



SOUTHERN DOWNS REGIONAL COUNCIL SPECIAL MEETING OF COUNCIL

Dear Councillors

Your attendance is hereby requested at the Special Meeting of Council to be held in the Council Chambers, Southern Downs Regional Council, 64 Fitzroy Street, Warwick on **Monday, 29 May 2017** at **9.00AM**.

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

David Keenan

CHIEF EXECUTIVE OFFICER

25 May 2017

ORDER OF BUSINESS:


1.	ATTENDANCE	1
2.	APOLOGIES.....	1
3.	DECLARATIONS OF CONFLICTS OF INTEREST	1
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1. **ATTENDANCE**
2. **APOLOGIES**
3. **DECLARATIONS OF CONFLICTS OF INTEREST**

4. EXECUTIVE

4.1 Draft 2017/2018 Budget - Submission Presentations

Document Information

 Southern Downs REGIONAL COUNCIL	Report To: Special Council Meeting	
	Reporting Officer:	Meeting Date: 29 May 2017
	Manager Finance & Information Technology	ECM Function No/s: 12.05.09

Recommendation

THAT Council consider the submissions for Draft 2017/2018 Budget.

Report

A report was presented to Council on 5 April 2017 outlining the process proposed to allow the community to provide feedback on key aspects of the Draft 2017/2018 Budget.

Councillors and Council Officers attended five Draft Budget Information Sessions across the region at Warwick, Stanthorpe, Allora, Killarney and Wallangarra during the months April and May. These Sessions outlined the highlights of the 2017/2018 Draft Budget that related to services, capital works, debt management, and charges to the Waste water proposed charging, it also provided the community with a clear indication of where Council sources income in the form of grants, fees and charges and the delivery of services.

The Community were given the opportunity to provide feedback on the Draft Budget via Feedback Forms on Council's Website and Community Contact Centres, as well as lodge submissions for Council's consideration in writing and/or by making a presentation to Council.

The following have requested the opportunity to make a submission to Council at the Special Council Meeting on 29 May 2017:

9.30am Warwick Gliding Club
10.00am Southern Downs Residents Action Group Inc
10.30am Warwick Turf Club
11:00am Eric McCullough
11.30am Ivan Hancock

A number of other submissions were received from the public which will be discussed at the meeting.

Budget Implications

As detailed above

Policy Consideration

Council's Long Term Financial Forecast
Queensland Treasury Corporation Credit Review

Community Engagement

The following Draft Budget Information Sessions were held:-

18 April 2017 - Warwick
27 May 2017 - Stanthorpe
3 May 2017 - Allora
8 May 2017 - Killarney
9 May 2017 – Wallangarra

Online Submissions were sought via Council's Website and Community Contact Centres.

Legislation/Local Law

Local Government Act 2009
Local Government Regulation 2012
Australian Accounting Standards

Options

1. Consider the submissions in Draft Budget 2017/2018 deliberations.
2. Not consider the submissions in Draft Budget 2017/2018 deliberations.

Attachments

1. Warwick Gliding Club [View](#)
2. Southern Downs Residents Action Group [View](#)
3. Warwick Turf Club [View](#)
4. Eric McCullouch [View](#)
5. Ivan Hancock [View](#)



Council is inviting your feedback on the Draft Budget for 2017/2018. **Please note that all feedback must be submitted by Wednesday, 10th May 2017.**

Feedback may be submitted as follows:

In Person:

Warwick Office

64 Fitzroy Street
Warwick Qld 4370
Open: 8am-5pm

Stanthorpe Office

61 Marsh Street
Stanthorpe Qld 4380
Open: 8am-5pm

Allora Office

78 Herbert Street
Allora Qld 4362
Open: 1pm-5pm

By Post:

The Chief Executive Officer
Southern Downs Regional Council
PO Box 26
Warwick Qld 4370

SOUTHERN DOWNS REGIONAL COUNCIL WARWICK BRANCH			
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It will help us if you:

- Clearly state what issue/s or topic/s you wish to comment on, and
- Ensure your comments are clear and concise.

If you consider there to be compelling reasons why your submission should be kept confidential, please contact Andrew Page, Manager Finance & Information Technology on 1300 697 372.

Please note that no anonymous submissions will be accepted.

*You must provide your full name and telephone number. If you are submitting on behalf of an organisation, please state this and your role within that organisation. Please attach all supporting documentation. Please note all fields marked with * must be completed.*

Contact Name:* IVOR HARRIS

Organisation/ Group Name (if applicable): WARWICK GLIDING CLUB

Your role within Organisation (if applicable): PRESIDENT

Contact Number:* 0499 536963

Email:* ivorharris@hotmail.com ; dkinlana@hotmail.com

Submitting as individual or group:* Group

Do you wish to present your submission to Council?:* Date/s will be notified.

Yes



No



...2/

Southern Downs Regional Council



DOC0254975

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Comments:* (Please attach document if more space required):

ATTACHED WITH THIS COVER SHEET IS
THE DOCUMENT TITLED "WARWICK GLIDING
CLUB RESPONSE TO SOUTHERN DOWNS
REGIONAL COUNCIL CAPITAL WORKS PROGRAM
- WARWICK AERODROME PARALLEL TAXIWAY
(TAXIWAY REALIGNMENT)

THIS IS IN RESPONSE TO COUNCILS PLANS
FOR EXPENDITURE OF \$700,000 FOR THE
CONSTRUCTION OF A 26M WIDE PARALLEL
TAXIWAY AS PART OF THE 2017-18 DRAFT
BUDGET.

Warwick Gliding Club Response to Parallel Taxiway Proposal



Warwick Gliding Club Response to Southern Downs Regional council Capital Works Program – Warwick Aerodrome Parallel Taxiway (Taxiway Realignment)

Revision History

Revision Number	Drafted by	Reviewed by	Approved by	Description	Date
Version 1	David Kinlan, Warwick Gliding Club Development Officer	Sidney Dekker, Professor Griffith University	Ivor Harris, President Warwick Gliding Club	For issue	11 th April 2017

Warwick Gliding Club Response to SDRC Capital Works
Program – Warwick Aerodrome Parallel Taxiway

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Executive Summary

This Response (Complaint) is raised by Warwick Gliding Club in answer to Southern Downs Regional Council's (SDRC) Capital Works Program in respect of Warwick Aerodrome and the proposed construction of a parallel taxiway at the eastern end of the airfield. The proposal for a parallel taxiway was first raised in a Connell Wagner Report in 2000 and restated in the Warwick Aerodrome Masterplan 2015.

The proposal was subsequently included in the draft 2017-2018 Budget and mentioned as 'Warwick Aerodrome Taxiway Realignment' and open for public consultation. Until being mentioned in the draft 2017-18 Budget the parallel taxiway proposal has not been subject to any form of public or airfield user consultation.

SDRC has produced in its Warwick Aerodrome Master Plan 2015 which states the need for a '*A parallel taxiway to suit Code 2B aircraft on the northern side of the Runway*' however this need, be it existing or future use, is totally unsubstantiated.

The need for a parallel taxiway has not been established in the Warwick Aerodrome Masterplan 2015 and the basis upon which it has been determined is fundamentally flawed.

In addition, no form of cost-benefit analysis is offered which convincingly suggests that any large aircraft requires such a taxiway (a prerequisite for funding from either the State or Federal Government) been demonstrated.

1. Introduction

The Warwick aerodrome is a registered airfield, so it must meet specific standards set by the Civil Aviation Safety Authority (CASA), whilst fulfilling the needs of its users. The Manual of Standards Part 139 – Aerodromes (MOS139) developed by CASA is the statutory instrument which details minimum permissible standards that are to be made available. The aerodrome is subject to an annual independent inspection for a registered aerodrome as classified under the MOS139. In addition to the annual inspection, weekly safety inspections are completed by Council officers to ensure the aerodrome's ongoing safe operation.

The aerodrome comprises a single runway that runs in an east-west (09/27) direction, which is 1640m long and 30m wide. The runway is a fully sealed strip with pilot activated lighting (PAL) provided. The taxiway which joins the 09/27 Runway to the apron has a sprayed bituminous seal surface.

One of the primary users of the aerodrome, as determined by the amount of traffic and number of take-offs and landings, is the Warwick gliding Club which has some 50 members operating some 28 gliders¹ with 1 tug aircraft. In addition, the Australian Air Force Cadets have 7 gliders with 1 tug aircraft and the Queensland Recreational Aircraft Association Inc. incorporating Warwick Aero Club which has some 110 members with 12 aircraft hangered at the aerodrome. There have been continuous gliding operations at the aerodrome since 1964. The gliding club uses the grassed areas outside the runway markers for take-off and landings, see arrows in Figure 1 below.

Figure 1 – Arrows showing grass strips used by gliders



¹ The Warwick Aerodrome Masterplan 2015 erroneously stated that the Gliding Club has just 5 gliders whereas the actual number of gliders which operate from the aerodrome is 34 aircraft (including the AAFC)

2. Aerodrome Classification

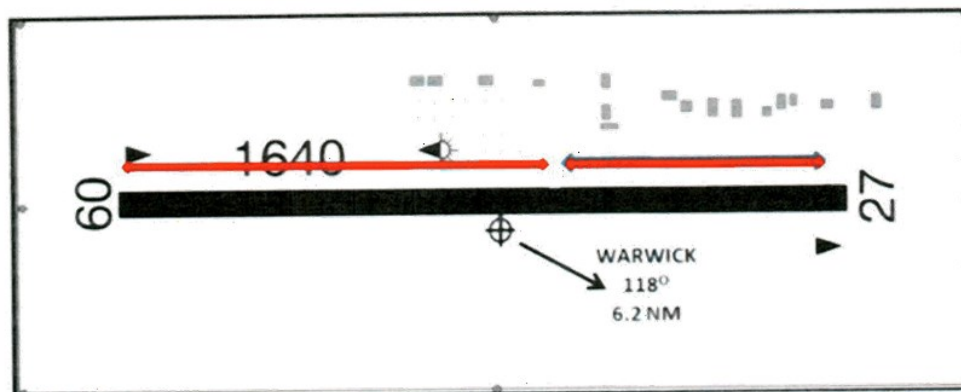
SDRC converted the status of Warwick Aerodrome to that of a "Registered" aerodrome (Registration No. R155) on 11 February 2011. The aerodrome does not cater for regular public transport flights (RPT) or charter operations with a seating capacity of more than nine (9) seats. This role has now in fact been taken over by Brisbane Wellcamp aerodrome (97km by road) which opened on 17 November 2014. The fact that Brisbane Wellcamp has been built and is operating is ignored in the Warwick Aerodrome Masterplan 2015.

Warwick aerodrome is almost exclusively used by small recreational aviation aircraft (RA) and gliders with occasional sporadic use by larger aircraft including the Royal Flying Doctor Services (RFDS) using Beech King Air's.

Photos 1 & 2 – Example of an recreational aircraft (RA) and a RFDS Beech King Air



Figure 2 - Aerodrome Schematic noting proposed plan for parallel taxiway (in red)



The Warwick Aerodrome Masterplan 2015 states :
the 2000 Master Plan identified the following opportunities that were to be considered when developing the aerodrome

- *A parallel taxiway to suit Code 2B aircraft on the northern side of the runway; however this would restrict gliding activities*

Warwick Gliding Club Response to SDRC Capital Works
Program – Warwick Aerodrome Parallel Taxiway

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3. Warwick Aerodrome Masterplan 2015 and conclusions

(a) Masterplan 2015 issues

The Aerodrome Masterplan 2015 prepared by Michael Bell is not available for download on the SDRC's website. Warwick gliding Club, however, was able to obtain and study draft version 7 dated December 2014. It is assumed that the final issue Masterplan and its conclusions and recommendations have not changed. The SDRC's Media Release dated 7 April 2017, after all, refers to the Council approving the draft 2017-18 Budget and seeking community feedback on —amongst other items—the Warwick Aerodrome Taxiway Realignment. This is taken to mean the proposal for a parallel taxiway some 26m wide to suit Code 2B aircraft on the northern side of the runway.

It is clear from the Aerodrome Masterplan 2015 that the proposal for a parallel taxiway for Code 2B aircraft is lifted from the Connell Wagner Pty Ltd, August 2000, Warwick Aerodrome Master Plan.

The Code 2B is taken from the ICAO (International Civil Aviation Organisation) and refers first to the number 2 which designates the reference runway length required² (800 m up to but not including 1200 m) and the alphabet letter which refers to the type of aircraft. Types of Class B aircraft are listed below as having a wingspan of up to 24m.

Figure 3 – ICAO classification of aircraft

Design Group	Wingspan (m)	Gear Width (m)	Example Aircraft
A	< 15	< 4.5	All single engine aircraft, Some business jets
B	15 to < 24	4.5 to < 6	Commuter aircraft, Large Business jets (EMB-120, Saab 2000, Saab 340, etc.)
C	24 to < 36	6 to < 9	Medium range transports (B727, B737, MD-80, A320)
D	36 to < 52	9 to < 14	Heavy transports (B757, B767, A300)
E	52 to < 65	9 to < 14	Heavy transport aircraft (Boeing 747, L-1011, MD-11, DC-10)

² The aeroplane reference field length is the minimum field length required for take-off at maximum take-off mass, at sea level, in standard atmospheric conditions, in still air and with zero runway slope.

Figure 4 – Types of Class 2B aircraft



(b) Masterplan 2015 and its conclusions

The Warwick Aerodrome Masterplan 2015 is therefore repeating a recommendation from the Connell Wager Report of 2000 that a taxiway is required for the type of commuter aircraft as shown in Figure 3.

In addition the Warwick Aerodrome Masterplan 2015 also note that a parallel taxiway 'would restrict gliding activities.' However, the author of the Masterplan did not inquire with the airfield users or the Warwick Gliding club as to what the likely impact would be.

Had the author done so, it would have been made clear that a parallel taxiway running through the middle of the grass strip to the northern side of the runway would severely impact on gliding operations and would give rise to safety issues given that there would be in effect two asphalt strips which landing gliders would have to deal with.

Chapter 7 - Design Standards for Licensed Aerodromes under section 12.3.2 states – *Glider operations should normally be carried out on a dedicated glider runway strip located outside and parallel to an existing runway strip, or located independent of an existing runway strip.* The Warwick Aerodrome Masterplan 2015 has ignored the fact that gliding operations need to be carried outside of the runway strip.

A registered aerodrome has no mandatory requirement for a taxiway this is dictated by aircraft traffic and is more commonly required for a controlled aerodrome.

The CASA Manual of Standards Part 139 – Aerodromes states under section 2.1.7.2 that *"It is the prerogative of aerodrome operators to select the appropriate aeroplane and aeroplane characteristics for master planning of their aerodromes"*. The apparent selection of commuter aircraft as the basis for the Warwick Aerodrome Masterplan 2015 is unfounded as such aircraft can use the existing runway without the need for a parallel taxiway.

4. Strategic Planning

(a) Aviation Planning & issues

As mentioned in the Warwick Aerodrome Masterplan 2015 the Department of Transport and Main Road's Eastern Downs Integrated Transport Plan's strategies that have been developed to address aviation issues in the region are:

- Maintain and improve key regional facilities and services
- Maintain the standard of and access to other local aviation facilities.

The SDRC must evaluate the needs of existing users and consult with respect to any proposed improvements and their impact on aerodrome use. This has not happened with the proposal for a parallel taxiway. There has been no consultation with existing airfield users.

(b) Community Plan 2030

The Southern Downs 2030 Community Plan is intended to provide guidance on community priorities for a 20-year horizon. Under Goals and Directions, item 7.10 (Page 24) it states to *'Promote and encourage small to medium scale commercial passenger flights into the region to support tourism and industry growth'*. No details have been provided as to the types of commercial passenger flights anticipated or whether any regional airlines have expressed any interest in commencing passenger flights from the aerodrome.

(c) Corporate Plan 2014-2019

From Corporate plan 2014 – 2019 it states "7.4 Review Council's level of involvement in aerodromes, implement strategies to allow for aviation activities at both aerodromes as funding permits. This should recognize existing aviation activities and any plans for future use". This should be read in conjunction with item 2.1 'Support sport and recreation to encourage a healthier lifestyle for residents in the region'. Both gliding and recreational aviation are key activities at the aerodrome and will remain so into the distant future.

(d) Planning Scheme and need for a parallel taxiway

The SDRC's own planning scheme for the aerodrome should ensure that the ongoing use of the aerodrome is protected and encouraged by seeking aerodrome users as well as community feedback on the need for a parallel taxiway.

Taxiways are primarily required on controlled aerodromes³ with significant traffic in order to keep

³ "controlled aerodrome" means an aerodrome as described under the Airspace Regulations 2007 which is an aerodrome at which air traffic control service is provided to aerodrome traffic.

the operating runway clear for inbound and departing aircraft.

A study should have been undertaken by SDRC to assess the amount of aircraft movements and whether a parallel taxiway was justified for either existing or future airfield users for a registered aerodrome. Note a parallel taxiway is not a requirement for a registered aerodrome primarily catering for recreational not commuter aircraft.

There are numerous other aerodromes with significant commuter aircraft including Fly-in, Fly-out (FIFO) which do not have the need for a parallel taxiway. Examples include Mount Isa, Chinchilla, Charleville, Roma and Port Macquarie, see Section 13 - Annex 1 to this Response.

As mentioned in Section 3 above a 26m wide parallel taxiway is only needed if Class 2 B commuter aircraft are likely to use the aerodrome in significant numbers such that aircraft movements on the ground would be impeded. As highlighted in Section 2, commuter aircraft are operating from Brisbane Wellcamp to other regional and inter-state cities. It is highly improbable (and the growth of Brisbane Wellcamp will in fact effectively rule this out) that commercially operated aircraft will ever operate from Warwick aerodrome.

In addition it is standard operating practice for landing and departing aircraft to enter from the apron and "backtaxi"⁴ (also known as "backtracking") to their starting position or if landing to "backtrack" to the apron.

At controlled airports, take-off or landing clearances do not authorize the pilot to reverse course and backtrack along the runway, unless specified by air traffic control⁵. Warwick Aerodrome is not a controlled airport but a registered aerodrome and has no air traffic control.

5. 2000 Master Plan Review

The 2000 Master Plan identified the following opportunities that were to be considered when developing the aerodrome, with items in green indicating that these have been completed by SDRC over recent years. The item marked in red is SDRC's recent proposal for the Budget 2017-18

- Sealing of the runway
- A parallel taxiway to suit Code 2B aircraft on the northern side of the runway; however this would restrict gliding activities.
- Formalise the apron access and parking arrangements.
- The existing wooden terminal building should be refurbished to contain facilities such as, public telephone, toilets, waiting lounge and other ancillary services.
- The internal road and car park network should be upgraded to a sealed standard.
- Council should consider negotiate a period contract with one of the fuelling companies to supply aviation fuel to the aerodrome.
- The development of special aircraft maintenance industries to be on the southern side of the runway.

⁴ Backtaxi (also known as backtrack) is an airport ground procedure which involves the use of any portion of a runway as a taxiway for an aircraft to taxi in the opposite direction from which it will take off or has landed. The procedure is commonly used at smaller airports and private strips which may not have separate paved taxiways parallel to the runway. (Source Wikipedia)

⁵ Aeronautical Information Publication Australia ENR 1.1 5.2 and Aeronautical Information Publication Australia ENR 1.1 16.2

- On-going maintenance to be provided, in particular for grass slashing, line marking, patching and lighting replacement.

6. Aerodrome Safety Inspection Recommendations

In Michael Bell's email to Ivor Harris dated 10th April 2017 reference was made to an independent consultant assessment carried out in August 2016 and the report of the aerodrome's compliance with the Manual of Standards Part 139 – Aerodromes. As mentioned an "Aerodrome Safety Inspection" of the aerodrome if it caters for regular public transport (RPT) operations with a seating capacity between 10 and 30 passengers which is presently not the case nor is likely in the foreseeable future given that Brisbane Wellcamp takes such aircraft.

The email identified the following remedial actions should such aircraft operate from the aerodrome:

- **Remedial Action 2:** If glider operations within the runway strip are to be permitted, then provide and publish an appropriately situated, properly prepared and correctly defined glider runway.
- **Remedial Action 3:** To put in place procedures to stop the gliders operating on the areas that are not safe (not prepared) for aircraft use, particularly the area between the main taxiway and the eastern taxiway (at THR 27).
- **Remedial Action 5:** To provide the parallel hangar taxiway with a compliant taxiway strip (graded and ungraded) by either relocating / re-constructing a new taxiway or to relocate several of the hangars further away.

Warwick Gliding Club Response to Remedial Actions

With respect to **Remedial Action 2** this is recommended and endorsed by Warwick gliding Club, an amendment to the AIP (ERSA) publication is needed to show that there are gliding operations which are being carried out outside the runway (this is similar to the present notification for Kingaroy aerodrome)

Remedial Action 3 is unclear. It is not explained why the inspection deems that the grass area between the main taxiway and eastern taxiway is considered unsafe for the operation of gliders. This area has been used by gliders since 1964 with no conflicts or operational issues arising given the separation between the operating runway and gliding activities. This is a standard situation at many aerodromes around Australia including nearby Kingaroy aerodrome.

Remedial Action 5 : The remedial action to provide a parallel taxiway is unsubstantiated as there is no justification for building a taxiway for regular public transport (RPT) operations when none presently exist or are planned in the future. Any large aircraft such as the RFDS Kingairs are able to backtrack on the runway without restriction and the same would apply for any RPT operations.

7. Economic Position

There has been no study in the Aerodrome Masterplan 2015 to corroborate the need for a parallel taxiway. It appears to have been a repeat of the findings of the Connell Wagner 2000 Report. As this report is 17 years old one would question whether its conclusions are up-to date and in particular any study as the likely use of Class 2B flying in or out of Warwick Aerodrome.

8. Community Feedback

As stated earlier there has been no opportunity for the airfield users who are the primary community users of the aerodrome to provide any form of assessment of the SDRC's plans or inspections concerning the aerodrome and its future use and the improvement of the facilities. This is a missed opportunity as the aerodrome users have considerable knowledge and expertise in aviation matters.

(a) Opportunities

In the Warwick Aerodrome Masterplan 2015 it stated :

There is the opportunity for Council to take a considered, systematic approach to growth at Warwick aerodrome. When there is a high value, low cost opportunity that can be incorporated into the facility to change the user experience and open up this facility, then Council has a real opportunity to undertake improvements to achieve a high benefit for the cost.

Whether this is for fly-in fly-out (FIFIO) operations, charter flights, the survey identified two (2) major factors that influence useability.

The Masterplan author and the August 2016 inspection referred to in Michael Bell's email of 10th April seems to assume that the aerodrome has to develop regular public transport (RPT), FIFO or charter flights, this is highly improbable. The real growth is in recreational aircraft (RA) and gliding and the expansion of more hangers on the northern side of the aerodrome at the western end for use by RA and gliders.

9. Conclusions

One of the conclusions of the Warwick Aerodrome Master Plan 2015 included that '*Gliding operations should be noted as operating from the site and appropriate designations put in place*'. CASA Manual of Standards Part 139—Aerodromes requires the applicant of an aerodrome certificate to provide information relating to the aerodrome for publication in Aeronautical Information Publication (AIP). The fact that grassed areas are used for gliding operations should be mentioned in the AIP.

Warwick Gliding Club as an airfield user since 1964 is keen to develop a lasting relationship with the SDRC. Warwick airfield should have the same designation and description in ERSA (Air Services Australia publication) as that of Kingaroy aerodrome—namely that there are shared glider operations on the grass areas which run parallel to the operational runway.

The proposal that a parallel taxiway is required to be constructed is flawed and should be shelved. The proposal that commercial passenger aircraft which at some future stage will need a parallel taxiway has not been established as the aerodrome can quite easily deal with such aircraft without the need for such use of resources.

The allocated State and/or Federal funding if applied for should be plowed into the development of infrastructure for the northern part of the airfield at the western end and the development of new hangars and their associated access requirements.

With respect to future plans there has been significant development with hangar construction over the past few years and this is set to continue.

SDRC may not realise the fact that 14 of the aerodrome's 30 hangars (some 50%) are glider related. If hangars are built then recreational aircraft and gliding operations can grow. Building a parallel taxiway for aircraft which do not come to the aerodrome would severely curtail the growth of gliding operations both for Warwick Gliding Club and the Australian Air force Cadets (AAFC).

10. Realistic and Achievable Suggestions

A realistic and achievable suggestion is to maintain the present and satisfactory status-quo whereby the aircraft operating out of and into the aerodrome continue to use the runway for backtracking. This avoids costly and unnecessary capital expenditure of a parallel taxiway.

The existing taxiway should be re-designated as for hangar access only for aircraft with a wingspan not exceeding 15m and marker signage installed at the apron/taxiway entrance to indicate this. The existing taxiway should be maintained to allow aircraft based at the aerodrome to access the hangars.

Alternatively the existing taxiway could be widened by shifting the counter bank to create a taxiway sufficiently wide to accommodate the size of aircraft expected to use it.

If anticipated commuter traffic is considered as proven and actually feasible with sufficient aircraft ground movements such that a 26m parallel taxiway is required to keep the runway open then gliding operations will have to be accommodated on the southern side of the runway and the strip on southern side graded and re-grassed. At present it is uneven and has a berm and is too rough for full gliding operations so will need to be prepared for use.

Of the options above the Warwick Gliding Club favours that the existing taxiway should be re-designated as for hangar access only for aircraft with a wingspan not exceeding 15m and marker signage installed at the apron/taxiway entrance to indicate this

To summarise the options are :

Options	Option Summary	Expense
A	Continue with aircraft backtracking	No expense required
B	existing taxiway should be re-designated as for hangar access only for aircraft n.e 15m wingspan. Larger aircraft backtrack on the runway	Expense of marker signage only
C	existing taxiway could be widened to accommodate larger aircraft	Likely to be around \$100-200,000
D	Proceed with 26m parallel taxiway for commuter aircraft use, gliding operations relocated to grassed area on southern side of the runway	Estimated at \$700,000 for taxiway ⁶ , grading and re-seeding \$50,000

Any applications to both the Federal Government's 'Building Better Regions Fund' and the State Government's 'Building Our Regions Fund' (if made) detailing the capital expenditure for a parallel taxiway should be reassessed and revised to delete the need for a parallel taxiway and instead be redirected into the construction of facilities to support additional hangs for recreational aircraft.



11. References

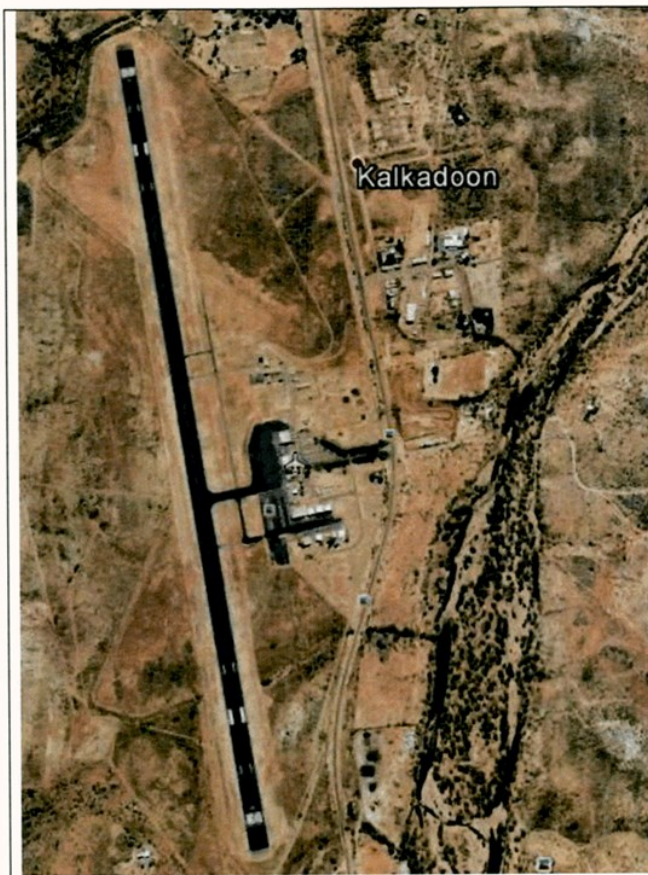
- a. Department of Transport and Main Roads, August 2005, *Border Integrated Transport Plan (not seen)*
- b. Connell Wagner Pty Ltd, August 2000, Warwick Aerodrome Master Plan (not seen)
- c. Warwick Aerodrome Masterplan 2015 (version 7 seen)
- d. Aircraft Classifications, Dr. Antonio A. Trani Associate Professor Department of Civil Engineering Virginia Tech
- e. Southern Downs 2030 Community Plan, downloaded from the SDRC website
- f. Corporate Plan 2014 – 2019 Revised Edition, downloaded from the SDRC website
- g. CASA Manual of Standards Part 139—Aerodromes, version 1.8 (February 2012) downloaded from the Federal Register of Legislation
- h. Chapter 7 - Design Standards for Licensed Aerodromes published by CASA (August 1999) available for download on the internet.
- i. Michael Bell email to Ivor Harris Subject: Warwick Aerodrome Taxiway dated 10th April 2017

⁶ Council's own estimate of cost of parallel taxiway as mentioned in draft budget
Warwick Gliding Club Response to SDRC Capital Works
Program – Warwick Aerodrome Parallel Taxiway

12. Annex 1 – Other Regional Aerodromes operating commuter flights without the need for a taxiway

	<p>This image shows Roma Aerodrome.</p> <p>An aircraft can be seen backtracking prior to departure. In 2013-14 the airport handled more than 254,000 passengers, ranking Roma as the 29th busiest airport in Australia.</p> <p>There is no parallel taxiway.</p>
	<p>This image shows Chinchilla Aerodrome.</p> <p>The entrance to the apron is at the end of the runway threshold at 14.</p> <p>The airport is served by 2-3 weekday charter flights to Taroom and Brisbane operated by Skytrans. Airlines using their Dash-8-100 aircraft.</p> <p>Aircraft backtrack the entire runway length of 1066m</p> <p>There is no parallel taxiway</p>

	<p>This image shows Charleville Aerodrome.</p> <p>QantasLink and Regional Express Airlines operate into Charleville</p> <p>The entrance to the apron is at two points along the runway.</p> <p>There is no parallel taxiway</p>
	<p>This image shows Port Macquarie Aerodrome.</p> <p>The airport had 218,897 revenue passengers and 5,236 aircraft movements in the 2010-2011 financial year.</p> <p>The airport is served by Jetgo, QantasLink and Virgin Australia.</p> <p>Aircraft backtrack the entire runway length of 1800m. The entrance to the apron is near the end of the runway threshold at 21.</p> <p>There is no parallel taxiway.</p>



This image shows Mount Isa Aerodrome.

QantasLink, Alliance Airlines, Virgin Australia, West Wing Aviation and Regional Express Airlines operate into Mount Isa.

In the 2010-2011 financial year, Mount Isa Airport handled 217,525 passengers.

Aircraft backtrack half the runway length of 2,560m.

There is no parallel taxiway.

Marion Seymour

From: online_form_submissions@sdrc.qld.gov.au
Sent: Wednesday, 10 May 2017 2:58 PM
To: Andrew Page; Marion Seymour
Cc: sdrange@mail.com
Subject: Draft Budget 2017/2018 Feedback Form submitted
Attachments: 0_235043_10May2017145600_RAnGe submission reply to SDRC budget 2017.docx

You have successfully submitted the following information. This copy is for your records.

Please keep the following submission ID for your reference.

Submission ID: 0520171050285

Contact Name: Andrew Gale
Organisation/ Group Name (if applicable): Southern Downs Residents Action Group Inc
Your role within Organisation (if applicable): Secretary
Contact Number: 0420 589 358
Email: sdrange@mail.com
Submitting as individual or group: Group
Do you wish to present your submission to Council at a hearing? Dates will be notified. : Yes
Comments: (Please attach document if more space required)
Attach document: 0_235043_10May2017145600_RAnGe submission reply to SDRC budget 2017.docx



PO Box 1107 Warwick Qld 4370

**The Chief Executive Officer
Southern Downs Regional Council**

8 May 2017

Submission by Southern Downs Residents Action Group

Please be advised that our group wishes to make a presentation of our submission to council on the determined date. The below mentioned points will be expanded and discussed in our presentation.

The main points of our submission will be—

- **Request that council maintains a surplus budget that continues to pay down debt but also does not impose any increased rating or other charges to residents.**
- **Request that Councillors critically examine budget expenditure to find significant savings measure particularly in relation to but not limited to the plant and equipment budget and works budgets. Given the much publicized “watch list” status of previous years and the councils financial position and desire not to return to such a position, introduce significant austerity measures in the budget to reduce spending in all departments.**
- **Request that council finds a no cost alternative to proposed upgrades to Warwick and Stanthorpe aerodromes. We have been made aware of and examined submissions made by other groups associated with the aerodromes and we feel that their submissions adequately address this completely unnecessary spending. Further submissions by us would only be duplicitous.**

Deliver a budget that provides additional financial relief to those in our community who are most vulnerable, financially.

- **Extend all the benefits of the "discount period" for rates payment for persons who pay their rates 6 monthly.**
- **Provide further relief to ratepayers by providing a discount levy to owner-occupiers.**
- **Remove the CED levy to Killarney ratepayers as we have been advised it has been paid for.**
- **Provide additional rating relief by providing low income rebates to those most vulnerable in our community such as those on pensions and those who are on benefits or allowances such as NewStart for lengthy periods.**
- **Review building maintenance budgets to maximize the life of these assets particularly those with heritage value.**

Andrew Gale

Secretary

Southern Downs Residents Action Group

Marion Seymour

From: online_form_submissions@sdrq.qld.gov.au
Sent: Thursday, 11 May 2017 9:51 PM
To: Andrew Page; Marion Seymour
Cc: sdrange@mail.com
Subject: Draft Budget 2017/2018 Feedback Form submitted

You have successfully submitted the following information. This copy is for your records.

Please keep the following
submission ID for your
reference.

Submission ID:
0520171150290

Contact Name: Andrew Gale

**Organisation/ Group Name (if Southern Downs Residents Action Group Inc
applicable):**

**Your role within Organisation Secretary
(if applicable):**

Contact Number: 0420589358

Email: sdrange@mail.com

**Submitting as individual or
group:** Group

**Do you wish to present your
submission to Council at a
hearing? Dates will be
notified. :** Yes

**Comments: (Please attach
document if more space
required)** At this evenings special meeting of our group, held at Yangan in relation to
reconstruction of the shelter at Swanfel's Pioneer Memorial Park, it was
resolved that we make a submission in relation to having funding for the
reconstruction of the shelter, included in the budget of 2017-2018.

This group wishes to make a presentation to council in relation to this
submission.

Attach document:

Marion Seymour

From: online_form_submissions@sdrc.qld.gov.au
Sent: Wednesday, 10 May 2017 10:11 AM
To: Andrew Page; Marion Seymour
Cc: secretary@warwickturfclub.com.au
Subject: Draft Budget 2017/2018 Feedback Form submitted
Attachments: 0_235043_10May2017100824_SDRC Sewerage rates 2017.doc

You have successfully submitted the following information. This copy is for your records.

Please keep the following submission ID for your reference.

Submission ID: 0520171050283

Contact Name: Warwick Turf Club Inc

Organisation/ Group Name (if applicable):

Your role within Organisation (if applicable):

Contact Number: 0414899854

Email: secretary@warwickturfclub.com.au

Submitting as individual or group: Group

Do you wish to present your submission to Council at a hearing? Dates will be notified. : Yes

Comments: (Please attach document if more space required) Please see attached

Attach document: 0_235043_10May2017100824_SDRC Sewerage rates 2017.doc

Address PO Box 281, Warwick Q 4370
Phone 07 4661 1454
Fax 07 4661 3494
Email secretary@warwickturfclub.com.au
Website www.warwickturfclub.org.au

ABN 96 234 049 400

President Mr Phil Grant

Secretary Mrs Kristen Doyle



4 May 2017

Mr David Keenan
Southern Downs Regional Council
PO Box 26
Warwick QLD 4370

Dear Mr. Keenan

At the request of the Committee of the Warwick Turf Club, I write to request a meeting with the Executive of the Warwick Turf Club to present a rationale for rates relief in relation to the sewerage charges payable by the Warwick Turf Club Incorporated on our property at Victoria Street, Warwick.

With the Turf Club constructing a new 750 seat capacity pavilion, The Warwick Picnic Races & Warwick Cup are becoming more popular year-on-year as racing and social events, and are consequently attracting noteworthy numbers of visitors to our region.

To ensure the comfort of patrons at our larger meetings, especially the Picnic Races & Warwick Cup, the Club has had to undertake the construction of a new toilet block, which includes a disabled toilet. We thank the officers of the Southern Downs Regional Council for their advice and assistance in gaining the appropriate approval for this necessary facility. However, these improvements have now become an important budget issue for our Club as the annual sewerage charges will be significantly increased for facilities which will only primarily be used on two or three days of the year.

In our Club's budgeting for the coming financial year, taking into account the fees outlined in the Draft Budget 2017/2018, and factoring in the additional new 5 pedestals to the current 11 pedestals, the Turf Club are looking at an estimated annual sewerage rate of \$7990. This sewerage rate is a significant fixed cost as it now will represent more than the profit we make on any race meeting with the exception of the Picnic and Cup meetings.

While similar situations may exist with other Clubs and Associations in the region, nevertheless our Committee considers our situation as unique in the Region. The Warwick Turf Club has a large number of pedestal units and these are only used for possibly 10 of the 365 days of the year. We believe that no other Club or Association in the region is paying sewerage rates with such a high non-usage rate.

Your kind consideration of this matter is urged and requested. Our Executive is available to meet with the Council to further outline this unique rating situation.

Yours sincerely

Phil Grant (President – Warwick Turf Club Inc.)

Marion Seymour

From: online_form_submissions@sdrc.qld.gov.au
Sent: Monday, 8 May 2017 4:23 PM
To: Andrew Page; Marion Seymour
Cc: ecmc_54@live.com.au
Subject: Draft Budget 2017/2018 Feedback Form submitted
Attachments: 0_235043_08May2017162018_Southern Downs Regional Council Budget Submission.docx

You have successfully submitted the following information. This copy is for your records.

Please keep the following submission ID
for your reference.

Submission ID: 0520170850278

Contact Name: Eric and Marion McCulloch

Organisation/ Group Name (if applicable): Maric Park Cottages

Your role within Organisation (if applicable): Owner/Operator

Contact Number: 0466956202

Email: ecmc_54@live.com.au

Submitting as individual or group: Individual

Do you wish to present your submission to Council at a hearing? Dates will be notified. : No

Comments: (Please attach document if more space required) See Attached File

Attach document: We would be happy to meet with council to discuss this submission if this would better understand our concerns.
0_235043_08May2017162018_Southern Downs Regional Council Budget Submission.docx

Southern Downs Regional Council Budget Submission

In response to the Southern Downs Regional Council recently released proposed budget and requests for submissions regarding this budget please consider the following points

As operators of a small tourism related business in the council area we wish to express our personal concern as to what we believe is an inept approach by council to promote and market this region as a desirable tourism destination.

Contrary to the views of some elected officials, tourism is a major contributor to this regions employment, economical and long term stability and as such requires the support of the local government.

Despite council assurances that tourism in the Southern Downs Regional Council region is alive and kicking and on the increase, we personally have witnessed a noticeable decline in our recent occupancy rates. Our January to April 2017 figures, includes Easter in both periods, indicate a 34% decline following five (5) successive years of growth.

Discussions with other operators indicate similar trends with some experiencing declines in their business of up to 50% for a similar period not just accommodation businesses.

We believe the primary reason, although other factors need to be considered, is the lack of an effective overall regional marketing campaign being professionally conducted in identified tourism capture areas for this region. Effective marketing campaigns appear to be non-existent since Southern Downs Regional Council assumed the tourism role following the disbandment of council instigated D.S.D. (Destination Southern Downs).

Effective and measurable tourism marketing of a region is a specialized field, as is the running and operation of a council, and as such needs to be conducted by people with the necessary expertise who are willing to consult with relevant local interested operators and other recognised industry associations e.g. Southern Queensland Country Tourism.

To achieve these outcomes, we strongly recommend that council consider the establishment of a singular Tourism Entity to oversee effective and economical marketing of this region as a desirable destination.

As this is such a diverse region encompassing the major tourism destinations of Warwick, Stanthorpe, Killarney and Allora agreed operating guidelines for this Entity would need to be developed to ensure all regions, *not just industry specific operations*, receive equal representation. This representation could be established within local areas who would then elect a representative to this Entity thus keeping an operating committee to a minimal size.

In addition, council would be represented by a minimal number of delegates with marketing and preferable tourism experience. Reporting to council and if established regional groups on the effectiveness of the Entity would be on an agreed basis minimal yearly but possibly more frequently.

Now how to fund this.

We see council funding would still be required however operators who wish to receive the benefits of effective and measurable marketing campaigns targeted over a twelve 12-month period not just for one season or one event would also contribute. Discussions we have had with numerous operators in our area indicate they would be happy to accept a reasonable fee for service that could be seen to be delivering results.

Benefits we can see from such a proposal:

- **The council region would be marketed as a total region not just about seasonal timeframes, specific industries or one off events. Attractions such as Main Range National Park, Queen Mary Falls and Girraween National Park could be marketed as a three 3-day attraction package thus encouraging visitors to several different regions within the council area.**
- **By operating as a singular Entity, the area can be more effectively marketed with the possibility of extended visitations if visitors are aware of what is happening across the entire council at the same time.**
- **Minimize or hopefully eliminate the splinter groups which are currently raising their heads.**
- **The operation of the Visitor Information Centres could be included in the roles of this Entity.**
- **Council staff and councillors alike are available to undertake roles which they are employed to perform as part of their role. E.G. Tourism role could potentially be removed from the Economic and Tourism portfolio allowing these staff to totally focus on the economic issues.**

I do appeal to the council to seriously consider this submission in its entirety and where possibly seek input and clarification from either ourselves or other respected industry parties.

We have a wonderful part of Queensland and Australia in our region and for the benefit of all residents in this council area, effective and measurable marketing needs to be conducted to generate current and future prosperity, growth and employment for our current and future generations.

Regards

**Eric and Marlon McCulloch
Maric Park Cottages**

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Marion Seymour

From: Merit CRM <MeritWebService>
Sent: Tuesday, 2 May 2017 5:54 AM
To: Marion Seymour
Subject: Merit Notification (122764) Recategorise Councillor Request - You are responsible for this

Traveller Link: <http://crm.sdrc.qld.gov.au/traveller/index.php?page=view-action&id=53698>

Merit CRM - Action Notification
Recategorise Councillor Request - Due 04-05-2017 @ 05:53 AM You are responsible for this

Request Details

Request ID: 122764
Request Type: Councillor - Councillor Request - Due Date: 04-May-2017 5:53 AM
Finalised: No
Priority: Medium
Input Officer: Pennisi, Vic
Officer Responsible: Seymour, Marion

Action Details

Act. ID: 53698
Action: Recategorise Councillor Request
Due Date: 04-May-2017 5:53 AM
Officer Responsible: Seymour, Marion

Customer Details

Name: Ivan Hancock
Home PH: 0746641171
Work PH:
Address:0

Location Details

Property No:
Address: 0 Winterflood Road Killarney

Request Description

I have had a request from Ivan Hancock to 1. Reshape Myrtle street so that water runs into the table drains and not down the centre. It may need the grass on the edges removed.
2. Grade winter flood road
3. Consider bitumen seal for Myrtle street in a future budget.

Thank You.