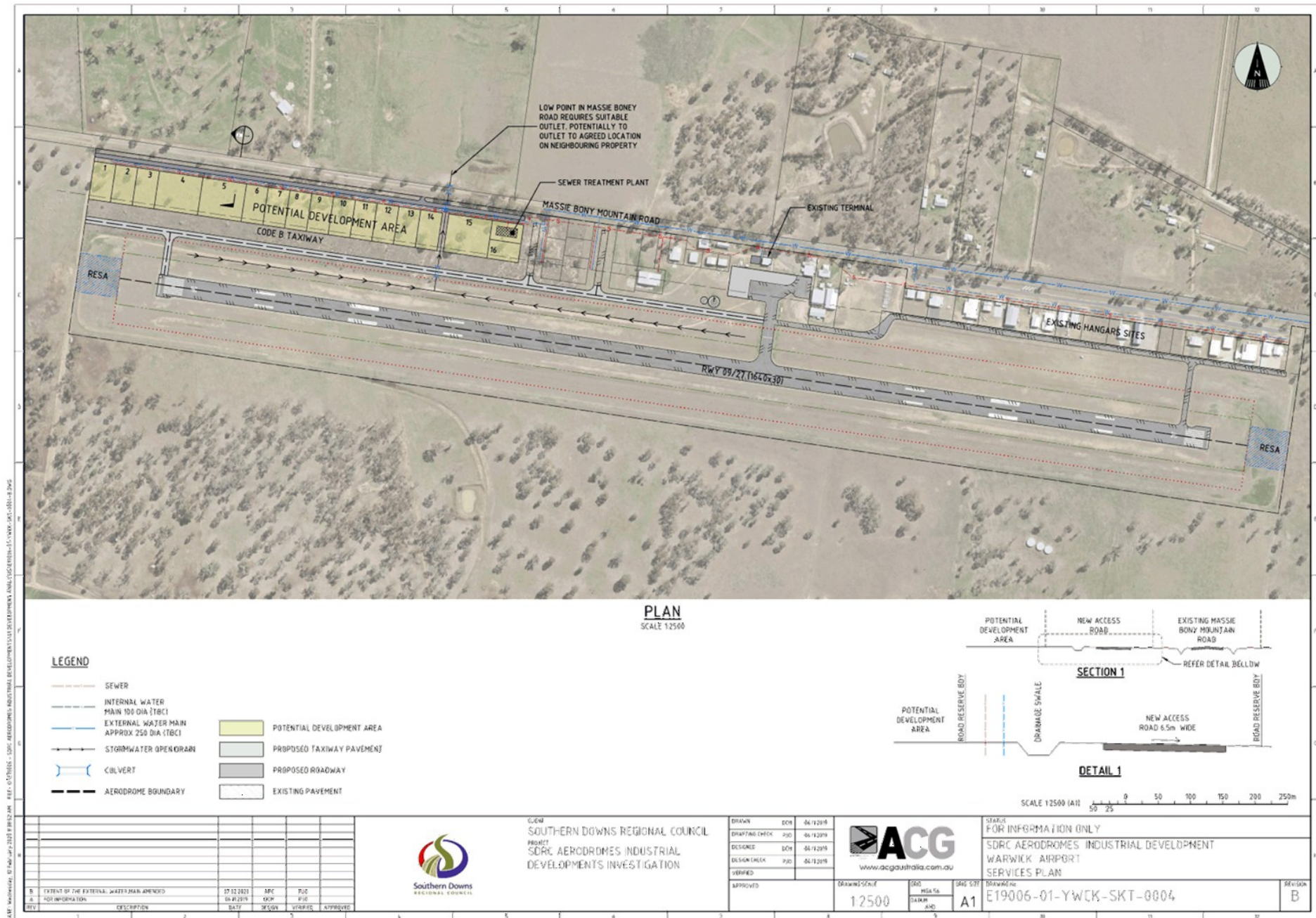
Aviation Projects Pty Ltd / ABN 88 127 760 267
M 0417 631 681 P 07 3371 0788 F 07 3371 0799 E enquiries@aviationprojects.com.au
19/200 Moggill Road, Taringa Qld 4068 POST PO Box 116, Toowong DC, Toowong Qld 4066
aviationprojects.com.au

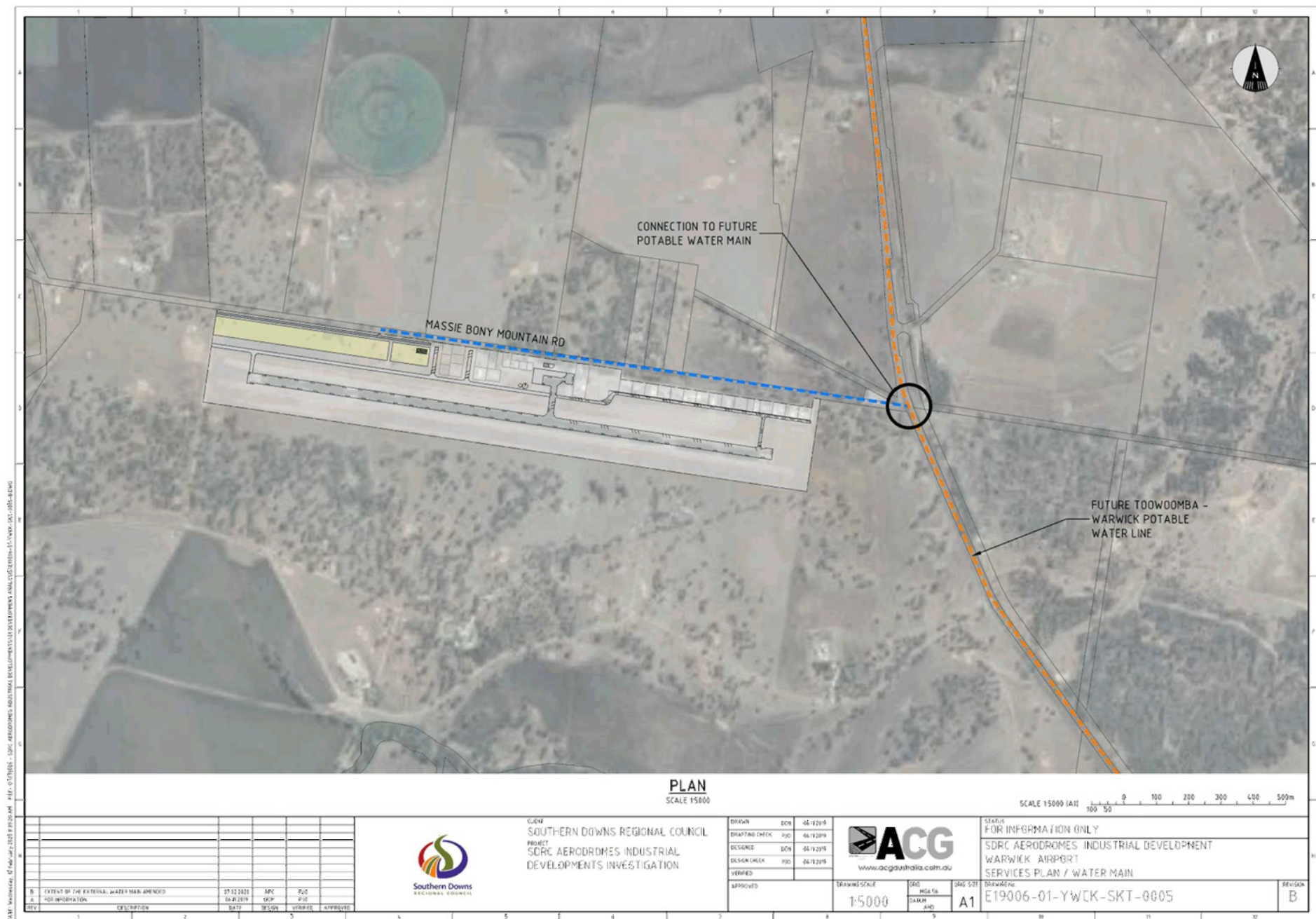













12. INFRASTRUCTURE SERVICES REPORTS

12.1 Infrastructure Services Directorate Monthly Report

Document Information

 Southern Downs REGIONAL COUNCIL	Report To: General Council Meeting	
	Reporting Officer:	Meeting Date: 19 February 2020
	Director Infrastructure Services	ECM Function No/s: 04.15.01

Recommendation

THAT Council receive the Infrastructure Services Directorate Monthly Report.

Report

The following is provided for the information of Councillors

2019/20 CAPITAL PROJECT STATUS

Refer Attachment for details

OPERATIONAL

WORKS

- Palmer Bridge is now open to traffic. There are some minor works to be completed such as the removal of the old bridge and finalisation of private accesses. An official opening date is being organised.
- Theo Canter Park - Mens Shed and Woodworkers – Internal fit out has commenced with concreting and roadworks to recommence in February.
- Orders have been placed for the two pedestrian bridges in Stanthorpe on the cycle network. Works on the associated footpaths have commenced.
- Works have commenced on Connolly Dam Road to seal the remaining section to the dam.
- Depot/Ogilvie/East Street upgrade – Council and Transport and Main Roads are progressing this matter and it is expected agreement will be reached soon.
- Council has submitted a concept solution to Queensland Rail and Main Roads for the sealing of Link Road to Brunckhorst Avenue and are awaiting feedback.
- The Leslie Dam Boat Ramp is now complete, with some works on the carpark and surrounding area to be finalised.
- The Learn to Ride park concept design has been completed, consultation is progressing prior to moving through to detailed design.

PARKS AND OPERATIONS

Parks

- CBD Planting – Removal of old annuals replaced with new petunias for upcoming Apple & Grape Festival.
- SDIEA Drought Scheme –The scheme which has now concluded, with project completed for in Apex , Lions and Rotary Parks in Stanthorpe.
- Killarney War Memorial- new tiles/concrete section completed for safety.
- Leslie Park – irrigation maintenance & new irrigation line/pop-ups installed at recently built junior playground.
- SDIEA Land Management Scheme in Allora, assistance from parks is being provided as required.

Facilities

- Various areas of community facilities painted including Warwick Administration building, Warwick Town Hall and Warwick Library.
- Bollards finished at Killarney Heritage Centre.
- Ongoing pool maintenance and safety inspections.

Cemeteries

Interments:

Cemeteries facilitated twenty-three (23) services for the month of January. Breakdown below:

Burials

	Lawn	The Grove	Monumental	Below Ground Vault
Warwick	3	1	1	
Stanthorpe	2		1	2
Eden Gardens	4			
Allora	1			
Killarney	2			
Wallangarra			2	

Ashes

	Columbarium	Memorial Garden	Grave/Vault
Stanthorpe	1	1	1
Killarney	1		

Capital Works

- Stanthorpe Burial Wall – Block work has commenced, bottom level has been completed.
- Beams/Tree Surrounds –Warwick war graves and lawn beams have been completed.
- Warwick Burial Wall surrounding concrete edging completed with irrigation, turf and landscaping to follow.
- Stanthorpe Baby Section foundation pad has been completed, concrete work pending, followed by irrigation and plants once concrete work has been completed.

Fleet & Workshops

- Water Carting
 - Full Cart Commenced 13th January 2020.
 - Delivering between 1.1mL & 1.3mL per day dependent on usage.

WATER

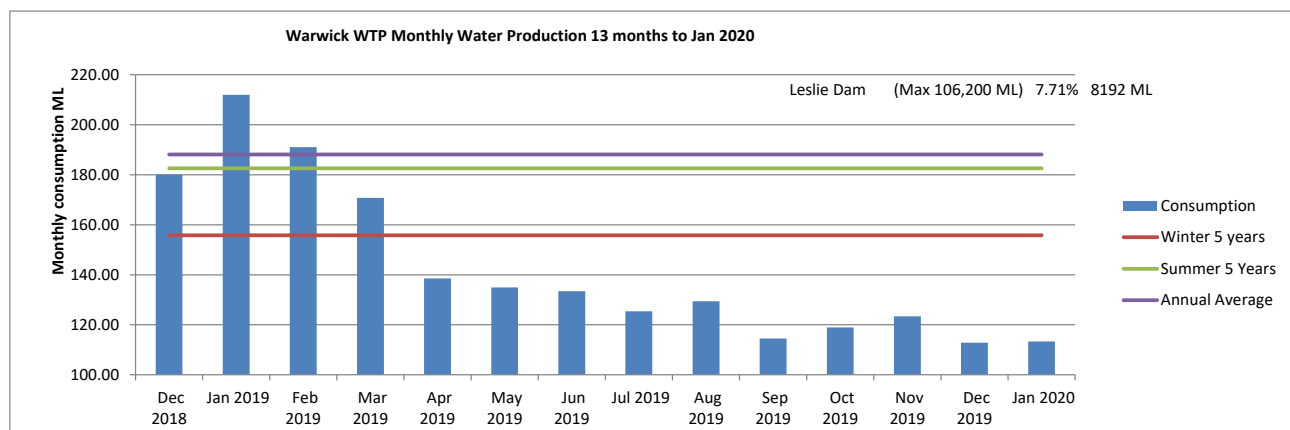
- Preparation for the donated water tank at Morgan Park is well underway. The pad has been constructed ready for erection of the 7.6ML tank. Tank panels are on-site and due for construction early February, weather permitting.
- Wallangarra emergency bore water supply well underway with completion expected in early February.

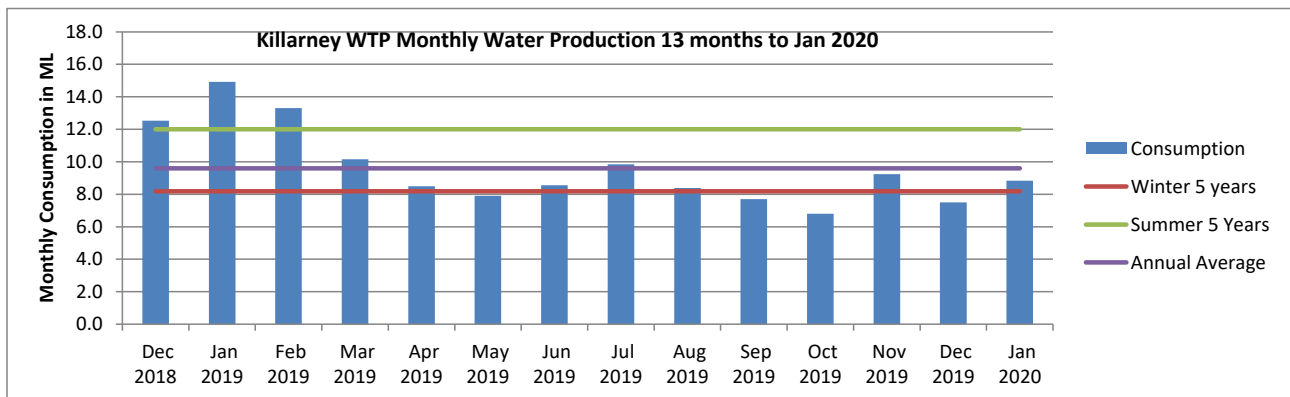
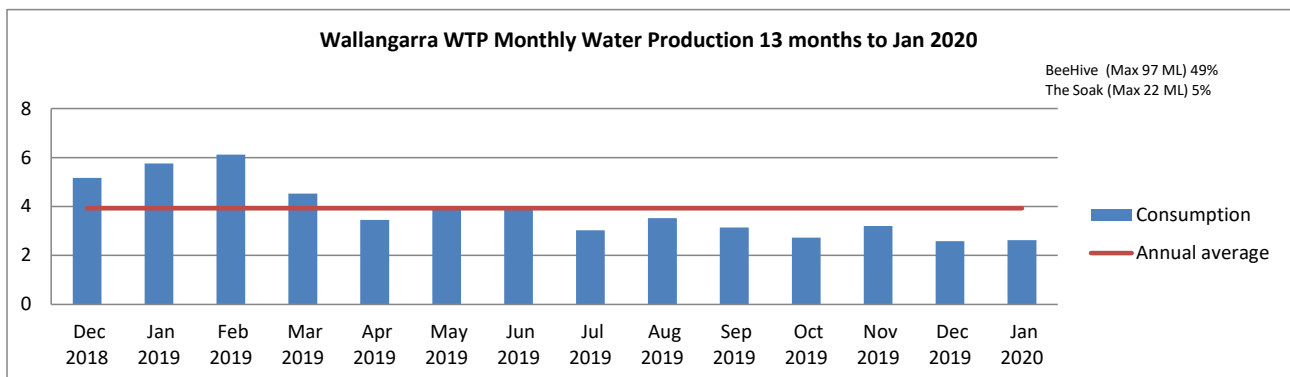
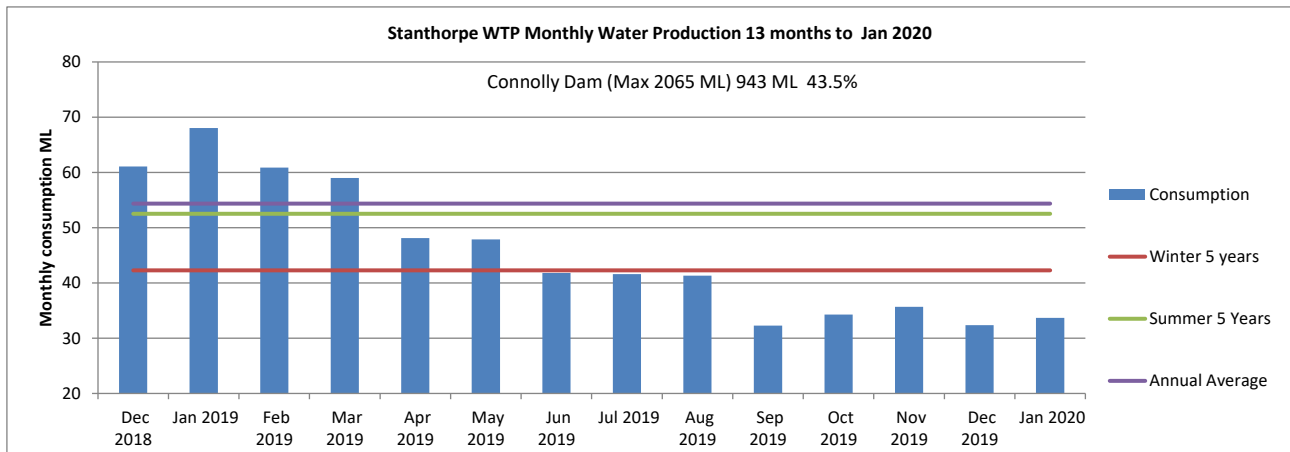
WATER PERFORMANCE DATA REPORT AS AT 31 JANUARY 2020

Dam Levels

Water Supply Levels and monthly raw water inflow to the treatment plants at the end of January 2020											
Remaining Supply is based on no rain & current monthly abstraction											
	Water Scheme	Supply Source/s	Supply Capacity (ML/Yr) unless specified otherwise				Demand (ML)			Remaining Supply Mths*	Remarks
			Maximum	Dam % Full	Quantity	Available	Annual	Monthly	Daily		
1	Warwick	Leslie Dam (SunWater)	106,250	7.71%	8,192	8,192	1375.68	114.64	3.70	19 (inc evap)	
2	Stanthorpe	Storm King Dam (SKD)	2,065	9.70%	200	200		7.58	0.24	4 (inc evap)	No water taken from SKD from 13 Jan 2020
		Connolly Dam	2,157	43.50%	943	574	327.12	27.26	0.88	16 mths	Supply from Connolly Dam (full carting commenced 13 January 2020)
3	Killarney	Spring Creek Weir & OSS	70	N/A	300	300	119.76	9.98	0.32	7mths OSS or 18 mths from weir	Supply alternates between weir and OSS depending on river flow. Depletion based on allocation.
4	Wallangarra	Beehive Dam	97	49.00%	47	47	42.12	3.51	0.11	6 mths (estimate)	
		The Soak	22	0.00%	0						
6	Dalveen	Bore/s	30	N/A	30	30	5.39	0.45	0.01	66.8	
7	Leyburn	Bore/s	30	N/A	30	30	17.82	1.49	0.05	20.2	
8	Pratten	Bore/s	30	N/A	30	30	8.95	0.75	0.02	40.2	
		Leslie Dam (SunWater)	Agreement to hold bottom 15% (15,930) for SDRC. Contract for supply of 3,207 ML/yr								
	Note!	*Wallangarra Dam supplies do not account for evaporation. No modelling available for dams									

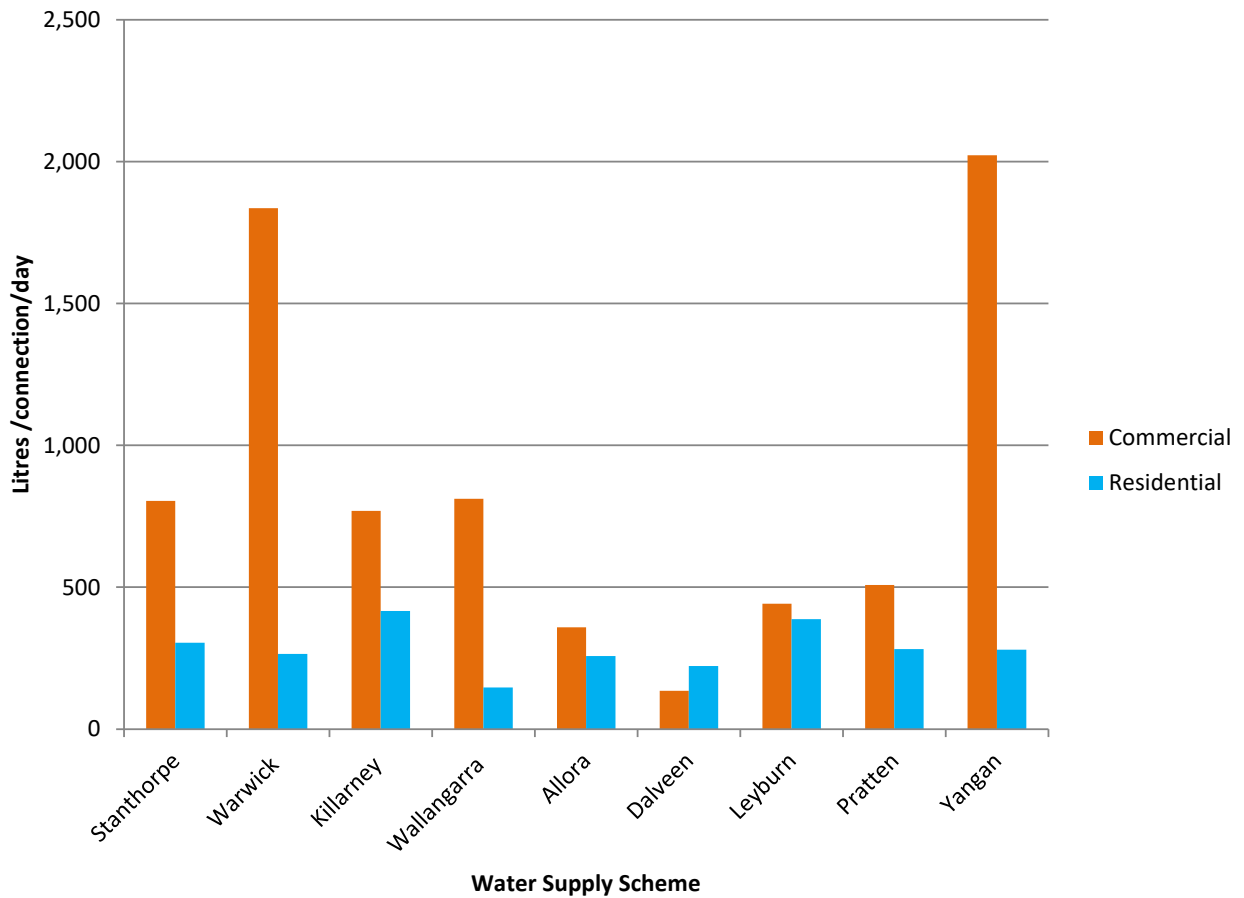
Monthly Water Consumptions Graphs





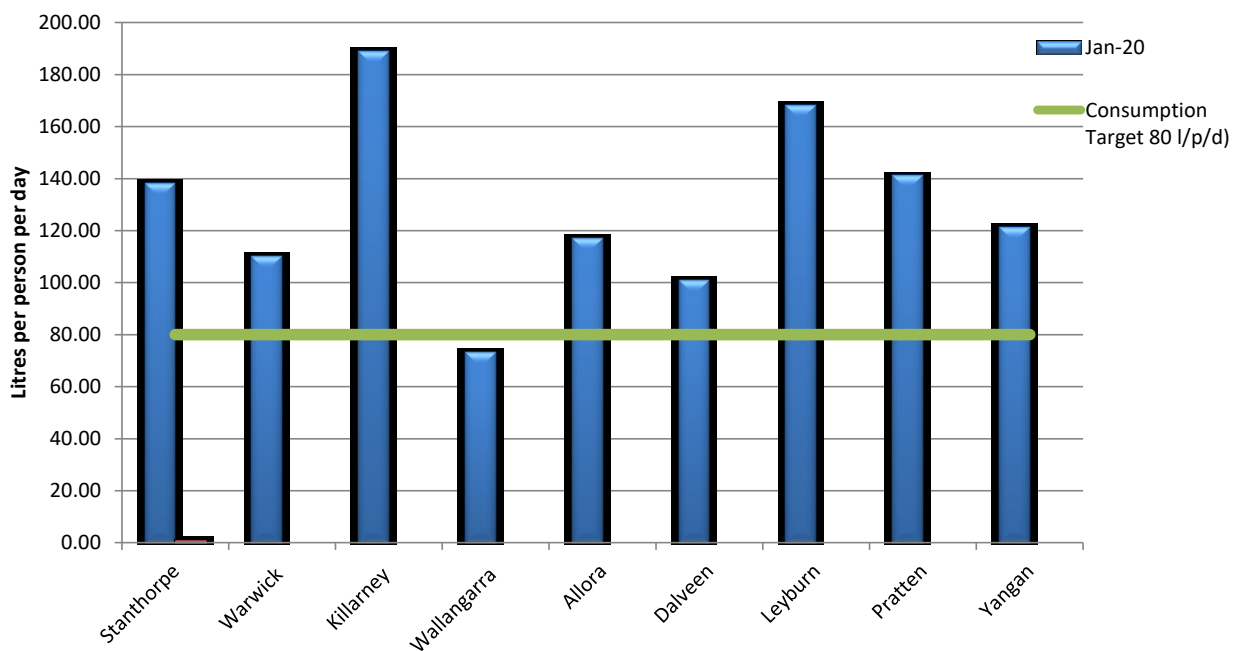
Avg Daily Consumption per Connection January 2020

(based on Sept 2019 meter readings)



Residential Water Consumption Comparison

(Sept 2019 meter readings)



Budget Implications

Nil

Policy Consideration

Nil

Community Engagement

Nil

Legislation/Local Law

Water Supply and Reliability Act 2008

Options

Council:

1. Resolve to receive the Infrastructure Services Directorate Monthly Report;
2. Resolve not to receive the Infrastructure Services Directorate Monthly Report.

Attachments

1. Capital Works Project Status - Works [↓](#)

Capital Works

Program 19/20 - Capital Works Report Feb 20200207

HVSP - Heavy Vehicle Safety And Productivity Program		NOT STARTED
BRP - Bridge Renewal Programme (50%)		Construction
BS - Backstop (50%)		Planning and Design
CHLGP - Cycle Network Local Government Grants Program (50%)		Completed
RTR - Roads to Recovery (100)		Warning
TDS - Transport Infrastructure Scheme (50%)		Completed
W4Q - Works for Queensland (100)		Completed

Project Name	Original Total Budget	Revised Total Budget	Current Annual Budget	Act Expend	Commit	Original Estimate	Revised Estimate	Forecast	Proposed Budget 3rd QTR REVIEW	Funding	Progress	Project Officer	Est Start	Start	Est Finish	Finish	Status/Comment	
CAPITAL WORKS - CONSTRUCTION				20,061,768.00	24,212,170	14,296,177.00	6,763,780	2,398,638	3,024,599	0	0							
Previous Year				6,430,388	6,243,729	793,928	263,410	222,819	1,641,722	0	0							
CR000157	101805 - Rangers Rd / Overham Street intersection	359,000	441,584	25,321	25,380	0	0	0		RTR	100%	Andrew Mapes	18/08/2016	30/04/2019	28/06/2019	27/06/2019	Project Completed	
CR000418	102010 - Condamine River Crossings (MPP next stage)	109,000	129,136	2,040	2,040	0	0	0			100%	Andrew Mapes	11/02/2019	11/02/2019	28/06/2019		Project Completed, Report completed	
CR000438	102101 - 2" Off Leach Dog pens	0	73,138	37,706	37,706	0	0	0			100%	Cathy McInnis	30/05/2019	30/05/2019	30/05/2019		Project Completed	
CR000367	101802 - Industrial Land Development	625,868	630,844	7,000	5,765	0	421,821	579,864		RDS	100%	Heath Tonkins	11/02/2019	4/02/2019	28/06/2019	25/06/2019	Project Completed	
CR000380	101804 - TDS Trainers Road widening 1819	883,846	888,305	2,307	2,307	0	0	0		RDS	100%	Heath Tonkins	30/05/2019	31/12/2019	31/12/2019	14/06/2019	Project Completed	
CR000320	101825 - Easy Street DAC & GPs	269,000	230,665	119,000	10,702	95,973	20,000	20,000			75%	James Varughese	11/02/2019	10/06/2019	30/06/2021		Concept Design in Progress, Path Package approvals in progress	
CR000358	102001 - Gravel Resurfacing (16-19)	1,628,000	1,903,047	97,845	97,845	0	879,515	1,041,356			100%	Malcolm Beattie	30/05/2019	28/07/2019	30/06/2019		Project Completed	
CR000434	101808 - Multi Purpose Vehicle Flood - Disaster Centre/Library	75,000	36,772	36,236	36,236	0	0	0		W4Q	100%	Michael Bell	12/11/2018	21/01/2019	29/07/2019		Project Completed	
CR000392	101807 - TDS Freestone Road 1819	525,000	468,861	2,552	2,552	0	0	0		RDS	100%	Mark Cadzane	4/02/2019	4/02/2019	4/02/2019	14/06/2019	Project Completed	
CR000359	102004 - Reseal 1819	1,069,000	1,003,313	11,500	4,517	0	0	0			100%	Peter Crisp	30/05/2019	6/06/2019	11/06/2019	31/05/2019	Project Completed	
CR000325	101806 - Cycleways - Glen Apple and Condamine Bridge	425,000	261,502	170,694	0	0	0	0		CHLGP	100%	Heath Tonkins	11/02/2019	29/12/2019	29/06/2019	13/12/2019	Project Completed	
CR000415	102005 - Gay Street, Pratten Street and Parker Street Cycleway Design	340,000	339,229	289,000	30,667	127,737	0	0		CHLGP	45%	Mark Cadzane	31/12/2019	4/02/2019	30/05/2019		Based on Stanthorpe Cycleway Community feedback, redesign work in progress	
CR000428	102006 - B Double Roadways	159,000	148,356	872	871	0	0	0		HVSP	100%	Mike Holmes	28/07/2019	12/11/2019	31/05/2019	28/06/2019	Project Completed	
CR000379	102002 - Jimmy Mann Road Roadway	159,000	162,548	7,452	7,452	0	0	0		RTR	100%	Peter Crisp	18/03/2019	29/09/2019	21/06/2019	25/06/2019	Project Completed	
CR000199	101710 - Stanthorpe CBD Cycle Facilities Design	27,674	4,628	2,432	0	0	0	0			100%	Mark Cadzane	30/05/2019	23/02/2017	23/02/2017	31/03/2017	Project Completed	
Current Year				13,571,370	17,486,441	13,592,369	8,430,369	2,134,726	1,383,337	0	0							
CR000342	101804 - Palmer Bridge Freestone (BRP) year 2	2,400,000	2,582,266	2,209,000	1,242,900	100,210	0	0		BRP	56%	Mark Cadzane	4/02/2019	16/07/2019	30/06/2020		Construction COMPLETE, removal of the old bridge remaining	
CR000446	102133 - Jack Smith Gully Rehab (TDS)	439,000	336,100	336,000	332,754	5,338	225,187	245,187		RDS	63%	Andrew Mapes	11/02/2019	26/08/2019	22/12/2019		Project Completed	
CR000450	102137 - Village Amenity Sealing (RTR)	229,000	211,565	211,565	213,786	0	0	0		RTR	100%	Heath Tonkins	11/01/2019	6/08/2019	30/12/2019	18/10/2019	Project Completed	
CR000462	102163 - Bourkes Road Bridge (BRP4)	652,300	652,300	652,300	22,789	460,750	0	0		BRP	15%	Mark Cadzane	21/02/2019	21/02/2019	30/12/2019		Contract Awarded, awaiting commencement of work on site	
CR000463	102164 - Upper Forest Springs Bridge (BRP4)	602,800	602,800	602,800	21,259	613,686	0	0		BRP	15%	Mark Cadzane	20/01/2020	20/01/2020	31/05/2020		Contract awarded - prestart meeting completed	
CR000474	102160 - Freestone Road Rehab (TDS)	350,000	1,439,742	1,439,742	0	0	0	0		RDS	0%	Heath Tonkins	14/01/2019	14/01/2019	12/04/2019		Planning in progress	
CR000475	102161 - Depot Upgrade/Est St upgrade (HVSP)	790,000	790,000	790,000	9,408	0	0	0		HVSP	10%	Mark Cadzane	28/07/2019	5/08/2019	30/06/2019		Planning in progress, submission for tender exemption in progress	
CR000444	102131 - Reseal Gravel Roads (ex LRAS)	1,000,000	2,000,000	1,000,000	459,967	29,328	794,982	895,661			25%	Malcolm Beattie	10/02/2019	16/07/2019	30/06/2020		Construction in progress	
CR000449	102136 - Fiddle Street Altona Rehab	245,000	336,366	337,000	285,434	0	0	0			100%	Mark Cadzane	30/05/2019	26/08/2019	31/06/2019	13/09/2019	Project Completed, financial completion in progress	
CR000464	102165 - Gay Street Footpath	80,000	80,000	80,000	259	0	0	0		CHLGP	0%	Andrew Mapes	11/02/2019		25/01/2020		Planning and design in progress	
CR000465	101807 - Condamine River Walk stage 2 (W4Q)	300,000	300,000	300,000	177,121	32,383	0	0		W4Q	30%	Mark Cadzane	11/01/2019	31/02/2019	30/11/2020		Project almost completed, landscaping and financial completion in progress	
CR000466	102167 - Donnellys Castle Road Rehab (RTR)	350,000	350,000	350,000	5,589	0	0	0		RTR	0%	Heath Tonkins	22/07/2019		29/06/2019		Planning and Design in progress	
CR000513	102169 - Sealing Dam Street, Stanthorpe (W4Q)	90,000	101,072	101,072	99,102	0	0	0		W4Q	100%	Heath Tonkins	30/05/2019	28/08/2019	30/06/2019	30/11/2019	Project almost complete, financial completion in progress	
CR000467	102168 - McGraw Street Cycleway (CHLGP)	645,000	645,000	645,000	69,800	495,394	0	0		CHLGP	10%	Heath Tonkins	10/02/2019	5/09/2019	30/11/2019		Works commenced, bridge tender awarded - bridge design in progress	
CR000468	102169 - Park Road Crossover (CHLGP)	75,000	75,000	75,000	2,006	32,446	0	0		CHLGP	10%	Mark Cadzane	10/02/2019	10/02/2019	30/11/2019		Planning and Design in progress - agreement signed	
CR000469	102170 - Quent Post Cx Cycleway (CHLGP)	833,000	833,000	833,000	6,547	13,569	0	0		CHLGP	0%	Heath Tonkins	10/01/2020	5/08/2019	30/06/2020		Project awarded, awaiting project commencement	
CR000460	102171 - Upper Whitehorse Rd Widening (RTR)	450,000	450,000	450,000	415,302	62,311	0	0		RTR	96%	Mark Cadzane	21/09/2019	31/02/2019	29/11/2019		Project Completed, financial completion in progress	
CR000472	102158 - Reseal Program	1,000,000	2,400,000	1,000,000	906,577	75,110	0	0			0%	Peter Crisp	10/02/2019		30/06/2020		Major Program of works completed, minor works for TMR to be completed by early FEB	
CR000473	102159 - Conolly Dam Rd Sealing ROR	850,000	850,000	850,000	4,896	22,729	0	0		RTR	0%	Peter Crisp	12/08/2019		29/11/2019		Planning and Design in progress - project reallocated to ROR on 50/50 funding	
CR000460	102174 - Upper Forest Springs Rd/Widley Rehab (RTR)	300,000	300,000	300,000	7,498	0	0	0		RTR	0%	Peter Crisp	28/08/2020		16/02/2020		Project to commence in January 2019	
CR000535	102244 - Leslie Dam Boat Ramp	400,000	130,000	130,000	35,367	20,394	0	0			50%	Andrew Mapes	11/02/2019		30/06/2020		Planning and Design in progress	
CR000536	102245 - Storm King Dam Boat Ramp	30,000	25,500	25,500	26,676	850	0	0			55%	Heath Tonkins	11/02/2019	24/09/2019	30/06/2020		Works almost completed, awaiting signage	
CR000532	102255 - Emergency water supply infrastructure				774,491	105,754	0	0			0%	Cameron Ben	10/02/2019		30/06/2020		Storm King Run Around Completed, Northern Part - Works Completed	
CR000460	102192 - Emergent repairs to Stormwater	750,000	750,000	750,000	0	0	0	0			0%						not started	
CR000491	102173 - Lock St Kiosk & Channel and Car Parking				2,573						0%						not started	
CR000514	102194 - Sell Link Brundhofel Av-Wallingara Rd	250,000	250,000	250,000	22,337	24,196	0	0			0%	Peter Crisp	30/05/2019		30/06/2020		Design in good progress, to get concept approved by TMR and QR	

Capital Works


Program 19/20 - Capital Works Report Feb 2020/2021

HVSP - Heavy Vehicle Safety And Productivity Program		NOT STARTED
BRP - Bridge Renewal Programme (50/50)		Construction
BS - Blackspot (50/50)		Planning and Design
CKLGP - Cycle Network Local Government Grants Program (50/50)		Completed
RTR - Roads to Recovery (100)		Warning
TDS - Transport Infrastructure Scheme (50/50)		Warning
WAG - Works for Queensland (100)		Warning

	Project Name	Original Total Budget	Revised Total Budget	Current Annual Budget	Act Expend	Commit	Original Estimate	Revised Estimate	Forecast	Proposed Budget 3rd QTR REVIEW	Funding	Progress	Project Officer	Est Start	Start	Est Finish	Finish	Status/Comment
CR800572	100258 - Forde St Allora Rehab (RTR) CH6 56-0.75				983	20,359					RTR							not started
CR800573	100270 - Freestone Road Rehab (TDS)	145,000	145,000	145,000	0	0					TDS							Planning and design phase
CR800478	100190 - Resheet Pikedale Rd - Warwick (TDS)	0	0	0	5,131	14,948	48,000	40,000				0%	Heath Tomkins	14/01/2019		12/04/2019		Works Commenced
CR800479	100190 - Resheet Goldfields Rd - Stanthorpe (TDS)	0	0	0	49,452	96,364	18,000	10,000				30%	Heath Tomkins	14/01/2019	16/01/2020	12/04/2019		Works Commenced
CR800488	100190 - Resheet Inveray Rd - Stanthorpe (TDS)	0	0	0	2,200	0	0	0				0%	Heath Tomkins	14/01/2019		12/04/2019		Ascertaining estimates to redirect project funds elsewhere - planning in progress
CR800567	100265 - Forest Plan Road Rehab RTR 2021	563,670	563,670	513,670	12,293	966	0	0			RTR	0%	Peter Crisp	10/1/2019		25/06/2021		Drought funding project - design and planning in progress
	Yangan Road Intersection works - OPERATIONAL		249,003		175,363	17,126	192,489				OP	100%	MOOCHANE	26/02/2019		20/12/2019		Project Completed
	CAPITAL WORKS - COMMUNITY	1,594,997.00	1,780,401	975,766.00	222,303	603,678	0	0	0	0								
CR800364	100063 - Old Allora Offices Redecking & Raising	<i>Previous Year</i> 459,497	447,849	1,225	1,253	0	0	0	0	0	WAG	100%	Anneke Jacobson	11/07/2018	1/03/2019	29/06/2019	20/06/2019	Project Completed
	<i>Current Year</i>	1,097,280	1,332,562	974,500	271,049	503,678	0	0	0	0								
CR800289	101968 - Mitchell Shelter Restoration	315,000	283,882	155,000	63,156	4,544	0	0				50%	Anneke Jacobson	1/07/2018	1/07/2018	30/06/2021		Project to be delivered in two stages. 1. Brickwork pointing - Works Completed 2. Shelter concrete slab - RFT issued, awaiting tender clarifications for concrete works
CR800447	100134 - Buildings Fire Systems Upgrades 2019-20	62,500	62,500	62,500								10%						Planning and Design RFP Closed, one supplier priced awaiting award
CR800494	100177 - Learn to Ride Park (WAG)	309,000	309,000	309,000	10,436	223,988	0	0			WAG	15%	James Varughese	4/11/2019	1/07/2019	7/03/2020		Contracted Awarded, Concept design approved by Council, detailed design underway
CR800277	101884 - Thea Cantor Shed Compliance Upgrade (WAG)	429,000	736,160	457,000	147,496	275,145	0	0			WAG	30%	Anneke Jacobson	5/08/2019	5/08/2019	29/06/2020		Works Commenced 1. Service rehabilitation 100% Completed 2. Carpark civil works completed except bitumen sealing and concrete works 3. Internal floor works commenced
	CAPITAL WORKS - Maintenance	3,547,000.00	1,161,828	1,030,393.00	94,624	148,803	23,000	0	0	0								
CR800256	101947 - Extension of the lighting along Quail Pot Creek	<i>Previous Year</i> 0	0	0	1,963	0	0	0	0	0								Light poles received, awaiting completion of footpath project to install lighting
CR800407	101977 - Stanthorpe Park Run Stage 1	0	0	0	1,502	0	0	0										Project completed
	<i>Current Year</i>	1,347,000	1,161,828	1,030,393	94,624	148,803	23,000	0	0	0								
CR800448	100135 - Stanthorpe Cemetery Burial Wall																	Contract Awarded, pre-start completed 2nd Dec 2019, likely project savings
CR800423	100069 - Cycleway / Footpath Strategic Plan	45,000	44,828	3,330	3,330	0	0	0				100%	Cameron Ben	1/02/2019	5/02/2019	30/06/2019	28/06/2019	Part of first FY master cycleway project, Council briefing session completed
CR800489	100156 - Footpath Replacement	50,000	140,000	50,000	31,949	0	13,000	25,000				0%	Cameron Ben	1/02/2019		30/06/2020		Planning and Design in progress
CR800500	100183 - Replacement of damaged Kerb & Channel	750,000	75,000	75,000	0	0	0	0				0%	Cameron Ben	1/02/2019		30/06/2020		Planning and Design in progress
CR800486	100181 - Seal High Maintenance gravel sections	200,000	200,000	200,000	0	0	0	0				0%	Cameron Ben	1/02/2019		30/06/2020		Not started
CR800467	100180 - Seal Gravel Roads	2,000,000	200,000	200,000	12,240	604	0	0				0%	Cameron Ben	1/02/2019		30/06/2020		Project Commenced
CR800537	100246 - Wallangarra Village Sealing (RTR)	125,000	125,000	125,000	0	0	0	0			RTR	0%	James Varughese	3/02/2020		27/03/2020		Design and Planning in progress
CR800568	100236 - Mt Colliery Village Sealing (RTR)	145,000	145,000	145,000	0	0	0	0			RTR	0%	Mike Holeszko	10/02/2020		20/03/2020		Not started
CR800566	100264 - Border St Wallangarra Widening RTR 2021	24,000	24,000	24,000	0	0	0	0				0%	Peter Crisp	1/01/2020		30/06/2020		Design and Planning in progress
CR800496	100178 - Homestead Rd Widens	40,000	40,000	40,000	0	0	0	0				0%	Cameron Ben	2/06/2019		30/06/2019		Design and Planning in progress
CR800546	100247 - Oak Ave improve road and drainage issues	48,000	48,000	48,000	0	0	0	0				0%	Mike Holeszko	4/11/2019		25/11/2019		Not started
CR800486	100179 - Replace damaged light poles	129,000	129,000	129,000	0	0	0	0				0%	Cameron Ben	5/08/2019		18/08/2019		Not started
	CAPITAL WORKS - COMBINED TOTAL	25,155,755	27,154,368	14,302,325	7,072,707	3,011,015	3,047,599	0	0	0								
					43%	19%												

12.2 Water Contingency Plan

Document Information

 Southern Downs REGIONAL COUNCIL	Report To: General Council Meeting	
	Reporting Officer:	Meeting Date: 19 February 2020
	Director Infrastructure Services	ECM Function No/s: 31.112

Recommendation

THAT Council receive the Southern Downs Water Contingency Plan.

Report

Southern Downs Regional Council is continuing to explore all opportunities to ensure that there is a supply of drinking water to its residents and businesses. Whilst Warwick received rainfall in January extending the supply in Leslie Dam to 19 months remaining, Storm King Dam did not receive notable inflow, and the full carting of water from Connolly Dam which commenced mid-January will continue until at least 6 months' supply of water is available in Storm King Dam.

Council is working with key stakeholders from the State Government, other local government authorities, the community and businesses to undertake actions that ensure that drinking water remains available.

The State Government announced the water pipeline from Toowoomba to Warwick to connect Warwick into the South East Queensland Water Grid may be built by December 2020. The State Government remains the lead agency on this project and will oversee the whole project with input from both Toowoomba Regional Council and Southern Downs Regional Council.

The attached Water Contingency Plan provides an overview of the contingency actions that are being considered and implemented at present.

Budget Implications

Budget implications will be assessed on a monthly and quarterly basis.

Policy Consideration

Water and Wastewater Customer Service Standards 2014

Community Engagement

Nil

Legislation/Local Law

Water Supply (Safety and Reliability) Act 2008

Options

Council:

1. Resolve to receive the Southern Downs Water Contingency Plan

2. Resolve to receive the Southern Downs Water Contingency Plan with changes
3. Resolve not to receive the Southern Downs Water Contingency Plan

Attachments

1. Southern Downs Water Contingency Plan [↓](#)

Southern Downs Water Contingency Plan

Southern Downs Regional Council is exploring all opportunities to ensure that there is a supply of drinking water to its residents and businesses. At the end of January, due to some rainfall, the runout date for Leslie Dam was extended out to 19 months remaining supply of water for Warwick. Connolly Dam also received inflow with enough water in the dam for carting to Stanthorpe for 16 months. Storm King Dam received minimal inflow and as such remains on water supply from Connolly Dam. Trucking commenced full time for water supply to Stanthorpe in mid-January.

Southern Downs Regional Council continues to work with key stakeholders from the State Government, other local government authorities, the community and businesses to undertake actions that ensure that drinking water remains available.

The following is an overview of the contingency actions that are being considered and implemented at present.

Stanthorpe

Short term

- Use of the water supply in Storm King Dam for the supply of water in Stanthorpe ceased on 13 January 2020. From this date, raw water has been carted from Connolly Dam and treated at the Mount Marlay water treatment plant to supply Stanthorpe area.
- The January 2020 consumption level detailed that Stanthorpe is using 1.085 ML per day, 33.66 ML per month.
- The average resident in Stanthorpe is using 138 litres per person per day; the current restrictions have a target of 80 litres per person per day.
- Raw water is being transported to the tanks at Storm King Dam from Connolly Dam via standpipes at Rosenthal Road near the raw water pipeline. No water is being used from Storm King Dam.
- Water restrictions are currently at emergency level, 80 litres per person per day.
- Emergency water restrictions will be strictly enforced with additional meter readings and enforcement.
- At this stage, Council does not intend to cart water from Coolmunda or Glenlyon Dams which are both at low levels and therefore have limited availability of water for Southern Downs. These options may be re-opened in the future should these dams receive rain events that recharge their dam levels.
- Leak detection repairs have been completed and all detected leaks on public infrastructure continue to be repaired throughout the Stanthorpe reticulated network.
- A tender for the de-silting of Storm King Dam has been awarded, with works to start as soon as practicable.
- Council officers will continue to work with local businesses to improve water conservation.
- Council officers will continue to provide community and school education sessions.
- Council officers will continue to work with accommodation providers in relation to water conservation.
- Officers will continue to identify other potential sources of water.
- The role and function of the Applethorpe Ring tank to be identified.
- Water for road construction and other works continues to be brought into Stanthorpe from other sources.
- Yields from the Soak and the Beehive are being monitored, as well as surrounding bores. A bore at Wallangarra and associated pipework is currently being upgraded to supplement supply.
- If required Southern Downs Regional Council will assist where practical Tenterfield Shire Council to the provision of water.
- The new raw water line from Storm King Dam to the water treatment plant was completed in August 2019.
- Council is seeking to make water tanks or bladders mandatory for all new houses, commercial and industrial developments.
- Water used on the September 2019 bushfires was mostly brought into the region and from Quart Pot Creek, resulting in minimal impact on the level of Storm King Dam.

Medium Term

- Issues associated with recycled water that is currently supplied to the effluent users to be finalised, so as water can be used for other purposes.
- Increase the quality of the recycled water to allow other applications (road construction, etc.).
- Desilting tender awarded to remove silt and increase storage capacity of Storm King Dam.
- Planning (feasibility analysis) has commenced on increasing the capacity of Storm King Dam, and a funding submission has been applied for.
- Planning and investigations to commence in relation to establishing a pipeline from Connolly Dam and Storm King Dam in the long term.
- Planning and investigations to commence in relation the upgrade or relocation of the Stanthorpe Sewerage Treatment facility in the medium term to deliver high quality of recycled water.
- Permanent water conservation measures to be mandated, including water tank rebates where applicable.
- Additional water allocations to be identified and further investigated, such as Bookookoorara Creek.
- Option of water from Mole Creek in NSW is currently being further investigated with the State government.

Long term

- Subject to the planning and investigations seek funding for;
 - Increasing the capacity of Storm King Dam
 - Relocating or upgrading the Stanthorpe Sewerage Treatment Plant
 - Establishing a connection between Storm King Dam and Connolly Dam
 - Upgrading of the standard of the recycled water.
- Support the establishment of Emu Swamp Dam as an irrigation project.
- Further investigate the opportunities for sourcing water from the Clarence River in a consortium with Toowoomba Regional Council, Western Downs Regional Council and Tenterfield Shire Council.
- Retain permanent water conservation measures.

Warwick

Short Term

- With rain received in January, and based on current consumption levels, the water supplies in Leslie and Connolly Dam are forecasted to be exhausted September 2021 and June 20201 respectively, depending on the water quality as the dam levels reduce.
- Warwick, Allora and Yangan are all currently serviced by the Warwick Water Treatment Plant.
- Warwick's consumption in January 2020 was 3.43 ML per day and 106.48 ML per month.
- Allora's consumption in January 2020 was 0.152 ML per day and 4.714 ML per month.
- Yangan's consumption in January 2020 was 0.064 ML per day and 1.99 ML per month.
- The average resident in Warwick is using 110 litres per person per day, Allora is 117 litres per person per day and Yangan is 121 litres per person per day, the current restrictions have a target of 80 litres per person per day.
- The testing on the Allora bores is now complete. There is a current allocation at Allora of around 670ML as there is carry over from the previous year allocation.
- Testing of all Council bores in the region has been undertaken with Allora bores likely to be the only bores which will yield adequate water.
- There may also be an opportunity to use Allora bore water to supplement the Warwick supply by sending it back through the existing pipeline to the Warwick Water Treatment Plant.
- Seek endorsement from the Dalrymple Water Committee Meeting (This has occurred and endorsement has been provided).
- Establish the necessary infrastructure to provide drinking water from the bores to Allora. Design of this is currently underway.
- Separate Allora from the Warwick system thereby saving up to 5 ML per month that can be put back into the Warwick system.
- Leak detection has been completed in the Warwick reticulated system.
- Water Restrictions were increased to emergency level, 80 litres per person per day in December.
- Emergency Water Restrictions will be strictly enforced with additional meter readings and enforcement
- Secure water from inside or outside the region that can be transported to the Warwick Water Treatment Plant or Leslie Dam and the cost of transporting the water
- Council is investigating the installation of production bores in the Lyndhurst Lane area that could be connected to Leslie Dam network supplying up to 5 ML per day.
- Quantify the cost of the water and the cost of the transportation of the water to the Warwick Water Treatment facility.
- Quantify the cost of the water and the cost of the transportation of the water to Leslie Dam.
- Determine the most effective delivery point for the delivery of water.

- Deliver the new infrastructure identified in the funding applications in regard to recycled water in the industrial estate and saleyards – this contract has been awarded and design commenced.
- The State Government announced a feasibility study into the piping of water from Toowoomba to Warwick. This study is being led by Seqwater with both Toowoomba Regional Council and Southern Downs Regional Council working closely with Seqwater.
- The State Government in January 2020 announced the pipeline from Toowoomba to Warwick may be constructed by December 2020. This project will be managed and delivered by the State Government with input from both Toowoomba Regional Council and Southern Downs Regional Council.
- Commence discussions with the Great Artesian Basin Authority in relation to accessing the basin.
- Seek endorsement from DNRME for additional bores to provide stock water.
- Dead storage level established for Connolly Dam to allow consideration of de-silting or dredging once Connolly Dam water is not in use.
- Works at Connolly Dam have been reviewed and a more efficient and cost effective option identified.
- Considering the viability of additional allocation of water being purchased from SunWater at Leslie Dam.
- State Government Departments to review the application of recycled water or the quality of recycled water to be increased through additional processes.
- Council officers will continue to work with local businesses to improve water conservation.
- Council officers will continue to provide community and school education sessions.
- Council officers will work with accommodation providers in relation to water conservation.
- Council is seeking to make water tanks or bladders mandatory for all new houses, commercial and industrial developments.
- Council to exit water agreements with landholders around Leslie Dam in relation to expired water agreements.

Medium Term

- Desilting to be potentially undertaken based on reports and survey of dead storage levels at Connolly Dam
- Planning and investigations to commence in relation to establishing a pipeline from Connolly Dam and Storm King Dam in the long term.
- Complete renewal works at Connolly Dam.
- Permanent water conservation measures to be mandated, including water tank rebates where applicable.
- Continue to provide community education in relation to water conservation.
- Assess the capacity of the Killarney Water resources to supplement Warwick, potentially via Yangan.
- Planning and investigations to be commenced in relation to accessing water from the Great Artesian Basin.

Long Term

- Create a grid system to distribute water across the municipality.
- Source a connection into the South East Queensland Water Grid or a connection to Clifton should Toowoomba proceed with a pipeline south.
- Establish production bores that have the capacity to drought proof Warwick.
- Increase the quality of and distribution network for the improved use of recycled water for industrial and farming purposes.
- Consider planning for an additional dam in the Elbow Valley region.

The Southern Downs Region

Short Term

- Continue to identify accessible water resources from outside the region for emergency supply.
- Ascertain the capacity of the Soak and the Beehive.
- Testing of the bore around the Soak and the Beehive has been undertaken, although it only yields a small supply it will be adequate for Wallangarra supply. Pipework from the bore has been installed and a pump for the bore is currently being procured.
- Provide education to businesses and the broader community in relation to water conservation.
- Identify if possible options for the limited supply of water for livestock.
- Consider incentives for the installation of water tanks on rural properties.
- Validate the capacity of bores in areas outside the urban centres (bores managed by Council with a relevant allocation have been tested).
- Explore options in relation to augmented water supplies from Killarney.
- Make water tanks or bladders mandatory for all new houses, commercial and industrial developments.
- Manage the expectations of people living in rural areas seeking water for livestock.

Medium Term

- Formalise a network of bores based on the review of the allocations to Southern Downs Regional Council.
- Ensure all bores are being used effectively.
- Develop a long term strategy for water management in the rural areas.
- Provide incentives to residents and businesses to conserve water.
- Seek additional water allocations for Killarney.
- Develop a cross border project with Tenterfield Shire Council to ensure water security.
- Work with the State Government to ensure water permits are available for emergency water requirements including a new borefield.

Long Term


- Review the strategies that have been developed.

- Work with the rural sector to aim for the highest levels of water efficiency.
- Ensure the sustainability of the water supply for small towns across the region.

13. SUSTAINABLE DEVELOPMENT REPORTS

13.1 Consideration of Change Representations – Gary Hayes & Partners Pty Ltd, 50 Wallace Street, Warwick

Document Information

 Southern Downs REGIONAL COUNCIL	Report To: General Council Meeting	
	Reporting Officer:	Meeting Date: 19 February 2020
	Planning Officer	ECM Function No/s: MCU\02066

APPLICANT:	Gary Hayes & Partners Pty Ltd
OWNER:	Ian J & Marion E Harm
ADDRESS:	50 Wallace Street, Warwick
RPD:	Lot 2 RP72919, Parish of Warwick, County of Merivale
ZONE:	Medium density residential
PROPOSAL:	Food and drink outlet, Service station – Extension of approved hours
LEVEL OF ASSESSMENT:	Impact
SUBMITTERS:	Three (3)
REFERRALS:	Department of State Development, Manufacturing, Infrastructure and Planning
FILE NUMBER:	MCU\02066

Recommendation Summary

THAT Council refuse the change representations made in relation to the application for a Material Change of Use for Food and drink outlet, Service station on land at 50 Wallace Street, Warwick, described as Lot 2 RP72919, Parish of Warwick, County of Merivale.

Report

The site has existing use rights as a General Store and Refreshment Services prior to planning controls introduced in Warwick. Currently, the site has four (4) fuel bowsers, two gas cylinders used to fill smaller cylinders and operates as a Food and drink outlet, providing convenience items and hot food. The current capacity of the service station product tanks are 9,000 litres unleaded and 9,700 litres of diesel and the site operates 7:00am to 7:00pm, 7 days per week.



Background

A decision was made at a Special Council Meeting on 9 December 2019, following the deferral of the application on 27 November 2019 at the General Council Meeting, for a Material Change of Use for the purpose of extending the existing hours of operation and fuel storage capacity, on land at 50 Wallace Street, Warwick, described as Lot 2 RP72919, Parish of Warwick, County of Merivale.

On 9 December 2019, the application was decided by Council to be approved in part only, such that the development is allowed to operate from 6.00am to 8.00pm, 7 days per week with all illuminated signage off in accordance with operating hours and no above ground fuel storage, subject to conditions.

The applicant now seeks Change Representations in relation to the Decision Notice issued for the purpose of altering the operating hours from 6.00am to 9.00pm, Monday to Sunday.

Compliance matters

Prior to the original assessment of the application, a series of complaints were lodged to Council officers in mid-late 2018, outlining the following concerns:

- hours of operation;
- increase of fuel deliveries;
- queuing of traffic;
- health and safety concerns; and
- reflection of light, noise and odour.

A letter in regards to the unlawful extension of hours was issued on 14 September 2018, followed by a Show Cause Notice on 23 October 2018 to the owner.

On 23 January 2019, another Show Cause Notice was issued to the operator due to the ongoing issues of non-compliance and an Enforcement Notice on 5 April 2019 due to non-compliance with the Show Cause Notice.

The actions of the Enforcement Notice required the occupier to remedy the offences by:

- (a) Ceasing operation of the Service station and Food and drink outlet after 7.00pm; OR

- (b) Submitting an application and doing all such things necessary to procure the issue of a Development Permit.

The applicant has submitted the application in response to the required actions outlined in the Enforcement Notice.

Complaints regarding the operation have continued into 2020, a secondary non-compliance letter was issued on 2 January 2020 outlining that the Decision Notice issued on 9 December 2019 was yet to take effect.

Proposed Change Representations

The applicant has requested to change Condition 2 of Development Permit issued on 16 December 2019 for the purpose of an extension of hours in relation to the Service station and Food and drink outlet on land at 50 Wallace Street, Warwick, Lot 2 RP72919.

Condition 2: *The development shall generally operate only between the hours of 6.00am to 8.00pm, Monday to Sunday.*

Applicant's Representations

The applicant has provided the following reasoning for the request:

This condition [Condition 2] currently limits the operating hours to between 6.00am and 8.00pm Monday to Sunday.

Our client wishes to have this amended to between 6.00am and 9.00pm Monday to Sunday. The business is located on the New England Highway so the additional hours of operation will have minimal impacts to the surrounding dwelling, as the noise and light pollution generated by the highway is far greater than that generated by an additional hour of trade.

The proposed closing time also aligns with other businesses in the area; the bottle shop at the corner of Wallace and Wood streets remains open until 9pm and the fuel station at the corner of Wallace and Cleary Street operates twenty-four hours a day.

Report

Representations have been made to change the approved operational works from 6.00am to 8.00pm Monday to Sunday, to 6.00am to 9.00pm Monday to Sunday, an additional hour to the working day.

The applicant has referred to two businesses situated along Wallace Street which operate past 8.00pm, whilst the two businesses and the subject Food and drink outlet and Service station are located on the same street, all three businesses are located in different zones. Each zone has varying requirements for development and therefore, the applicant's comparison to the nearby businesses is not to be taken into consideration.

The applicant's request to extend the approved operational hours by an additional hour does not eliminate noncompliance with the Planning Scheme, concerns raised in the previous assessment of the extension of hours remains prevalent.

Options

Council:

1. Resolves to refuse the change representations for the reasons outlined in the recommendation.
2. Resolves to refuse the change representations for reasons other than as outlined in the recommendation.
3. Resolves not to refuse the change representations and approves the change representations subject to conditions, giving reasons for the approval.

Recommendation

THAT Council refuse the change representations made in relation to the application for a Material Change of Use for Food and drink outlet, Service station on land at 50 Wallace Street, Warwick, described as Lot 2 RP72919, Parish of Warwick, County of Merivale, for the following reasons:


- (a) The request to extend the hours of operation to 10.00pm was assessed in the original assessment of the application and was restricted to 8.00pm by Council;
- (b) The subject site is located within the Medium density residential zone and the extended hours of operation is considered incompatible with the Strategic intent for the area; and
- (c) The proposed development is not compatible with the existing use and amenity of the area as undue demands will be placed on the network and subject site, dominating the site beyond its original intent.

Attachments

1. Submissions (Excluded from agenda - Provided under separate cover) [⇒](#)

13.2 Submission to the Consultation Draft of the Queensland Wild Dog Management Strategy

Document Information

 Southern Downs REGIONAL COUNCIL	Report To: General Council Meeting	
	Reporting Officer:	Meeting Date: 19 February 2020
	Senior Local Laws Officer	ECM Function No/s: 11.35

Recommendation

THAT Council resolve to endorse the submission to the Department of Agriculture and Fisheries regarding the draft Queensland Wild Dog Management Strategy.

Report

The existing Queensland Wild Dog Management Strategy expired in 2016. The proposed revised strategy is aiming to provide State-wide coordination and direction to wild dog management.

Southern Downs Regional Council (SDRC) was invited to provide feedback to the Department of Agriculture and Fisheries (DAF) regarding the draft Queensland Wild Dog Management Strategy.

The following points were included in SDRC's submission:

- The draft strategy advocates a nil tenure approach to wild dog management. This is acknowledged as best practice; however the strategy then goes on to place the management of dingoes in protected areas outside the scope of the strategy. A common complaint from landholders in the Southern Downs Region is the apparent lack of effective wild dog management in protected areas. While Council, landholders and Queensland Parks and Wildlife Service have worked collaboratively in our region to achieve more effective wild dog control in strategic areas, there is a perception that protected areas are the source of wild dogs in the region. Precluding protected areas from the strategy will serve to strengthen this perception and potentially hinder collaborative control efforts.
- The draft strategy doesn't mention anything related to the expansion of wild dog cluster fencing, and exclusion fencing in general, and its impacts on wild dog movement and control. Exclusion fencing will alter traditional wild dog dispersal pathways, with the potential to funnel wild dogs in to unfenced areas which may concentrate their impact on producers in unfenced areas. Strategies to mitigate against such risks should be considered in the context of a State-wide strategy.
- There may be potential impact to landholder participation in wild dog control in Queensland associated with DAF ceasing supply of 1080 and the proposed changes to the *Medicines and Poisons Act 2019*. The draft departmental Standards being developed by Queensland Health will require landholders wishing to use 1080 baits to hold two units of competency (AHCCHM307 and AHCCHM304). The competencies are associated with a Commercial Operators License which many landholders in our region do not hold and may be unwilling to obtain, at least in the short term.

Budget Implications

Nil

Policy Consideration

Corporate Plan

3.7 Protect our prime agricultural land for sustainable primary industry use

4.11 Manage invasive animal and pest plants throughout the region to ensure the continued protection of valuable agricultural land.

Shaping Southern Downs

4.4.1.2 Conserve agricultural areas, including those which provide community with an affordable supply of fresh food, food security and export earning potential.

4.4.3.1 Develop policies, programs and management plans, aimed at increasing the biodiversity and conservation value of land within the region.

4.4.3.2 Conserve and protect valued natural resources, including water, land, flora and fauna.

4.4.3.6 Manage invasive pests within the region.

Community Engagement

Nil

Legislation/Local Law

Biosecurity Act 2014

Medicines and Poisons Act 2019

Invasive Pest Control Scheme Policy (PL-PE074)

Options

Council:

1. Resolve to endorse the submission to the Department of Agriculture and Fisheries regarding the draft Queensland Wild Dog Management Strategy.
2. Resolves not to endorse the submission to the Department of Agriculture and Fisheries regarding the draft Queensland Wild Dog Management Strategy.

Attachments

1. Submission to the Consultation Draft of the Queensland Wild Dog Management Strategy [↓](#)

Feedback for the Consultation Draft of the Queensland Wild Dog Management Strategy

Name	Organisation	Date
Mat Warren (Senior Local Laws Officer)	Southern Downs Regional Council	30/01/2020


Comment

Please provide appropriate and specific detail, context and justification in your comments.

Section / page	Comment
1.1	The draft strategy advocates a nil tenure approach to wild dog management. This is acknowledged as best practice; however the strategy then goes on to place the management of dingoes in protected areas outside the scope of the strategy. A common complaint from landholders in the Southern Downs Region is the apparent lack of effective wild dog management in protected areas. While Council, landholders and Queensland Parks and Wildlife Service have worked collaboratively in our region to achieve more effective wild dog control in strategic areas, there is a perception that protected areas are the source of wild dogs in the region. Precluding protected areas from the strategy will serve to strengthen this perception and potentially hinder collaborative control efforts.
General Comment	The draft strategy doesn't mention anything related to the expansion of wild dog cluster fencing, and exclusion fencing in general, and its impacts on wild dog movement and control. Exclusion fencing will alter traditional wild dog dispersal pathways, with the potential to funnel wild dogs in to unfenced areas which may concentrate their impact on producers in unfenced areas. Strategies to mitigate against such risks should be considered in the context of a State-wide strategy.
General Comment	There may be potential impact to landholder participation in wild dog control in Queensland associated with DAF ceasing supply of 1080 and the proposed changes to the <i>Medicines and Poisons Act 2019</i> . The draft departmental Standards being developed by Queensland Health will require landholders wishing to use 1080 baits to hold two units of competency (AHCCHM307 and AHCCHM304). The competencies are associated with a Commercial Operators License which many landholders in our region do not hold and may be unwilling to obtain, at least in the short term.

13.3 Tourism and Visitor Numbers Quarterly Update

Document Information

 Southern Downs REGIONAL COUNCIL	Report To: General Council Meeting	
	Reporting Officer:	Meeting Date: 19 February 2020
	Tourism Marketing Officer	ECM Function No/s:

Recommendation

THAT Council receives the report from the regional promotion activities and the Visitor Information Centre figures.

Report

From September to December 2019, the region's tourism industry endured challenging conditions, as they faced bushfires, significant road closures, the prolonged effects of drought and the related negative media attention from these disasters.

Tourism Recovery Package

In December Council welcomed the announcement of a multimillion dollar tourism recovery package to help attract visitors back to the region following our disastrous quarter. This package is jointly funded by the Federal and Queensland Governments under the Disaster Recovery Funding Arrangements. Since the September bushfires in the Granite Belt, Council's Economic Development and Tourism team has been working closely with State Government departments to represent the region's 400+ tourism businesses and to strongly advocate for our industry. The exact details of the package and initiatives will be finalised soon, with the Southern Downs and Granite Belt set to receive \$1.5 million of funding for investment in tourism recovery projects, as well as being included in a package featuring \$1.5 million for tourism marketing and \$500,000 for tourism recovery officers.

Tourism Recovery Marketing Campaign

Council's annual advertising campaign for Spring/Summer was due to go to market the week after the bushfires hit the Granite Belt region. The campaign had to be stopped immediately. In place of this, Council worked closely with the Regional Tourism Organisation (RTO) Southern Queensland Country Tourism (SQCT), as well as Granite Belt Wine Tourism (GBWT) to deliver immediate communications to our consumers and industry, along with delivering a marketing campaign to help attract visitors back to the region following the fires.

The Queensland Government provided \$100,000 for Southern Queensland Country Tourism (SQCT) to deliver the campaign to counteract the impact on the tourism industry of fires in the Southern Downs Granite Belt area and drought across the entire Southern Queensland Country region. SDRC and SQCT contributed \$10,000 each to the campaign and GBWT provided in-kind support through the expertise of their marketing consultants.

The campaign was designed to counteract negative consumer perceptions, drive business to tourism operators and elevate the region onto holiday 'must do' lists for the future. The campaign was targeting key markets in South East Queensland through digital marketing, media and publicity activity; the campaign was launched mid-October 2019. Due to severe weather

conditions, fires and road-closures the campaign was suspended 10 days after launch. Council officers have been recently advised that the campaign will be amended and relaunch in mid-March.

Tourism Marketing in Natural Disasters Workshop

On 5 November 2019 Council hosted the 'Tourism Marketing in Natural Disasters' workshop in both Stanthorpe and Warwick. The workshops were designed to help equip tourism operators with knowledge about what they can do to help ensure successful recovery following bushfire events and other natural disasters.

The workshops were facilitated by Dr Gabby Walters and Associate Professor Judith Mair from the University of Queensland, who are experts in tourism reputation recovery. SQCT then shared details about the tourism marketing campaign being delivered by them, SDRC and GBWT.

Other Activities

In addition to these items from the previous quarter, the Economic Development and Tourism team continues to deliver a range of regional promotion initiatives including:

- Marketing through the region's website, blog, social media, collateral and more
- Coordination of Visitor Information Centres
- Support to journalists on famils
- Support and funding to event organisers
- Support to tourism operators and related businesses

Visitor Information Centre Reports

Stanthorpe Visitor Information Centre (VIC)

The Coffee Shop in the VIC has reopened and is a great addition to the services available at the Centre. The Stanthorpe VIC averages around 30 volunteers who operate the business 363 days a year. People who visit the VIC mainly want information on Girraween and natural landscapes followed by attractions and wineries.

Tourism numbers presenting at the VIC have been experienced downturn affected by the Gap being closed as well as the fires and drought. Accommodation businesses are at less than 10% in capacity and bookings in Oct/Nov/Dec these are usually at about 50%. It is also likely that VIC walk in statistics are down due to the increasing shift towards online information, use of apps and digital marketing. All of these products are changing the way that people access information and obtain assistance as tourists.

Stanthorpe Visitor Information Centre Annual Statistics							
Month	2013	2014	2015	2016	2017	2018	2019
January	2,786	2,306	2,078	2,013	1,861	1,674	1,684
February	1,727	1,591	1,270	1,701	1,539	1,072	1,020
March	2,700	2,128	1,791	2,903	2,053	2,035	1,549
April	3,451	3,452	2,713	2,416	2,208	2,828	2,380
May	1,895	2,040	1,970	2,083	2,118	2,286	1,754
June	2,756	2,185	1,964	1,870	2,075	1,752	1,806
July	2,661	2,892	3,380	2,786	2,782	2,606	2,519
August	2,060	2,040	1,822	1,600	1,901	1,527	1,764
September	2,554	2,371	1,856	1,962	1,972	1,816	1,304
October	2,509	2,343	1,905	1,676	1,603	1,762	1,133
November	1,860	1,927	1,350	1,318	1,298	1,460	658
December	2,099	1,719	1,773	1,525	1,557	1,285	902
TOTAL	29,058	26,994	23,872	23,853	22,967	22,103	18,473

Warwick Visitor Information Centre (VIC)

The Warwick Visitor Information figures for the latter part of 2019 are an indicator of the difficult year the region has experienced. The combined impacts of ongoing drought, bushfire and negative media have resulted in a reduction of tourists presenting at the VIC's. It is also evident that across the span of the year, the addition of events helps boost tourism related numbers presenting at the VIC's.

It is also likely that VIC walk in statistics are down due to the increasing shift towards online information, use of apps and digital marketing. All of these products are changing the way that people access information and obtain assistance as tourists.

Warwick Visitor Information Centre Annual Statistics							
Month	2013	2014	2015	2016	2017	2018	2019
January	2,224	1,232	943	1,071	1,522	1,440	2,362
February	1,276	832	625	751	802	1,019	928
March	1,646	1,011	993	1,067	969	929	862
April	2,193	1,459	1,285	1,118	1,335	1,242	1,385
May	1,620	1,020	854	1,029	1,163	1,136	1,368
June	1,701	1,163	971	859	1,338	1,077	1,062
July	4,596	4,790	4,874	4,218	3,671	2,430	3,437
August	1,520	1,057	864	1,126	1,254	1,089	1,150
September	1,416	1,333	846	1,354	1,517	1,310	1,092
October	1,914	1,170	1,152	1,516	1,381	1,312	1,009
November	935	778	736	910	1,107	853	631
December	1,007	758	756	897	935	868	618
TOTAL	22,048	16,603	14,899	15,916	16,994	14,705	15,904

Budget Implications

The operation of the VICs and budget for regional promotion is provided in the Economic Development and Tourism Budget. The Economic Development and Tourism team ensure that the community receives value for money by utilising transparent and diligent procurement practices.

Policy Consideration

Shaping Southern Downs

- 4.3 Prosper – Economic Development and Tourism: Action 1 – Implement the Southern Downs Economic Development Strategy and Southern Downs Tourism Strategy

Southern Downs Regional Council - Tourism Strategy 2017-2020

- 3 - Enhance Regional Promotion

Community Engagement

Not applicable.

Legislation/Local Law

Not applicable.

Options

Council:

1. Resolves to receive the report from the regional promotion activities and the Visitor Information Centre figures.
2. Resolves not to receive the report for the regional promotion activities and the Visitor Information Centre figures.

Attachments

Nil


**14. REPORTS OF DEPUTATION OR CONFERENCE & REPORTS FROM DELEGATES
APPOINTED BY COUNCIL TO OTHER BODIES**

Nil

15. NOTICES OF MOTION

15.1 Notice of Motion - Maintenance Program for Storm King Dam

Document Information

 Southern Downs REGIONAL COUNCIL	Report To: General Council Meeting	
	Reporting Officer:	Meeting Date: 19 February 2020
	Chief Executive Officer	ECM Function No/s:

Notice of Motion – To Be Moved by Cr McNally

THAT Council undertake a review to determine a maintenance program for Storm King Dam, including increasing the yield, and present to Council a report prior to 1 May 2020.

Comments from the Chief Executive Officer

The attached Notice of Motion was been submitted by Cr McNally:

THAT Council undertake a review to determine a maintenance program for Storm King Dam, including increasing the yield, and present to Council a report prior to 1 May 2020. A copy of the Notice of Motion is attached.

It is proposed that the request be referred to the Director Infrastructure Services with a report to be prepared for the March 2020 General Meeting.

Attachments

1. Notice of Motion [↓](#)



Notice of Motion by Councillors

Councillor: Cr Jo McNally

Date: 4 February 2020

Motion:

THAT

Council undertake a review to determine a maintenance program for Storm King Dam, including increasing the yield, and present to Council a report prior to 1 May 2020.

Relevant Background Information

Signature

Code of Meeting Practice Policy – Section 5.6.1 Notice of Motion

1) Notices of Motions shall be lodged in writing with the Chief Executive Officer or their delegate eight (8) calendar days prior to the closure of the business paper agenda for the meeting of Council at which the Notices of Motion are to be considered.

2) Councillors shall ensure, where it is intended that employees of the Council be asked to carry out some specific defined action that a Notice of Motion is written in such a way that, if carried, the motion carries clear and unambiguous direction.

- Start with the word "That" f
- Use the third person and avoid the use of the first person f
- Clearly indicate the intention of the Council f
- Avoid statements that are ambiguous f
- Aim for clarity of expression f
- Be carefully constructed and if necessary, set out in clauses that can be clearly identified by letters or numbers f
- Indicate proposed action or reflect agreed views on a particular issue f
- Don't re-introduce a resolution which has already been rejected

16. GENERAL BUSINESS

17. CONSIDERATION OF CONFIDENTIAL BUSINESS ITEMS

In accordance with the provisions of Section 275(1) of the *Local Government Regulation 2012*, a local government may resolve to close a meeting to the public and move 'into Committee' to discuss confidential items, such that its Councillors or members consider it necessary to close the meeting.

Recommendation

THAT the meeting be closed to the public and move into committee to discuss the following items, which are considered confidential in accordance with Section 275(1) of the *Local Government Regulation 2012*, which permits the meeting to be closed to the public for business relating to the following, as indicated:

17.1 19_183 - Concrete PSA

Reason for Confidentiality

This item is considered confidential in accordance with section 275(1)(e) of the *Local Government Regulation 2012*, as it contains information relating to contracts proposed to be made by Southern Downs Regional Council.

17.2 20_016 - Wet/Dry Plant Hire

Reason for Confidentiality

This item is considered confidential in accordance with section 275(1)(e) of the *Local Government Regulation 2012*, as it contains information relating to contracts proposed to be made by Southern Downs Regional Council.

17.3 Waive Water Consumption Charges - PID 20475

Reason for Confidentiality

This item is considered confidential in accordance with section 275(1)(d) of the *Local Government Regulation 2012*, as it contains information relating to rating concessions.

17.4 Darling Downs Moreton Rabbit Board Proposed Budget and Operational Plan 2020/2021

Reason for Confidentiality

This item is considered confidential in accordance with section 275(1)(c) of the *Local Government Regulation 2012*, as it contains information relating to the local government budget.

17.5 Request for Building Fees Waiver

Reason for Confidentiality

This item is considered confidential in accordance with section 275(1)(c) of the *Local Government Regulation 2012*, as it contains information relating to the local government budget.