



ADDENDUM

Meeting: General Meeting

Date: Wednesday 13th December
2023

Location: Council Chambers,
Georgetown

Commencing: 9.00am

Councillors: Cr B Hughes, L Royes, J Haase, T
Gallagher, C Barns

Open Session Addendum Attached

Ken Timms PSM
CHIEF EXECUTIVE OFFICER

CONFIDENTIAL

Local Government Act 2009

The principles (s4(2)) of the Act are:

- Transparent and effective processes, and decision-making in the public interest
- Sustainable development and management of assets and infrastructure, and delivery of effective services
- Democratic representation, social inclusion and meaningful community engagement
- Good governance of, and by, local government
- Ethical and legal behavior of councillors and local government employees

S.275 – Local Government Regulation 2012

275 Closed meetings

- (1) A local government or committee may resolve that a meeting be closed to the public if its councillors or members consider it necessary to close the meeting to discuss –
 - Appointment, dismissal or discipline of a CEO or a BCC senior executive employee
 - Legal advice obtained by the Council or legal proceedings involving the Council
 - Matters that may directly affect the health and safety of an individual or group
 - Negotiations relating to a commercial matter involving the Council
 - Negotiations relating to the taking of land by the Council under the *Acquisition of Land Act 1967*
 - A matter required to be kept confidential under a law of, or formal arrangement with, the Commonwealth or a State
 - Industrial matters affecting employees
 - The Council budget
 - Rating concessions
- (2) A resolution that a meeting be closed must state the nature of the matters to be considered while the meeting is closed.
- (3) A local government or committee must not make a resolution (other than a procedural resolution) in a closed meeting.

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CHIEF EXECUTIVE OFFICER

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Etheridge Shire Council

General Meeting	13 December 2023
Subject	Purchase of Second hand Concrete Agitator Truck
Classification	Open
Author	Allan Parry Infrastructure Services Operations Manager

EXECUTIVE SUMMARY

The 2023/2024 budget provides for the procurement of one concrete agitator truck.

Staff who assessed these two vehicles have all agreed that the Izuzu eight-wheeler agitator is the better option for Council fleet based on age, automatic transmission and condition of the truck

RECOMMENDATION

That Council resolves to accept the following offer for the purchase of the Izuzu 8-Wheeler Concrete Agitator from RCG Logistics Pty Ltd for \$143,000.00 Excl GST

BACKGROUND

Council has its own concrete batching plant which wasn't being used and was in a dilapidated state Council workshop staff have refurbished batching plant and got it up and running. Council also has a very small concrete agitator truck that is not reliable and is not suitable for the quantities that are required on the projects. The bowl also needs replacing as it is partly clogged with old concrete due to not be care for properly when cleaning out at the end of jobs and this could also been cause by the vehicle breaking down with a load on and the concrete going off.

Recently it was used on the Kennedy Developmental Road project Council had to hire a 5.5m³ concrete agitator truck in to deliver the concrete and stabilized sand to the site at a cost of \$23,000 this worked well for the project.

Council have budgeted \$150,000.00 for a concrete agitator truck in the plant replacement program staff have been on the look out for suitable second hand concrete agitator trucks that were for sale in the region. On the 8th December the following staff Allan Parry, Lachlan Bester and Regan Kendal drove down to look at two possible trucks that could be purchased. One truck was 6 wheeler Kenworth T350 2007 model with 298,455km on the clock with a bowl capacity of 5.5m³, the other was 8 wheeler Isuzu FYJ Series 2016 model 187,167km on the clock with a bowl capacity of 7.6m³. Both trucks were tidy units for their ages both needed minor repairs done to them which is understandable for secondhand machinery.

The Kenworth has a road ranger gear box were as the Izuzu has an automatic gearbox the three staff that looked at the trucks believed the Izuzu was a better option based on the following. Both trucks are owned by JCG Logistics Pty Ltd.

- Automatic transmission which gives more options for ease of use
- It is a 2016 model versus 2007 which is 9 year difference
- Larger capacity bowl 7.6m³ versus 5.5m³ bowl

- Overall, the Izuzu had a new bowl which was two years old as opposed the Kenworth which had a bowl that was 5 years old from replacement

2016 Izuzu 8 Wheeler Concrete Agitator \$143,000.00 Excl Gst



2007 Kenworth 6 Wheeler Concrete Agitator \$60,000.00 Excl Gst



LINK TO CORPORATE PLAN

Corporate Objective No. 1 – *Developing a resilient transport infrastructure and connectivity to support current and future industry.*

Strategy No.	Strategy	Measure
1.1.2	Review and update the comprehensive asset management strategy to support the maintenance, replacement and enhancement of Council's Road and air services assets	Asset management plan reviewed and updated

BUDGET & RESOURCE CONSIDERATIONS

This report and the recommendation contained with will have no impact on the 23/24 budget.

LEGAL CONSIDERATIONS

Local Government Act 2009.

POLICY IMPLICATIONS

The procurement process conducted in accordance with Council's Procurement Policy

RISK ASSESSMENT

CONSEQUENCE					
LIKELIHOOD*	Insignificant 1	Minor 2	Moderate 3	Major 4	Catastrophic 5
A (Almost certain)	H	H	E	E	E
B (Likely)	M	H	H	E	E
C (Possible)	L	M	H	E	E
D (Unlikely)	L	L	M	H	E
E (Rare)	L	L	M	H	H

OUTCOME

Low (D2)

Report Prepared By:	Report Authorised By:
Allan Parry Infrastructure Services Operations Manager	Ken Timms, Chief Executive Officer
Date: 09/12/2023	Date:

ATTACHMENTS



Etheridge Shire Council

General Meeting	13 th December 2023
Subject	Grant Application under Remote Airstrip Upgrade Program for Mt. Surprise and Einasleigh Aerodromes upgrade project
Classification	Open
Author	Raju Ranjit

EXECUTIVE SUMMARY

Mount Surprise Aerodrome and Einasleigh Aerodrome are classified as an Aeroplane Landing Area (ALA), unlike the higher "Certified" category aerodrome, there is no formal requirement for an ALA to meet the standards prescribed within MOS 139. There is however a requirement to meet the minimum operating standards specified by the Royal Flying Doctor Service (RFDS), which generally align with MOS 139.

The purpose of this report is for Council to note the lodgement of a grant application for Mt. Surprise and Einasleigh Airport under Remote Airstrip Upgrade Program Round Ten.

RECOMMENDATION

1. That Council agrees to apply an application of 50/50 funding partnership between Australian Government's Regional Aviation Access Program and Council to upgrade the stock proof fences in Mt. Surprise and Einasleigh Airport

BACKGROUND

Council had engaged Aerodrome Design Services for a safety inspection of Mount Surprise and Einasleigh Aerodromes in March 2022.

The Inspection was conducted to determine the compliance of the aerodrome with the applicable standards contained in the CASA Manual of Standards (MOS) Part 139 – Aerodromes and the recommendations contained in the Civil Aviation Advisory Publication (CAAP) 92-1.

A safety inspection of these Aerodromes found it to be in overall very good condition and fully serviceable for the current level of operations except some comments as given below;

1. High Priority - Install animal exclusion fencing to a suitable height to prevent kangaroo access.
2. Remove all 500mm high white cones marking the length of runway.
3. Plan for future works to relocate aircraft parking area to at least 67.5m from runway centreline.
4. Install new 6m high (hinged) wind indicator pole
5. Conduct crack sealing to area of cracking 230m from Runway 35 threshold.
6. Plan to reseal runway in coming years.

Obstacle Limitation Surface

1. Lower trees out from both runway ends that exceed 3.3%.

Lighting

- 1. Review age of solar lighting. Consider:
 - a. Full replacement (ideal); or,
 - b. Replacement of 6 * unserviceable lights and replacement of batteries to all lights (minimum).
- 2. Review status of wind indicator solar lighting batter

Council is receiving complaints from the Royal Flying Doctor Service (RFDS) time to time about the wildlife and pavement conditions at Mt. Surprise and Einasleigh airport.

The Remote Airstrip Upgrade Program is part of the Australian Government's Regional Aviation Access Program. The objective of the Remote Airstrip Upgrade Program is to enhance the safety and accessibility of aerodromes in remote and very remote areas of Australia. Safe, operational aerodromes are vital in the delivery of essential goods and services in remote and very remote communities, particularly where road access is unavailable, unreliable or disrupted for extended periods due to seasonal weather conditions. An effective airstrip, accessible all year round, improves the delivery of health care services such as those provided by the Royal Flying Doctor Service or other aeromedical providers, improves access to work and education opportunities and helps connect residents of remote communities.

The Australian government has opened Round 10 for applications. It is wise time to apply for a grant to address these gaps.

LINK TO CORPORATE PLAN

Corporate plan

Aim : A sustainable transport network that meets community needs

BUDGET & RESOURCE CONSIDERATIONS

The estimated cost to replace the existing fences for Mt. Surprise and Einasleigh Airports is \$ 900,000 approximately. If the grant application is successful, Council will require to find a source for \$ 450,000 in near future.

LEGAL CONSIDERATIONS

Council has responsibility to comply with the applicable standards contained in the CASA Manual of Standards (MOS) part 139.

POLICY IMPLICATIONS

Asset Management Policy

RISK ASSESSMENT

CONSEQUENCE					
LIKELIHOOD*	Insignificant 1	Minor 2	Moderate 3	Major 4	Catastrophic 5
A (Almost certain)	H	H	E	E	E
B (Likely)	M	H	H	E	E
C (Possible)	L	M	H	E	E
D (Unlikely)	L	L	M	H	E
E (Rare)	L	L	M	H	H

OUTCOME

Risk Score: B – Likely / Moderate 3

Report Prepared By:	Report Authorised By:
Raju Ranjit, Director of Engineering Services	Ken Timms, Chief Executive Officer
Date: 7 th December 2023	Date:

ATTACHMENTS

Nil



Etheridge Shire Council

General Meeting	13 th December 2023
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Subject	Road Register 2022
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Classification	Open
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Author	Raju Ranjit
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EXECUTIVE SUMMARY

Preparation and ongoing maintenance of a current Road Register is the Council's statutory requirements. The register includes road name, its hierarchy and type of roads and will be available for inspection by the public.

RECOMMENDATION

1. That Council accepts and implement the road register 2022 version.

BACKGROUND

Council is responsible for local roads within the Shire, this excludes arterial roads and intersections to arterial roads. Council maintains roads are listed on the road register. The road register also defines the hierarchy of each road. The inspection frequencies and maintenances are carried out based on their hierarchy. Council has developed a Road Register in 2022 (Ref. attachment Road Register 2022) .

Council's Asset Management Plan Roads (AMPR) sets the level of service, inspection intervals.

LINK TO CORPORATE PLAN

Corporate plan

Aim : A sustainable transport network that meets community needs

BUDGET & RESOURCE CONSIDERATIONS

The existing road register was developed in 2022 and will be reviewed in 2026 (Standard four-year term). It is recommending Council to allocate a budget in 2025/2026 financial year to review the road register.

LEGAL CONSIDERATIONS

It is Council's responsibility to maintain the roads to provide safe access to all road users.

POLICY IMPLICATIONS

Asset Management Policy

RISK ASSESSMENT

CONSEQUENCE					
LIKELIHOOD*	Insignificant 1	Minor 2	Moderate 3	Major 4	Catastrophic 5
A (Almost certain)	H	H	E	E	E
B (Likely)	M	H	H	E	E
C (Possible)	L	M	H	E	E
D (Unlikely)	L	L	M	H	E
E (Rare)	L	L	M	H	H

OUTCOME

Risk Score : L – Unlikely (D) / Insignificant consequence (1)

Report Prepared By:

Report Authorised By:

Raju Ranjit, Director of Engineering Services

Ken Timms, Chief Executive Officer

Date: 24th November 2023

Date:

ATTACHMENTS

Road Register -2022

ETHERIDGE SHIRE COUNCIL

Road Register - 2022



[Web Mapping Link](#)

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ROAD NAME	ROAD_ID	LOCALITY	HEIRARCH Y	SEALED ROADS	UNSEALED ROADS	FORMED ROADS	UNFORMED ROADS	GRAND TOTAL	MAP LINK
ABINGDON DOWNS ROAD	1039	Georgetown	5A*		104,267			104,267	Map Link
AGATE CREEK GEMFIELDS ROAD	1066	Forsayth	5B		10,358			10,358	Map Link
AGATE CREEK ROAD	1059	Forsayth	4A		30,178			30,178	Map Link
AIRSTRIP BACK ROAD	1005	Georgetown	9A		637			637	Map Link
AMBERLEE ROAD	1117	Georgetown	5B			558		558	Map Link
AMBURLEE STATION ROAD	1116	Georgetown	5B		539			539	Map Link
ATKINSON STREET	9080	Mount Surprise	9A		314			314	Map Link
AVOCA GLENN ROAD	1016	Gilbert River	5B		641			641	Map Link
BALLYNURE ROAD	3014	Lyndhurst	5B		8,993			8,993	Map Link
BALLYNURE SOUTH STATION ROAD	3113	Lyndhurst	5B		15,835			15,835	Map Link
BAROOTA STREET	9022	Einasleigh	2P	471				471	Map Link
BAROOTA STREET	9022	Einasleigh	9A	617				617	Map Link
BEVERLEY HILLS ROAD	2001	Einasleigh	5A		19,026			19,026	Map Link
BEVERLEY HILLS ROAD	2001	Einasleigh	5B		23,085			23,085	Map Link
BIG REEF DAM ROAD	1064	Forsayth	5B			214		214	Map Link
BIG REEF DAM ROAD	1065	Forsayth	5B		711			711	Map Link
BLACKROCK ROAD	1008	North Head	5B		11,295			11,295	Map Link
BLANCOURT ROAD	1019	Georgetown	5B		2,776			2,776	Map Link
CABANA ROAD	2030	Mount Surprise	5B		5,900			5,900	Map Link
CARNES ROAD	1024	Georgetown	5B		23,051			23,051	Map Link
CARNES ROAD	1024	Georgetown	5C		1,249	14,613		15,862	Map Link
CARPENTARIA DOWNS ROAD	2004	Einasleigh	5B		1,403			1,403	Map Link
CEMETERY ROAD	9001	Georgetown	9A	528	602			1,130	Map Link
CEMETERY ROAD	9203	Einasleigh	9A	82	1,060			1,142	Map Link
CHADSHUNT ROAD	1010	Gilbert River	5B		4,404			4,404	Map Link
CHARLESTON CEMETERY ROAD	1168	Forsayth	5B		1,640			1,640	Map Link
CHARLESTON DAM ACCESS ROAD	1074	Forsayth	5B		2,828			2,828	Map Link
COBBOLD GORGE ROAD	1060	Forsayth	2	3,646	41,191			44,837	Map Link
COLLINS STREET	9051	Georgetown	9A	304				304	Map Link
COMMERICAL WASTE ROAD	9201	Georgetown	9A		1,500			1,500	Map Link
CONJUBOY ROAD	2015	Conjuboy	5B		3,929			3,929	Map Link
CONJUBOY STATION ROAD	2115	Conjuboy	5B		397			397	Map Link
COPPERFIELD DAM ROAD	3001	Einasleigh	5B		17,863			17,863	Map Link
COPPERFIELD RIVER DAM ROAD	3007	Einasleigh	9A		300			300	Map Link
COUNCIL DEPOT	9217	Georgetown	9A	54				54	Map Link
COX LANE	9025	Mount Surprise	9A	76	136			212	Map Link
CRAMPTON STREET	9012	Georgetown	9A	664	90			754	Map Link
CREEK STREET	9212	Georgetown	9A	141				141	Map Link
CRYSTALL LANE	9880	Mount Surprise	9A		238			238	Map Link
CUMBERLAND STREET	9010	Georgetown	9A	726				726	Map Link
CURRALLE ROAD	1067	Forsayth	5B		4,517			4,517	Map Link

ROAD NAME	ROAD_ID	LOCALITY	HEIRARCH Y	SEALED ROADS	UNSEALED ROADS	FORMED ROADS	UNFORMED ROADS	GRAND TOTAL	MAP LINK
CURRALLE STATION ROAD	1267	Forsayth	5B		866			866	Map Link
DAGWORTH ROAD	1245	Abington Downs	5B		47,367			47,367	Map Link
DAINTREE ROAD	9021a	Einasleigh	9A	238				238	Map Link
DELLS HOLE ROAD	1073	Forsayth	5B			9,516		9,516	Map Link
DULTHARA ROAD	3031	Gilberton	5A		47,714			47,714	Map Link
DULTHARA ROAD	3031	Gilberton	5B		27,377			27,377	Map Link
EIGHTH STREET	9022_2	Forsayth	9A	34				34	Map Link
EINASLEIGH DUMP ACCESS ROAD	2000	Einasleigh	9A		798			798	Map Link
EINASLEIGH ROAD	1071	Einasleigh	2	57,586	9,446			67,032	Map Link
EINASLEIGH ROAD	1071_1	Einasleigh	2P	617				617	Map Link
ELLENDALE ROAD	2033	Einasleigh	5B		13,518			13,518	Map Link
EVELEIGH ROAD	2031	Einasleigh	5B		5,423			5,423	Map Link
FIFTH STREET	9019	Forsayth	9A	694				694	Map Link
FIRST STREET	9016	Forsayth	1	389				389	Map Link
FIRST STREET	9016	Forsayth	9A	234				234	Map Link
FIRTH STREET	9887	Mount Surprise	9A			264		264	Map Link
FLAT CREEK ROAD	1054	North Head	5A		11,681			11,681	Map Link
FLAT CREEK ROAD	1054	North Head	5B			16,628		16,628	Map Link
FOREST HOME ROAD	1017	Georgetown	5A		5,267			5,267	Map Link
FOREST HOME ROAD	1017	Georgetown	5B		9,185			9,185	Map Link
FORSAYTH AIRSTRIP ROAD	7200	Forsayth	5B	183				183	Map Link
FORSAYTH CEMETERY ROAD	1058	Forsayth	5B		1,831			1,831	Map Link
FORSAYTH DUMP ACCESS	1036	Forsayth	5B		108			108	Map Link
FOSSICKING TOURS ACCESS	1169	Forsayth	5B		643			643	Map Link
FOURTH STREET	9018	Forsayth	9A	591				591	Map Link
GARNET STREET	9026	Mount Surprise	9A	225	111			336	Map Link
GEORGETOWN AIRSTRIP ROAD	1035	Georgetown	9A	1,991				1,991	Map Link
GILBERTON ROAD	3009	Einasleigh	4A		77,298			77,298	Map Link
GILBERTON ROAD	3009	Einasleigh	5A		4,474			4,474	Map Link
GILBERTON STATION ROAD	3038	Gilberton	5B		2,316			2,316	Map Link
GLENMORE ROAD	3022	Gilberton	5B		1,151			1,151	Map Link
GOLDSMITH ROAD	1063	Forsayth	5A		6,061			6,061	Map Link
GOLDSMITH ROAD	1063	Forsayth	5B		9,598			9,598	Map Link
GREEN HILLS ROAD	1027	Georgetown	5A		24,779			24,779	Map Link
GREEN HILLS STATION ROAD	1127	Georgetown	5B		438			438	Map Link
GREEN HILLS TRACK	1107	Northhead	5C				9,519	9,519	Map Link
GREEN HILLS TRAIL	1106	Northhead	5C				881	881	Map Link
GREEN HILLS TRAIL	1108	Northhead	5C			7,052		7,052	Map Link
GREEN STREET	9013	Georgetown	9A	163	232			395	Map Link
GREENS PARK CARPARK	9218	Georgetown	9A	207				207	Map Link
GUM FLAT ROAD	3016	Gilberton	5B		427			427	Map Link
HALDANE LANE	9205	Georgetown	9A	234				234	Map Link
HALDANE STREET	9007	Georgetown	9A	1,132	45			1,177	Map Link

ROAD NAME	ROAD_ID	LOCALITY	HEIRARCH Y	SEALED ROADS	UNSEALED ROADS	FORMED ROADS	UNFORMED ROADS	GRAND TOTAL	MAP LINK
HAYMAN STREET	9204	Georgetown	9A	318	148			466	Map Link
HELIMAN ROAD	1028	Northhead	5B			11,689		11,689	Map Link
HERITAGE PARK	9211	Georgetown	9A	218				218	Map Link
HIGH STREET	9006	Georgetown	9A	1,094				1,094	Map Link
HOWLONG STATION ROAD	1056	Forsayth	5B		1,391			1,391	Map Link
HUONFELS ROAD	1029	Georgetown	5A		13,925			13,925	Map Link
HUONFELS ROAD	1029	Georgetown	5B		11,986			11,986	Map Link
INDUSTRIAL ROAD	9015	Georgetown	9A	499				499	Map Link
INORUNIE ROAD	1001	Gilbert River	5B		12,019			12,019	Map Link
IONA ROAD	3017	Gilberton	5B		10,264			10,264	Map Link
IRONHURST ROAD	1041	Georgetown	5B		728			728	Map Link
KELLYS ROAD	1012	Gilbert River	5B		2,793			2,793	Map Link
KIDSTON AIRSTRIP ROAD	9202	Einasleigh	5B		756			756	Map Link
KIDSTON CEMETERY ROAD	3137	Kidston	5C			1,673		1,673	Map Link
KIDSTON ROAD	3010	Einasleigh	2P	925	29,376			30,301	Map Link
KUNGAREE ROAD	1150	Georgetown	5C				3,493	3,493	Map Link
KUTCHERA ROAD	1015	Georgetown	5A		26,305			26,305	Map Link
KUTCHERA ROAD	1015	Georgetown	5B		13,727	20,128		33,855	Map Link
KUTCHERA ROAD	1015	Georgetown	5C			22,089		22,089	Map Link
LAKE CARLO ROAD	1003	Gilbert River	5B		12,716			12,716	Map Link
LANES CREEK ROAD	1043	Georgetown	5B		3,109			3,109	Map Link
LANGOLOVALE ROAD	1007	Gilbert River	5B		733			733	Map Link
LITTLE RIVER ROAD	1105	Gilbert River	5B			1,728		1,728	Map Link
LITTLETON DAM ROAD	1101	Gilbert River	5B			1,289		1,289	Map Link
LITTLETON ROAD	1002	Gilbert River	5B		8,749			8,749	Map Link
LOCHLEA ROAD	2010	Conjuboy	5B		999			999	Map Link
LONG GULLY ROAD	9206	Forsayth	5B		416			416	Map Link
LORNEVALE ROAD	1053	Forsayth	5B		2,575			2,575	Map Link
LOW STREET	9004	Georgetown	9A	994				994	Map Link
LYNDHURST ROAD	3120	Lyndhurst	5B		237			237	Map Link
MAITLAND DOWNS ROAD	2009	Lyndhurst	5B		1,810			1,810	Map Link
MALCURRA ROAD	1109	Georgetown	5B		264			264	Map Link
MANGO PLANTATION ACCESS ROAD	1006	Gilbert River	5B		602			602	Map Link
MARLOW CLOSE	9052	Georgetown	9A	83				83	Map Link
MARY STREET	9008	Georgetown	9A	222				222	Map Link
MISTLETOE ROAD	1047	Georgetown	5B		5,968			5,968	Map Link
MOUNT HOGAN ROAD	3116	Gilberton	5B			154		154	Map Link
MOUNT LITTLE ROAD	1004	Gilbert River	5B		9,928			9,928	Map Link
MOUNT SURPRISE REFUSE TIP ACCESS ROAD	2025	Mount Surprise	5B		478			478	Map Link
MOUNT SURPRISE REFUSE TIP ACCESS ROAD	2026	Mount Surprise	5B			186		186	Map Link
MOUNT SURPRISE REFUSE TIP ACCESS ROAD	9883	Mount Surprise	5B			496		496	Map Link

ROAD NAME	ROAD_ID	LOCALITY	HEIRARCH Y	SEALED ROADS	UNSEALED ROADS	FORMED ROADS	UNFORMED ROADS	GRAND TOTAL	MAP LINK
MOUNT SURPRISE RODEO GROUNDS ACCESS ROAD	2024	Mount Surprise	5B		1,259			1,259	Map Link
MOUNT SURPRISE RODEO GROUNDS ACCESS ROAD	2024a	Mount Surprise	5B		653			653	Map Link
MOUNT SURPRISE STATION ROAD	2027	Mount Surprise	5B		498			498	Map Link
MOUNT TALBOT ROAD	1070	Forsayth	5B		9,191			9,191	Map Link
MOUNT TURNER ROAD	1031	Georgetown	5B		2,902			2,902	Map Link
MUNIC STREET	9207	Georgetown	9A	109				109	Map Link
MUNIC STREET EXTENSION	9207	Georgetown	9A	67				67	Map Link
MYWIN ROAD	2005	Einasleigh	5B		3,973			3,973	Map Link
NAMUEL ROAD	1033	Georgetown	5B		1,530			1,530	Map Link
NARRAWA ROAD	1099	Einasleigh	5B		1,991			1,991	Map Link
NEEM TREE ROAD	1020	Gilbert River	5B		1,277			1,277	Map Link
NORMANTON STREET	9009	Georgetown	9A	884				884	Map Link
NORTH HEAD ROAD	1057	Forsayth	5A		17,499			17,499	Map Link
NORTH HEAD ROAD	1057	Forsayth	5B		13,281			13,281	Map Link
NORTH STREET (GULF DEVELOPMENTAL ROAD 92B)	9003	Georgetown	1	763				763	Map Link
OAK PARK RACE COURSE ACCESS ROAD	3027	Lyndhurst	5B		6,434			6,434	Map Link
OAK PARK ROAD	3021	Lyndhurst	3	650	69,887			70,537	Map Link
OAK VALLEY STATION ROAD	3029	Lyndhurst	5B		3,523			3,523	Map Link
OAKLEIGH ROAD	3005	Einasleigh	5B		16,553			16,553	Map Link
O'BRIEN'S CREEK ROAD	2028	Mount Surprise	4A		36,416			36,416	Map Link
O'BRIEN'S CREEK ROAD	2028	Mount Surprise	5B		3,764			3,764	Map Link
OLD KIDSTON TOWNSHIP ROAD	3006	Einasleigh	5A		2,788			2,788	Map Link
OLD KIDSTON TOWNSHIP ROAD	3006	Einasleigh	5B		1,138			1,138	Map Link
OLD ROBINHOOD ROAD	1062	Forsayth	5B		6,283			6,283	Map Link
OORALAT ROAD	2029	Mount Surprise	5B		10,989			10,989	Map Link
ORTONA ROAD	3018	Gilberton	4A		46,984			46,984	Map Link
ORTONA STATION ROAD	3300	Gilberton	5B		533			533	Map Link
PADDY'S ROAD	1009	Gilbert River	5A		39,079			39,079	Map Link
PADDY'S ROAD	1009	Gilbert River	5B		18,373			18,373	Map Link
PARAMOUNT ROAD	1021a	Georgetown	5B		332			332	Map Link
PARK	9210	Georgetown	9A		92			92	Map Link
PATRICIA ROAD	9220	Georgetown	9A		716			716	Map Link
PERCYVALE ROAD	3015	Gilberton	4A		8,870			8,870	Map Link
PERCYVALE ROAD	3015	Gilberton	5B		3,599			3,599	Map Link
PERCYVALE STATION ROAD	3136	Forsayth	5*			33,174		33,174	Map Link
PERRYVALE ROAD	3008	Gilberton	5B		11,558			11,558	Map Link
PICNIC AREA ROAD	1028_1	Georgetown	5B		191			191	Map Link
PRESTWOOD ROAD	1023	Georgetown	5B		1,615			1,615	Map Link
RACECOURSE ROAD	1037	Georgetown	9A		1,606			1,606	Map Link
RACECOURSE ROAD	1098	Einasleigh	9A		1,075			1,075	Map Link

ROAD NAME	ROAD_ID	LOCALITY	HEIRARCH Y	SEALED ROADS	UNSEALED ROADS	FORMED ROADS	UNFORMED ROADS	GRAND TOTAL	MAP LINK
RED ROCK ROAD	9884	Einasleigh	5B			447		447	Map Link
REFUSE TIP ROAD	9215	Einasleigh	9A		267			267	Map Link
REFUSE TIP ROAD	9215_1	Einasleigh	9A		294			294	Map Link
RIVERVIEW ROAD	1021	Georgetown	5B		3,417			3,417	Map Link
ROAD TO BORE	9885	Mount Surprise	5B			642		642	Map Link
ROBIN HOOD ROAD	1055	Forsayth	4A		33,222			33,222	Map Link
ROBIN HOOD ROAD	1055	Forsayth	5B		491			491	Map Link
ROCKDALE ROAD	1034	Georgetown	5B		1,318			1,318	Map Link
ROCKY SPRINGS ROAD	2023	Mount Surprise	5B		2,402			2,402	Map Link
ROCKY SPRINGS STATION ROAD	2123	Mount Surprise	5B			2,525		2,525	Map Link
ROCKY VIEW ROAD	1014	Gilbert River	5B		1,328			1,328	Map Link
ROSELLA PLAINS ROAD	2013	Conjuboy	5A		15,068			15,068	Map Link
ROSELLA PLAINS ROAD	2013	Conjuboy	5B		28,780			28,780	Map Link
ROUTH CAMP TRACK	1050	Georgetown	5C			2,123		2,123	Map Link
ROUTH ROAD	1049	Georgetown	5B		4,896			4,896	Map Link
RUNGULLA ROAD	3121	Gilberton	5B		5,484			5,484	Map Link
SCHAFFERS STREET	9014	Georgetown	9A	142				142	Map Link
SECOND STREET	9021	Forsayth	9A	346	214			560	Map Link
SECOND STREET	9024	Einasleigh	9A	136				136	Map Link
SEVENTH STREET	9021_3	Forsayth	9A		223			223	Map Link
SHIRE HALL CARPARK	9216	Georgetown	9A	80				80	Map Link
SHORT STREET	2213	Georgetown	9A	246	151			397	Map Link
SIRRON DAM ROAD	1178	Forsayth	5B		1,111			1,111	Map Link
SIRRON ROAD	1069	Forsayth	5B		6,142			6,142	Map Link
SIRRON STATION ROAD	1077	Forsayth	5B		1,225			1,225	Map Link
SIX MILE ROAD	3037	Gilberton	5B		3,702			3,702	Map Link
SIXTH STREET	2214	Forsayth	9A		440			440	Map Link
SIXTH STREET	2214a	Forsayth	9A		262			262	Map Link
SODA CREEK ROAD	2003	Einasleigh	5B		3,678			3,678	Map Link
SOUTH HEAD ROAD	1061	Forsayth	5C			11,507		11,507	Map Link
SOUTH STREET	9011	Georgetown	9A	678				678	Map Link
SPRING CREEK ROAD	2014	Conjuboy	5B		904			904	Map Link
SPRING ROAD	2121	Mount Surprise	5C				7,226	7,226	Map Link
SPRINGFIELD ROAD (SAVANNAH WAY ALTERNATE)	2021	Mount Surprise	3		12,327			12,327	Map Link
ST GEORGE STREET	9002	Georgetown	1	905				905	Map Link
ST GEORGE STREET	9002	Georgetown	9A	231				231	Map Link
STOCKMAN CREEK ROAD	2002	Einasleigh	5B		1,229			1,229	Map Link
STRATHMORE ROAD	1013	Gilbert River	2	8,163	48,515			56,678	Map Link
TALAROO ROAD	1052	Talaroo	2P		9,962			9,962	Map Link
TERRESTRIAL CARPARK	9219	Georgetown	9A		107			107	Map Link
THE LYND ROAD	2008	Conjuboy	5B		492			492	Map Link
THE OAKS ROAD	3003	Einasleigh	5B		5,120			5,120	Map Link
THIRD STREET	9017	Forsayth	9A	388				388	Map Link

ROAD NAME	ROAD_ID	LOCALITY	HEIRARCH Y	SEALED ROADS	UNSEALED ROADS	FORMED ROADS	UNFORMED ROADS	GRAND TOTAL	MAP LINK
THIRD STREET	9023	Einasleigh	2P	139				139	Map Link
TO RUBBISH TIP	1038	Georgetown	9A		407			407	Map Link
TO TELSTRA TOWER	9200	Abingdon Downs	5C		785			785	Map Link
TO TELSTRA TOWER	(blank)	Georgetown	5C				893	893	Map Link
TOILET ACCESS	9020	Forsayth	9A	126				126	Map Link
TORRLINGER ROAD	1011	Gilbert River	5B		23,231			23,231	Map Link
TOWNLY ROAD	1157	Northhead	5B		292			292	Map Link
UNDARA ROAD	2018	Mount Surprise	2	14,105				14,105	Map Link
UNKNOWN - FORSAYTH	9881	Forsayth	9A	111				111	Map Link
VANLEE ROAD	1051	Talaroo	5B		54,622			54,622	Map Link
VANLEE ROAD	1051	Talaroo	5C		17,127			17,127	Map Link
WATCH HILL ROAD	2007	Lyndhurst	5B		8,369			8,369	Map Link
WELCOME DOWNS ROAD	2011	Lyndhurst	5B		7,654			7,654	Map Link
WELFERN ROAD	3011	Lyndhurst	5B		700			700	Map Link
WERRINGTON ROAD	3023	Lyndhurst	5B		11,927			11,927	Map Link
WESTERN CREEK ROAD	1048	Northhead	5B			740		740	Map Link
WHITewater ROAD	2020	Mount Surprise	5B		626			626	Map Link
WIRRA WIRRA ROAD	1079	Forsayth	5B		1,370			1,370	Map Link
YARAMULLA ROAD	2017	Mount Surprise	5B		7,564			7,564	Map Link
GRAND TOTAL				104,449	1,495,006	159,435	22,012	1,780,902	

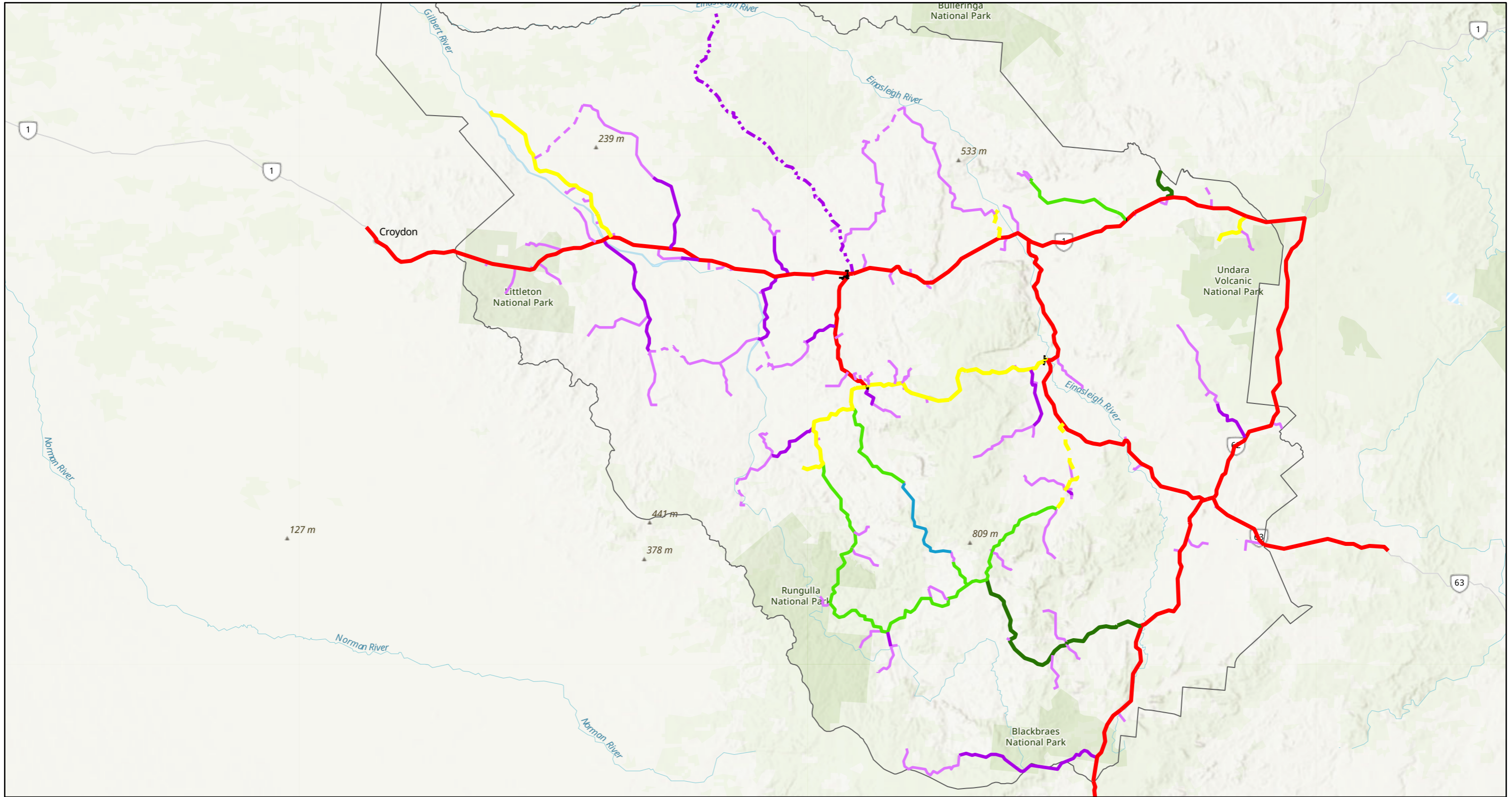
QUEENSLAND ROAD FUNCTIONAL CLASSIFICATION

References: (1) Austroads "Responsibilities for Local Roads" 1994
 (2) IMEA "Queensland Streets" 1993
 (3) ARRB "Road Classifications, geometric designs and maintenance standards for low volume roads' ARR 354, 2001.

NAASRA class	Function description	Sub class (optional)	Local terminology	Comment
1	Those roads which form the principal avenue of communication between, and through, major regions of Australia (e.g. direct connections between capital cities)		Highway	Including National Highways and other state highways. High speed, high volume routes. Motorways.
2	Those roads, not being Class 1, whose main function is to form the principal or alternative avenue of communication for movements: <ul style="list-style-type: none"> • between a state capital city and key towns which have state or national significance or which have significant national or State economic/social interaction; or • between a state capital city and adjoining states and their capital cities; or • between key towns which have significant regional economic/social interaction. 		Main Road	State Strategic roads generally of this class. Conveys through traffic.
3	Those roads, not being Class 1 or 2, whose main function is to form an avenue of communication for movements: <ul style="list-style-type: none"> • between important centres and the Class 1 and Class 2 roads and/ or key towns; or • between important centres which have a significant economic, social, tourism or recreation role (e.g., tourism and resource development) 		Rural Arterial	Mainly Regional roads and major Local Government roads. Conveys through traffic.
4	Those roads which are neither Class 1, 2 or 3 roads, whose main function serves the purpose of collecting and distributing traffic from local areas to the wider road network, including access to abutting properties.	A Major Higher service function B Minor Lower service function	Rural Collector	Mainly District roads and Local Government collector roads. Local traffic.













NAASRA class	Function description	Sub class (optional)	Local terminology	Comment
5	Those roads which connect to Class 1, 2, 3 or 4 roads and <ul style="list-style-type: none"> whose main function is to provide access to rural residences and properties; or provide exclusively for one activity or function (e.g. access to national parks, dam access, mining and forestry roads). 	A Primary 10 - 100 AADT (Guide only) B Secondary < 10 AADT (Guide only) C Minor Unformed or rough track	Rural Access	Access roads to residences and property Access roads to specific facilities. Local traffic.
6	Those roads whose main function is to perform as the principal arteries for through traffic and freight movements across urban areas, provide access to major freight terminals freight movement and access to major transport terminals, or which are extensions into urban areas of Class 2 or Class 3 roads.	A Major Arterial > 30,000 AADT (Guide only) B Arterial 10 -30,000 AADT (Guide only) C Sub Arterial < 10,000 AADT (Guide only)	Urban Arterial	Generally State Strategic, Regional roads or major Local Government roads. Major arterial roads. High volume routes. Regional Roads
7	Those roads not being Class 6 whose main function is to : <ul style="list-style-type: none"> complete the major road network across the metropolitan area and carry intra-urban traffic and/or commercial and industrial traffic; or serve as supplementary public transport corridors; or form part of a regularly spaced road network supplementary to the principal urban road network 	Major Urban Collector 3 - 6000 AADT (Guide only)	Major Urban Collector	Mainly Regional roads. Significant Local Government road links in urban areas. Conveys through traffic.
8	Those roads which are neither Class 6, or 7 roads, whose main function serves the purpose of collecting and distributing traffic from local areas to the wider road network, including access to abutting properties.	Minor Urban Collector < 3000 AADT (Guide only)	Minor Urban Collector	Local Government collector and trunk collector. Local traffic.
9	Those roads which connect to Class 6, 7, or 8 roads and <ul style="list-style-type: none"> whose main function is to provide access to residences and properties; or provide exclusively for one activity or function. 	A Street > 300 AADT (Guide only) B Place < 300 AADT (Guide only)	Urban Access	Access streets, cul de sacs Access to special facilities e.g recreational, mining or forestry. Local traffic.

Road Register

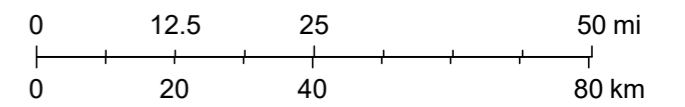


12/12/2023, 10:49:21 am

Road Centreline

- | | | | |
|---|---|--|---|
|  1 |  3 |  5A |  5C |
|  2 |  4A |  5A - Refer AMP |  9A |
|  2 - Proposed LARRS |  5 - Refer AMP |  5B |  LGA |

1:1,155,581



Department of Resources, Dept. of Environment and Science, Esri, HERE, Garmin, Foursquare, FAO, METI/NASA, USGS, Esri, CGIAR



Etheridge Shire Council

General Meeting	13 December 2023
Subject	Georgetown Industrial Precinct
Classification	Open
Author	Renee Bester

EXECUTIVE SUMMARY

Etheridge Shire Council have recently purchased the Georgetown Industrial Estate (Lots A & B TSV19080) and engaged RPS Surveys to advance the development. Etheridge Shire Council, RPS Surveys and Liz Taylor met in Cairns on 8th December 2023. From this meeting, RPS Surveys have provided the attached information for Council to consider.

RECOMMENDATION

That Council resolve:

- a. To progress an approval process over land generally identified on the GEORGETOWN INDUSTRIAL ESTATE - CONCEPT PLAN, DRAWING: AU011658, DATED 30/8/2023, prepared by RPS, for industry purposes and generally in accordance with the Etheridge Shire Planning Scheme Township Zone (Industrial Precinct).
- b. That, the either of the following two (2) Options be pursued to progress the approval process:
 - Option 1 - Undertake a Planning Scheme Amendment in accordance with section 18 of the Planning Act 2016; and the Chief Executive Officer be delegated authority to give notice of the Planning Scheme Amendment to the Chief Executive in accordance with section 18(2) of the Planning Act 2016; or
 - Option 2 – Make an Application for a Preliminary Approval (Variation Request) for Material Change of Use, to vary the Planning Scheme to apply the provisions of the Etheridge Shire Planning Scheme Township Zone (Industrial Precinct) to the land.
- c. The Chief Executive Officer be delegated authority to enter into any necessary contracts to procure the services of suitable consultants

BACKGROUND

Refer to attached correspondence including concept plan, approval process and budget.

LINK TO CORPORATE PLAN

Corporate Outcome 3.1 – A variety of land and housing options for the community

Corporate Outcome 3.2 – A diversified economic base: rural, tourism, mining and support services.

BUDGET & RESOURCE CONSIDERATIONS

This report and the recommendation contained with will have no impact on the 23/24 budget.

LEGAL CONSIDERATIONS

Local Government Act 2009.

POLICY IMPLICATIONS

The procurement process conducted in accordance with Council's Procurement Policy

RISK ASSESSMENT

CONSEQUENCE					
LIKELIHOOD*	Insignificant 1	Minor 2	Moderate 3	Major 4	Catastrophic 5
A (Almost certain)	H	H	E	E	E
B (Likely)	M	H	H	E	E
C (Possible)	L	M	H	E	E
D (Unlikely)	L	L	M	H	E
E (Rare)	L	L	M	H	H

OUTCOME

Low (D2)

Report Prepared By:

Report Authorised By:

Renee Bester

Ken Timms, Chief Executive Officer

Date: 11th December 2023

Date:

ATTACHMENTS

Our ref: AU011658 - Georgetown Industrial Precinct

135 Abbott Street
Cairns QLD 4870
T +61 7 4031 1336

Date: 8 December 2023

Chief Executive Officer
Etheridge Shire Council
PO Box 12 Georgetown
QLD 4871
Attn: Ken Timms - kentimms@etheridge.qld.gov.au

Dear Ken,

Georgetown Industrial Precinct – Approval Process and Budget Estimate
Council Ref: PO26113/1

Thank you for meeting with Ian Doust and I at RPS offices on 8 December 2023, to discuss the above project and how Council may advance the promotion of the land. It is understood from our discussions that you would like to understand the steps in the process to secure the industrial use of the land and establish an estimate of the budget required.

Our previous advice in respect of the land, dated 30 August 2023, is attached for reference.

1 Site and Locality

The subject site is located at Gulf Development Road, Georgetown, and comprises an area of road reserve, which is also identified as a Stock Route. It is understood that the site is the subject of a proposed road closure, involving discussions with the Department of Resources. The site is adjacent the western extent of the urban area of Georgetown, to the south of the Gulf Development Road and to the north and west of the racecourse. The western extent of the site is defined by a Four Mile Creek. The total area of the site is approximately 234 hectares and the total frontage to the Gulf Development Road is approximately 2,100 metres. The extent of the site is illustrated in **Figure 1**.

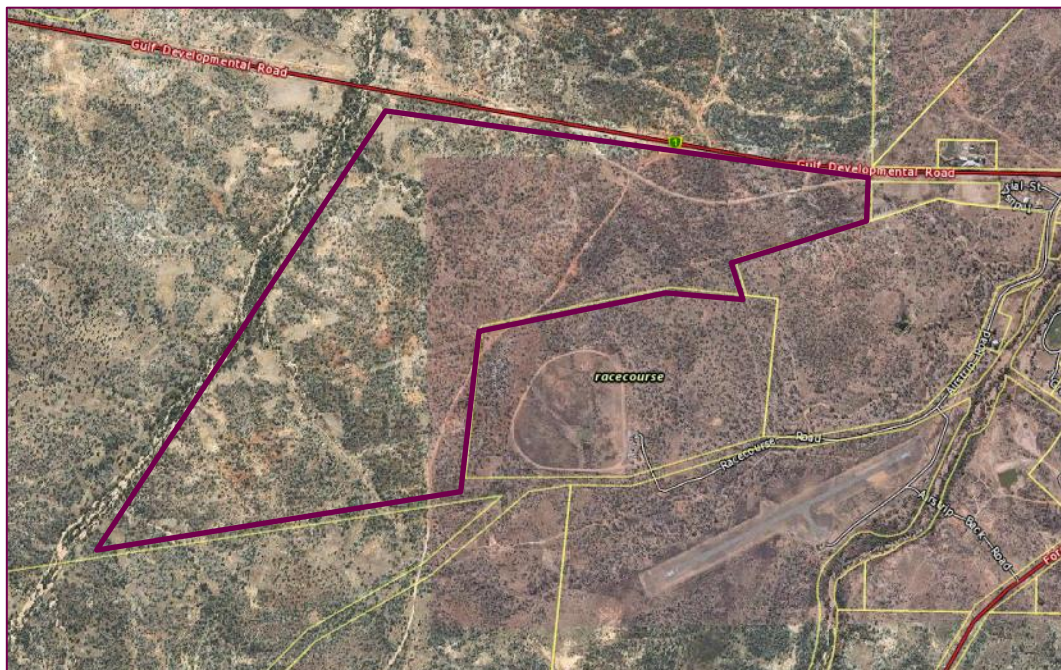


Figure 1 – Site location

2 Alternatives for securing the Industry use of the site

In order for industry development to occur on the site further town planning works are required. It is considered that there are two avenues available to Council to achieve industry use rights and the subdivision of the land: These are:

1. A direct application for a Variation to override the Planning Scheme and include the land in the Township Zone (Industry Precinct) alongside an application to reconfigure the site;
2. The undertaking of a Planning Scheme Amendment to include the land in the Township Zone (Industry Precinct) and a subsequent application for Reconfiguring a Lot.

The steps involved in each approach are set out below.

2.1 Variation Application

This would involve the preparation and submission of an application by the Council to the Council. The application is representative of the rezoning applications under the former planning legislation. This application would be impact assessable and would be subject to a 30 business day public notification period. It would also require referral to the State Assessment and Referral Agency (SARA) for consideration of the impacts on the following matters:

- State Controlled Road (Gulf Developmental Road); and,
- Clearing of Native Vegetation (Category B Vegetation).

Whilst this appears to be a more straightforward approach, assessment of the development by the state, particularly in respect of the native vegetation and environmental matters may trigger consideration of the payment of environmental offsets to counter the clearing of native vegetation and the loss of habitat. This could be a considerable financial penalty through the provision of the payment of environmental offsets.

The other issue is the identification of the land within the Stock Route. The current State Planning Policy resists the development of land within the Stock Route.

This steps in this process are as follows:

1. Pre-application enquiry with the officers of the State Assessment and Referral Agency to discuss the state referral matters, including information required to be provided and the and the application of environmental offsets.
2. Preparation of the relevant planning application, including a supporting planning statement and supporting technical reports. These technical reports will involve other professionals and we would expect the application to include the following:
 - a. Application forms;
 - b. Proposal concept plans (prepared)
 - c. Supporting Planning Statement addressing the state and regional planning matters and the Etheridge Shire Planning Scheme;
 - d. Traffic Assessment to identify the impacts of the proposed development on the state controlled road;
 - e. An assessment of the infrastructure requirements (water) and the ability of the existing infrastructure to accommodate the development;
 - f. Flooding and drainage assessment prepared by a suitably qualified engineer; and
 - g. An Environmental Assessment of the impact of the proposed development on the native vegetation and the Matters of Environmental Significance.

(note: the reports required would be identified during the pre-application enquiry undertaken as part of stage 1);

3. Confirmation and Referral Stage involving the referral of the application to the State Assessment and Referral Agency;
4. Information request and response to any information requests from State Agencies;

Our ref: AU011658 - Georgetown Industrial Precinct

5. Public Notification, involving the notification of the proposed development for a period 6 weeks (30 business days); and
6. The decision making stage involving a report to Council and Council decision.

It is expected that this process would take in the order of 9 – 12 months from commencement to the Council decision. In order to manage this process and undertake the necessary works we would suggest an initial budget of \$60,000.00. This may vary depending on the outcome of the pre-application enquiries and the level of information required by the State Government.

2.2 Planning Scheme Amendment

This approach would not be an application to the Council but would commence with a resolution of Council to amend the Planning Scheme and a notice to the State Government requesting confirmation of the state interests that need to be considered.

The information to be provided in the notice to state government may include:

- a statement about the nature and objectives of the planning scheme amendment; and
- a statement of the state interests, or likely state interests, affected by the planning scheme amendment and the impacts of the planning scheme amendment on state interests, if known.

Within 20 business days of notification, the state government is required to provide written confirmation of the matters of state interest. Council then confirm that it wishes to proceed, prepares the amendment and submit the required material to the State Government. The draft planning scheme amendment would involve a review of the entire planning scheme identifying the changes required to accommodate the proposal. It is also likely that the amendment would be required to be supported by the same technical reports required to support the application approach identified above.

Within 60 business days of receipt of the proposed amendment the State Government is required to finalise the State interest check and confirm whether the Council can proceed with public notification. Public notification includes a public notice in the newspaper and a notice period of 20 business days.

The submission received are then required to be considered by council at a formal meeting and a resolution made to change or not change the planning scheme amendment as a result of the submissions received. If the changes result the proposed amendment being substantially different, public consultation may be required to be undertaken again.

Following consideration of any submission(s) received during the public notice period, the Council is required to notify the State Government that they wish to adopt the Planning Scheme amendment. This is required to be accompanied by the consultation report and the council resolution.

Within 20 business days of the state government receiving the notification and consultation report the State Government is required to confirm if the council can adopt the amendment. Only after the State Government approval can the Council adopt the Planning Scheme Amendment.

This process is similarly likely to take in the order of 12-24 months from the resolution of Council to undertake the amendment and we would suggest an initial budget of in the order of \$120,000 to cover the anticipated costs.

3 Recommendation

In order to determine the most appropriate pathway for promoting the site, it is recommended that early engagement is undertaken with the Department of State Development, Infrastructure, Local Government and Planning (DSDILGP). This would be the pre-application enquiry mentioned in the variation application approach above. This would then determine the best approach and way forward.

We would also suggest that the Council consider making the following resolution in order to provide for the advancement of the project.

That Council resolve:

A: To progress an approval process over land generally identified on the GEORGETOWN INDUSTRIAL ESTATE - CONCEPT PLAN, DRAWING: AU011658, DATED 30/8/2023,

Our ref: AU011658 - Georgetown Industrial Precinct

prepared by RPS, for industry purposes and generally in accordance with the Etheridge Shire Planning Scheme Township Zone (Industrial Precinct).

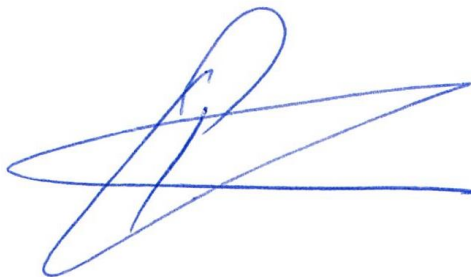
B: That, the either of the following two (2) Options be pursued to progress the approval process:

- *Option 1 - Undertake a Planning Scheme Amendment in accordance with section 18 of the Planning Act 2016; and the Chief Executive Officer be delegated authority to give notice of the Planning Scheme Amendment to the Chief Executive in accordance with section 18(2) of the Planning Act 2016; or*
- *Option 2 – Make an Application for a Preliminary Approval (Variation Request) for Material Change of Use, to vary the Planning Scheme to apply the provisions of the Etheridge Shire Planning Scheme Township Zone (Industrial Precinct) to the land.*

C: The Chief Executive Officer be delegated authority to enter into any necessary contracts to procure the services of suitable consultants to progress the approval, once the most expeditious process has been identified.

We trust that this is of assistance and we look forward to continuing working with you on this development. In the meantime, if you have any queries please contact the writer (contact details below).

Yours sincerely,
for RPS AAP Consulting Pty Ltd



Patrick Clifton

Senior Principal | Practice Leader - Planning, Cairns

patrick.clifton@rpsgroup.com.au

+61 7 4276 1017

Our ref: AU011658 - Georgetown Industrial Precinct

135 Abbott Street
Cairns QLD 4870
T +61 7 4031 1336

Date: 30 August 2023

Chief Executive Officer
Etheridge Shire Council
PO Box 12 Georgetown
QLD 4871

Attn: Ken Timms - kentimms@etheridge.qld.gov.au

Dear Ken,

**Georgetown Industrial Precinct - Concept Masterplan
Council Ref: PO26113/1**

We refer to Councils instruction, dated 7 August 2023, for RPS to prepare a revised concept plan for the development of the Georgetown Industrial Precinct to support the acquisition of the land from the state government. The preparation of the concept master plan has involved a review of the relevant state planning policy matters, the state development assessment triggers and the preparation of a concept plan for the development of the site for an Industrial Precinct.

The agreed project design brief for the project included the following:

- The provision of a through road from Gulf Developmental Road in the north to the Racecourse road reserve in the south;
- Primary access from Gulf Developmental Road;
- The provision of a lot of in the order of 15 hectares to the west for the racecourse to accommodate a proposed Cotton Gin;
- The provision of an area of land to the north of the racecourse to accommodate a potential equestrian centre of in the order of 20-25 hectares;
- A range of lot sizes with the minimum lot size of 1,000m²; and,
- The ability for large articulated vehicles, including road trains to enter and leave sites in a forward gear.

It is further understood that once the land has been acquired, the site would be the subject of further planning works to include the land in the Township Zone (Industrial Precinct), or similar zoning, and for reconfiguring a lot to create industrial land parcels. On this basis, the concept plan has been prepared with an understanding of the state and local planning requirements and the deliverability of the development in logical stages.

1 Site and Locality

The subject site is located at Gulf Development Road, Georgetown, and comprises an area of road reserve, which is also identified as a Stock Route. It is understood that the site currently the subject of a proposed road closure, involving discussions with the Department of Resources. The site is adjacent the western extent of the urban area of Georgetown, to the south of the Gulf Development Road and to the north and west of the racecourse. The western extent of the site is defined by a Four Mile Creek. The total area of the

Our ref: AU011658 - Georgetown Industrial Precinct

site is approximately 234 hectares and the total frontage to the Gulf Development Road is approximately 2,100 metres. The extent of the site is illustrated in **Figure 1**.

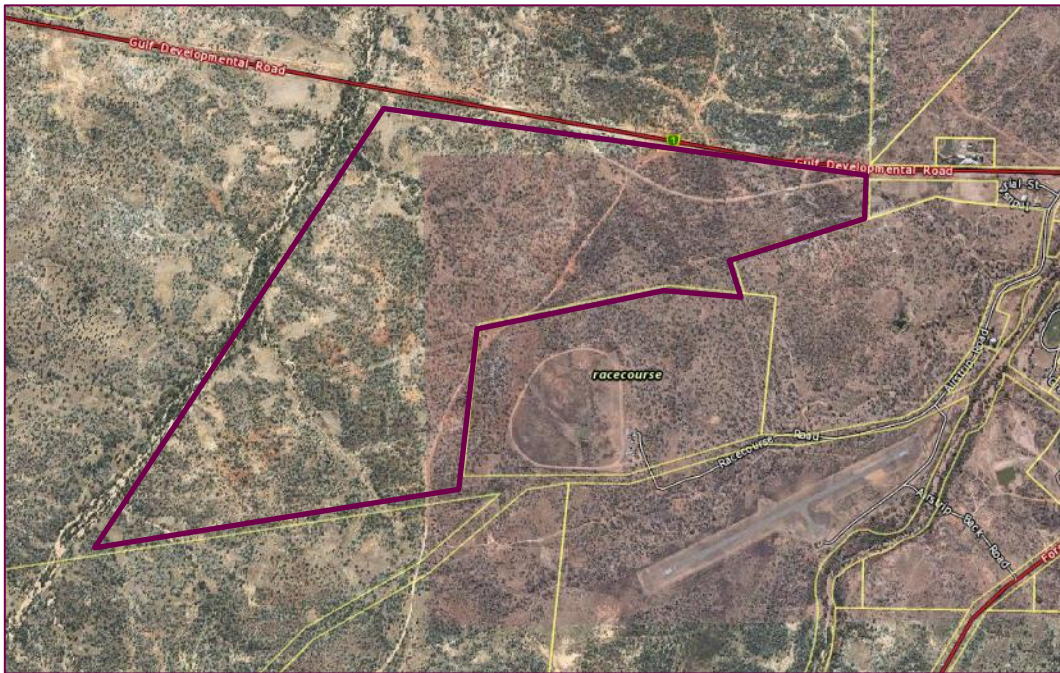


Figure 1 – Site location

2 Town Planning Context

The town planning context of the site is summarised in the table below

Table 1: Planning Context

Instrument	Designation
State Planning Policy Mapping	
Economic Growth	<ul style="list-style-type: none"> • Stock Route Network
Environment and Heritage	<ul style="list-style-type: none"> • Biodiversity <ul style="list-style-type: none"> ○ MSES Wildlife Habitat (Endangered or Vulnerable) (north eastern part of site) ○ MSES Regulated Vegetation (Essential Habitat) ○ MSES Regulated Vegetation Intersecting a watercourse (various water courses through the site)
Safety and Resilience to Hazards	<ul style="list-style-type: none"> ○ Food hazard area – Level 1 – Queensland floodplain assessment overlay ○ Bushfire prone area – Medium
Development Assessment Mapping	
SARA DA Mapping	<ul style="list-style-type: none"> • Fish Habitat - Queensland water way (Moderate) Four Mile Creek to the west • Native Vegetation - Category B Vegetation (least concern) & Essential Habitat (north eastern part of the site) • State Transport - Adjacent State Controlled Road
Etheridge Shire Planning Scheme 2020	
Strategic framework designation	<ul style="list-style-type: none"> • Future Industrial Area, in part (north east); • Road Parcel, in part.
Zoning	Rural Zone

Our ref: AU011658 - Georgetown Industrial Precinct

A review of the above planning benchmarks identified the following design parameters that, in part, were used to guide the preparation of the concept plan:

- Access - Minimum two locations from Gulf Developmental Road;
- Flood Level - for finished ground level based on Georgetown Flood Study - 291.07m AHD;
- Setbacks to watercourses - 50m from Four Mile Creek and 10m from top of bank of all other watercourses for lot boundaries.
- State controlled Road Width and Stock Route - suggest 100m width and identify as stock route
- Minimum lot size and frontage - suggest 1,500sqm with 30 metre frontage with a mix of lot sizes and flexibility
- Through Road - A north south road through the site is required to be provided generally on the existing alignment of the existing sheeted road; and,
- Minimum Road Widths - FNQROC manual minimum 23 metres.

Matters that will require further consideration and resolution as the project proceeds are;

- The removal of the site from the stock route designation; and,
- An assessment of the value of the category B Vegetation regulated vegetation and the ecology and biodiversity of the site, specifically relating to the Matters of State Environmental Significance.

3 Concept Design

The concept design for the master plan provides for 198 industrial lots of varying sizes to accommodate arrange of potential industrial uses. The larger lots have been designed with the potential for future reconfiguration into smaller lots in mind.

The road layout has been selected to make the most of the opportunities presented by the existing sheeted roads through the site. This includes an existing road/track that runs parallel to the Gulf Developmental Road for part of the site and the existing through route that crosses in to the Racecourse land to the south. These roads are graded, maintained, and include constructed crossings over watercourses. The use of these existing road provides the opportunity to reduce the future construction costs. Similarly access to the site from the Gulf Developmental Road has been provided in areas where existing or historic access has been made. This includes a central access that sites atop a ridge that provides suitable sight lines and an access point to the east and west of the central access. A road is provided along the eastern bank of Four Mile Creek with a nominal setback of 70 metres from the centreline of the creek and with lots fronting the creek. The road would be setback from the top of bank and would provide a buffer for bushfire mitigation. A central east west road would connect this road along an existing ridgeline to the central spine road. All of the roads have been designed with a 30 metres wide road reserve to allow for an 8 metre sealed formation with 11 metres verges either side, that provide the opportunity for table drains rather than a piped stormwater system. The 11m verge would be able to contain table drains with 4m sides at a 1:4 grade, providing a nominal 3m wide table drain that is 1m deep.

The road layout and design is subject to future hydraulic engineering to determine drainage requirements. The existing waterways on the site have been provided with a nominal drainage corridor that will need to be considered in detail at the hydraulic design and engineering stage. It is proposed that the drainage corridors, where retained, remain as part of the lots and covered by drainage easements rather than as council owned drainage corridors to remove the maintenance burden that would otherwise fall on Council.

In terms of lot diversity and location, smaller lots of typically 1,500m² in area and dimensions of 30 metres x 50 metres have been identified in the north east of the site closest to Georgetown and adjacent the central spine road. These lots are able to be amalgamated to created larger parcels if required and are considered to be of a suitable size to satisfy demand for smaller lots for uses such as 'containers for change'. Medium sized lots of areas of up to 5.7 hectares are located in the western part of the site and closest to Four Mile Creek. These lots and the associated road networks are able to be readily amended to provide loop roads and smaller lots should it be necessary and are similarly able to be amalgamated to give large lot sizes depending market on demand and need.

As required by the brief, a large parcel of land of approximately 20 hectares has been identified in the north eastern part of the site and to the north of the racecourse to accommodate potential equestrian events and facilities. In addition, a 16 hectare lot has been identified to the west of the overall site and to the west of the

Our ref: AU011658 - Georgetown Industrial Precinct

racecourse to accommodate a potential Cotton Gin. Both of these lots would have access directly from the central spine road, which provides the most direct route to the Gulf Developmental Road.

A copy of the GEORGETOWN INDUSTRIAL ESTATE - CONCEPT PLAN, Drawing: AU011658-, dated 30/8/2023 is attached.

4 Next Steps

If successful in acquiring the land, in order for industry development to proceed further town planning works will be required. It is considered that there are two avenues available to Council to achieve industry use rights and the subdivision of the land: These are:

1. A direct application for a Variation to override the planning scheme and include the land in the Township Zone (Industry Precinct) alongside an application to reconfigure the site;
2. The undertaking of a Planning Scheme Amendment to include the land in the Township Zone (Industry Precinct) and a subsequent application for Reconfiguring a Lot.

Each approach is discussed separately below.

4.1 Variation Application

This would involve the preparation and submission of an application by the Council to the Council. The application is representative of the rezoning applications under the former planning legislation. This application would be impact assessable and would be subject to a 30 business day public notification period. It would also require referral to the State Assessment and Referral Agency (SARA) for consideration of the impacts on the following matters:

- State Controlled Road (Gulf Developmental Road); and,
- Clearing of Native Vegetation (Category B Vegetation).

Whilst this appears to be a more straightforward approach, assessment of the development by the state, particularly in respect of the native vegetation and environmental matters may trigger consideration of the payment of environmental offsets to counter the clearing of native vegetation and the loss of habitat. This could be a considerable financial penalty.

The other issue is the identification of the land within the Stock Route. The current State Planning Policy resists the development of land within the Stock Route.

This process is likely to take in the order of 9 months to 12 months from the date of the submission of the application. A minimum of three months is likely to be required to prepare the application.

4.2 Planning Scheme Amendment

This would not be an application to the Council but would commence with a resolution of Council to amend the Planning Scheme and a notice to the State Government requesting confirmation of the state interests that need to be considered. Within 20 business days of notification, the state government is required to provide written confirmation of the matters of state interest. Council then confirm that it wishes to proceed, prepares the amendment and submit the required material to the State Government.

Within 60 business days of receipt of the proposed amendment the State Government is required to finalise the State interest check and confirm whether the Council can proceed with public notification. Public notification includes a public notice in the newspaper and a notice period of 20 business days.

Following consideration of any submission(s) received during the public notice period, the Council notifies the State Government that they wish to adopt the Planning Scheme amendment. Only after the State Government approval can the Council adopt the Planning Scheme Amendment.

This process is similarly likely to take in the order of 12 months from the resolution of Council to undertake the amendment. However, this approach provides for a more strategic assessment of the proposed development and potentially avoids any environmental offset payments. It also enables a more structured approach to defining the terms of reference required for any assessments and potentially avoids any detailed upfront works.

4.3 Early engagement with the Department of State Development, Infrastructure, Local Government and Planning

In order to determine the most appropriate pathway for promoting the site, it is recommended that early engagement is undertaken with the Department of State Development, Infrastructure, Local Government and Planning (DSDILGP).

The attached concept plan is considered to be in a suitable format and would provide the basis for the commencement of those discussions. It may be appropriate, depending on time constraints and urgency, for Council to determine that this early engagement commence whilst the land acquisition is progressing. This may also identify planning issues that may be able to be resolved as part of the acquisition process, such as the removal of the stock route identification.

5 Conclusion


We trust that the concept plan satisfies the brief provided and Council and Community expectations. It has been drafted with regard to existing infrastructure opportunities and to provide flexibility to ultimate lot form and design.

We recommend that:

- A. the concept plan be presented to the State Government as part of the acquisition process to demonstrate the Councils intent for the development of the land; and,
- B. Early engagement be undertaken with the Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) to agree a planning strategy to promote the land and to identify any early planning issues that could be resolved as part of the acquisition process.

We look forward to continuing working with you on this development. In the meantime, if you have any queries please contact the writer (contact details below).

Yours sincerely,
for RPS AAP Consulting Pty Ltd



Patrick Clifton
Senior Principal | Practice Leader - Planning, Cairns
patrick.clifton@rpsgroup.com.au
+61 7 4276 1017

IMPORTANT NOTE

This plan was prepared as a concept plan only and accuracy of all aspects of the plan have not been verified.
All lots, areas and dimensions are approximate only, Subject to relevant studies, Survey, Engineering and Government approvals.
No reliance should be placed on the plan and RPS Australia East Pty Ltd accepts no responsibility for any loss or damage suffered howsoever arising to any person who may use or rely on this plan.

DIGITAL CADASTRAL DATA BASE - BOUNDARY INFORMATION.

Based on or contains data provided by the State of Queensland (Department of Resources) [2023]. In consideration of the State permitting use of this data you acknowledge and agree that the State gives no warranty in relation to the data (including accuracy, reliability, completeness, currency or suitability) and accepts no liability (including without limitation, liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data. Data must not be used for direct marketing or be used in breach of the privacy laws.

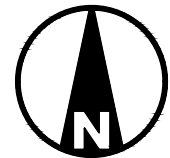
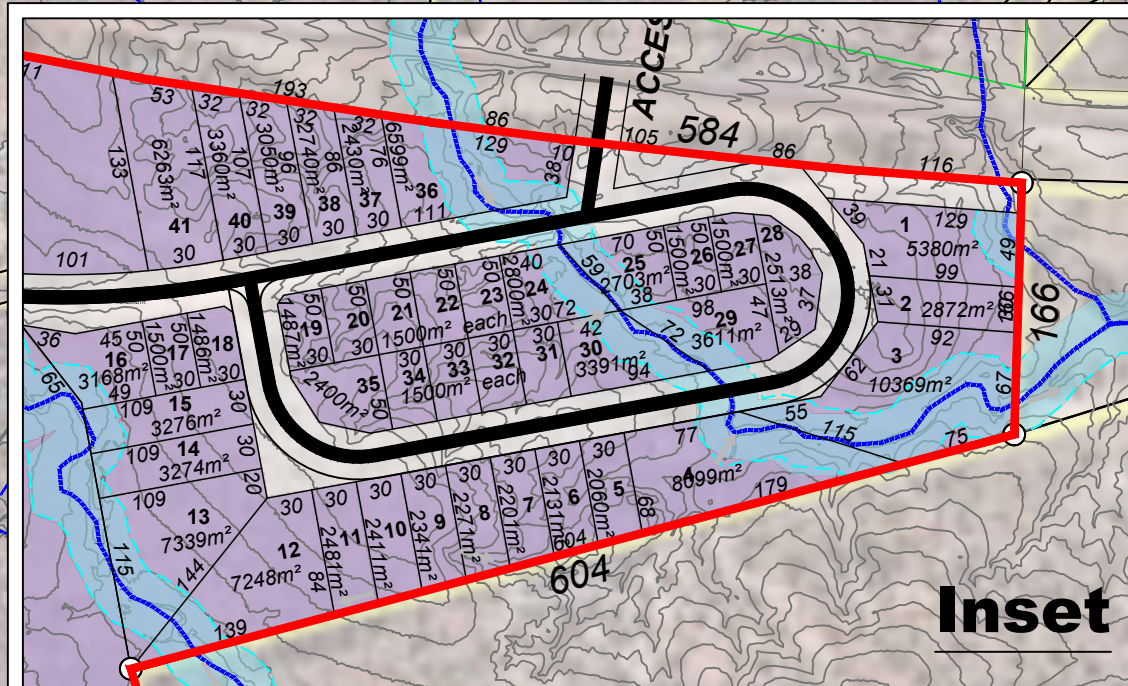
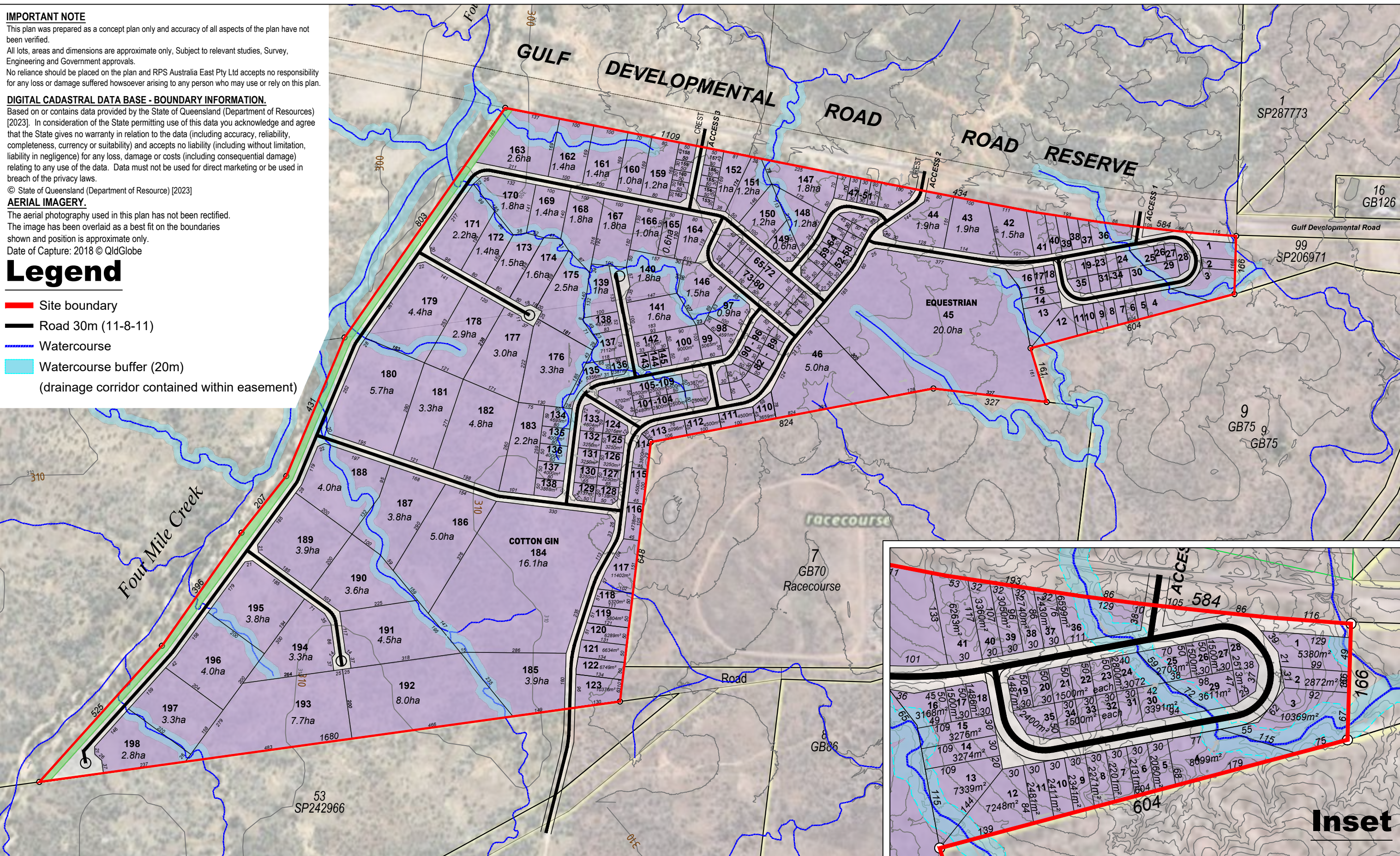
© State of Queensland (Department of Resource) [2023]

AERIAL IMAGERY.

The aerial photography used in this plan has not been rectified.
The image has been overlaid as a best fit on the boundaries shown and position is approximate only.
Date of Capture: 2018 © QldGlobe

Legend

- Site boundary
- Road 30m (11-8-11)
- Watercourse
- Watercourse buffer (20m)
(drainage corridor contained within easement)



GEORGETOWN INDUSTRIAL ESTATE
CONCEPT PLAN - 198 Lots

PRELIMINARY - FOR DISCUSSION PURPOSES ONLY

Boundaries shown on this plan are derived from DNRME Digital Cadastral Data Base information and are approximate only.

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Datum: MGA2020 Z55 | Scale: 1:10,000 @ A3 | Date: 30-8-2023 | Drawing: AU011658-1



Etheridge Shire Council

CHIEF EXECUTIVE OFFICER

Briefing Report

1 Update

Welcome to my December "Briefing" Report.

It has been a very busy couple of months leading into Christmas, with a lot of Regional Organisations convening meetings prior to the Christmas closedown and the onset of Caretaker period for the Local Government Elections. Not to mention the hype surrounding the pending state elections in less than 10 months.

Of note, is the threat of Cyclone Jasper crossing the coast line in our region.

2 Operational Plan Matters

Operationally Council has progressed well through the strategies set by Council and the outcome for the 23/24 financial year.

Special projects are still being managed as follows.

1. Robert Jaggar - remotely
 - a. Housing (Independent Living and Staff housing, Etc.)
2. Justin Fischer - remotely
 - a. Charleston Dam

Resourcing personnel has become an issue again.

- | | |
|----------------------------|--------------------------|
| 1. Workshop / Mechanical | Being advertised |
| 2. Economic Development | Pending funding approval |
| 3. Apprentice and Trainees | Will be advertised soon |

3 Evolving Issues

Work Health & Safety, Federal Accreditation, National Heavy Vehicle – Fatigue Management and Charleston Dam audits over the next 8 months.

Local Government Elections 2024.

Renee Bester has been appointed as the Returning Officer for the Etheridge Shire Council. Also please refer to the attached notice from ECQ.

4 Projects

I am currently working on the following projects, and if you have any comments do not hesitate to ask.

- **Charleston Dam – Justin Fischer**
 - Alterations of land tenure (actual water footprint) has Native Title considerations.
 - Regulator issues
 - Certification
 - Risk study has been commissioned
 - OMP Operational Management Plan
 - Annual inspection and issues corrected.
 - EAP Emergency Action Plan
 - Annual desktop exercise –Telemetry
 - Reestablishment of the Fish ladder is also pending

- **Economic Development Plan – Belinda Down**
 - Status of an Economic Development Strategy
 - Working with State Development to develop a new Strategy for the shire.
- **Road User Agreements**
 - Genex
 - Savannah Goldfields
 - Cobbold Gorge
 - Quartz mine
- **TMR funding**
 - There is currently funding available for Heavy Vehicle Rest Areas
 - It is proposed that we apply for site/s on the KDR.
- **Water issues**
 - Refer to DES report attached.
- **QRA Flood Damage – Shepherd Services – Dave Watkins**
 - **Gravel Pits**
 - Council is currently working through the new arrangements for ILUA's for gravel pits and other issues.
 - Remaining super pits are being fast tracked, subject to the necessary approvals
 - **Update of current and previous works**
 - 21 & 22 events acquittals
 - 23 event payments are becoming an issue
 - Program to finalise the schedule of works
 - The new 23/24 event
- **Developments – Liz Taylor**
 - Genex / Powerlink
 - Current Road User agreement and fulfilling conditions
 - Advice from the Coordinator General of a proposal for a Wind Farm
 - Including proposed road user agreement
 - Other Wind Farms in the Shire
 - Finnigan's Rest
 - Proposed commercial use at Charleston Dam
 - Quartz Mine
 - Future of other Gold / Mining exploration
- **Tourism Master Plan – Griffith, Brent Moyle and Co.**
 - Funded projects
 - Master Plan – Totems, Entrance Signs and Pavilions
 - Sustainability Certification – presentation at the Council Meeting
 - Possible others, Growing Our Region, as per attached
 - Ted Elliot display
 - Copperfield Gorge
 - Cumberland chimney
 - Elders walk
- **Kidston Cemetery**
 - The DES and myself have assessed the proposal for a columbarium wall
 - Subject to a budget amendment this can be done
 - Also the new one at Einasleigh has to be repaired
- **The Lynd Drop-in Centre**
 - Subject to an assessment of this Centre, Management will scope out works and arrange to undertake same.
- **Rodeo Grounds – Georgetown**
 - Subject to the Industrial Estate in Georgetown.
- **Sale of Industrial Land**
 - Working on same
- **Meetings / Forums**

- Mayor will update Council on FNQROC, NWQROC, GSD and WQAC meetings and others.
- Attached is the calendar for LGAQ events for 2024
 - of note, our planned Council Meeting date for October could now be held on the 3rd Wednesday (16th) as Annual Conf. will run from the 23rd October
- Attached is the proposed Councillor training by DSDLGIP, post March 2024

5 Calendar of Events

Over the past month

• 16 th	Teams	Griffith
• 16 th	Teams	DSD
• 20 th	CEO Office	ILUA / Pits
• 21 st	CEO Office	Engineering
• 21 st	Board Room	Works
• 22 nd to 24 th	Brisbane	CEO Forum
• 26 th	Lalara	GSD
• 27 th	Teams	DSD
• 28 th to 30 th	Burketown	NWQROC
• 28 th	Burketown	GSD
• 1 st	Cairns	DSD
• 1 st	Cairns	Preston Law
• 4 th	Board Room	LDMG – Dam
• 5 th	Board Room	Depart Regional Plan
• 6 th to 8 th	Cairns	FNQROC
• 8 th	Cairns	RPS – Planning
• 11 th	Teams	DDMG
• 11 th	Board Room	LDMG
• 12 th	Teams	DDMG
• 13 th	Board Room	Council Meeting

Next month

• 13 th	Greg Bethel Oval	Christmas
• 21 st to 5 th	Office closure	
• 24 th	Board Room	Council Meeting

6 Other

Work shop

- Shire roads register and policy
- Industrial sub division
- Camping etc at Charleston Dam
- Shop Local
- Education, traineeships
- financial reporting

Recent note from DSDLGIP

I am pleased to share with you some important initiatives being rolled out across the sector to support the financial management and sustainability of local governments.

The Auditor-General's 2021-22 Report identified 25 local governments as being at a 'Higher' sustainability risk. In response to this report, Local Government Division initiated the Liquidity Review project to assist councils with their short to medium liquidity challenges. Through this work four support initiatives have been developed to assist councils address some of the challenges identified. These initiatives include:

- 1) Monthly Budget Variance Report
- 2) Short-Term Cash Flow Model
- 3) Grant & Project Register
- 4) Simplified 10-Year Forecast Model

These templates and tools have been designed with small to medium-sized councils as the main focus, with a priority of ensuring they are easy to use and not resource intensive for councils.

We have already rolled out these initiatives with a number of councils who have completed the liquidity review process. Additionally, at the recent Local Government Finance Professionals Annual Conference these initiatives were presented to council finance professionals and executives from across the state. The response has been overwhelmingly positive, with numerous councils requesting copies of these financial templates/models.

To support the use of these tools and templates by councils, Fact Sheets are now available on LG Central for all councils to access.

In order to obtain a copy of any of the tools and templates that's customised to the requirements of your council please reach out to the department at lgsustainability@dsdilgp.qld.gov.au.

CEO Appraisal

- Mayor will address this matter

Copperfield River Gorge Dam

- I will be giving a presentation at the meeting on approved water releases from this dam.

Christmas

To the Mayor, Councillors and Staff, Merry Christmas and a tremendous New Year, remember to travel carefully and keep safe.

Ken Timms PSM

CHIEF EXECUTICE OFFICER



PROPOSED ELECTION TIMETABLE (subject to change)

Notice of election	Monday	29 January 2024
Close of electoral roll (1 st close)	Monday	5 February 2024
Close of nominations	Tuesday 12pm	13 February 2024
Ballot draw	Wednesday 10am	14 February 2024
Postal vote applications close	Monday 7pm	4 March 2024
Early voting (unless planned otherwise)	Monday - Friday (2 weeks)	4 March - 15 March 2024
How-to-vote cards close	Wednesday	6 March 2024
Close of electoral roll (2 nd close)	Friday 6pm	15 March 2024
Election day	Saturday 8am - 6pm	16 March 2024
Postal vote returns cut-off	Tuesday	26 March 2024



LOCAL GOVERNMENT OVERVIEW

Local Government	Etheridge Shire Council	Planned delivery type	Full postal ballot
Council type	Undivided	Enrolment (council)	536 (as at 13 Nov 2023)
Mayoral voting system	Optional preferential	Enrolment (QLD)	3,639,570 (as at 13 Nov 2023)
Councillor voting system	First-past-the-post	Announced candidates*	0 (as at 13 Nov 2023)
Councillor positions	4	Electoral expenditure caps	\$30,000 (for mayoral candidates) \$15,000 (for councillor candidates)

*An announced candidate is not officially a candidate until completion of their nomination after the notice of election



PLANNED ELECTORAL SERVICES

RO office location	Georgetown Shire Hall, Supper Room, 43 St George St, Georgetown	Days of early voting	N/A
Additional early voting centres	N/A	In-person voting	Not available
Election day booths	N/A	Postal voting	Automatic
Other services	N/A	Telephone voting	Not available



COMMUNICATION & CONTACTS

Council operational contact	Ken Timms	ECQ Finance	finance@ecq.qld.gov.au
The Countdown news	2 council subscribers (as at 13 Nov 2023)	ECQ Funding & Disclosure	fad@ecq.qld.gov.au
Impacting events/activities	None known	ECQ Early voting venues	lgquadrenniaelections@ecq.qld.gov.au
Council comms assistance	Able to share digital content	ECQ Election day venues	booths@ecq.qld.gov.au



The Electoral Commission of Queensland acknowledges the Traditional Owners of Country, and their connection to land, sea, and community. We pay our respects to Elders past and present.



Subject: Have your say on Heavy Vehicle rest areas

You don't often get email from roads.alliance.communications@tmr.qld.gov.au. [Learn why this is important](#)

Good morning RRTG and Technical Committee Chairs and Technical Coordinators,

The Australian Government has committed \$140 million over 10 years for the construction of new and upgraded heavy vehicle rest areas. State, territory and local governments are now able to apply for funding under the Australian Government's Heavy Vehicle Rest Area initiative. Applications may be submitted year-round which provides flexibility and allows projects to be submitted when they will most benefit Australia's heavy vehicle infrastructure. Guidelines for applicants and successful funding recipients are available online. Details can be found on the [Infrastructure Investment Program website](#).

To help inform where upgrades for heavy vehicles rest areas are required truck drivers and other interested road users are encouraged to complete a survey.

- The survey is seeking feedback on the location, condition, facilities and capacity of existing rest areas and to provide advice on where additional sites may be required.
- To access the survey, visit [Heavy Vehicles Rest Areas \(arcgis.com\)](#) or scan the QR code below.



General enquiries regarding the grant application process can be made to hvspp@infrastructure.gov.au

Kind regards,

The Roads and Transport Alliance Project Team (RTAPT)

On behalf of the Roads and Transport Alliance

A partnership between Transport and Main Roads and Queensland Local Governments

If you require further information, please contact TMR RTAPT on | T: 3066 3570

E: roads.alliance.communications@tmr.qld.gov.au



Etheridge Shire Council

General Meeting	13 th December 2023
Subject	Forsayth water Treatment Plant
Classification	Open
Author	Raju Ranjit

EXECUTIVE SUMMARY

The Water Treatment Plant was designed and built in 2006 to treat 90 Kilo litre per day of raw water delivered from Big Reef Dam to produce a supply of filtered, chlorinated potable water for use in Forsayth, QLD. In 2021 a new 600 KI treated water reservoir with chlorine reticulation system was commissioned and the existing 90 KI concrete reservoir was converted to a raw water reservoir.

The raw water quality in the Big Reef Dam was poor as the water used to be coloured and smelly and was consuming lot of chemicals and time. Due to the water quality reason, the source was changed to Charleston dam in 2022 and expenditure for chemical reduced to \$ 17,349 (2022/2023 from \$ 40,044 in 2021/2023. However, the plant has several safety issue and old model. It needs urgent attention.

RECOMMENDATION

That Council receive the Forsayth Water Treatment Plant Report.

BACKGROUND

Based on the Council's request (Ref. June 2023 Council Meeting), a site meeting with water team had been conducted on 21/11/2023.

Several years ago, Forsayth town was supplied with the raw water from Big Reef dam. The water was coloured and smelly. Everyone had their own rainwater tanks for drinking water.

After investigation and feasibility study, Council agreed to install a water treatment plant in 2006. Later on, the water treatment plant was found that the treatment plant was not suitable for drinking water treatment purpose.

The treatment plant consisted of soda ash injection system before and after the plant to adjust pH, carbon injection to treat and remove toxic blue green algae, a DAF (Dissolved air floatation) system and sand filters to clarify and remove suspended solids, chlorine injection to chlorinate the water.

The treatment plant continuously struggling to treat the poor-quality Big Reef Dam water with major components clogging with iron and manganese and failing the plant regularly. An investigation was carried out and found that the

iron and manganese were passing through the treatment plant and oxidising with the chlorine causing coloured water in town. In 2012, staff started to dose chlorine into the raw water to oxidise the iron and manganese and a poly tank was installed with aeration for an aeration of the water.

In 2018 the treatment plant was upgraded to rectify ongoing turbidity issues. A complex pot perm dosing system including analyser and poly tanks for the aeration system were installed to stop dosing chlorine into the raw water to reduce chlorates. Afterward a lamella clarifier with flocculation tank was installed with a shed extension to help the struggling DAF system. The the DAF was upgraded by replacing the mechanical positioner and dispersion pump with a variable speed drive (VSD) pump. The existing flocculator was converted to PAC (Poly Aluminium Chloride) contact tank. Analysers were installed to monitor the turbidity, chlorine and pH within the plant continuously.

In 2021 a new 600 KI reservoir with chlorine reticulation system was commissioned for treated water and the existing 90KI concrete reservoir was converted to a raw water reservoir.

In 2022, the sources of water from the Big Reef Dam changed to Charleston Dam. The water from the Charleston dam was found much better quality than water from the Bif Reef Dam and staff had not a call out to the treatment plant for chemical issues since then except regular daily inspection. The daily inspection is for to top up the chemical levels, repair breaks and backwashing's.

Council has allocated significant budget for this year to upgrade the telemetry system for Forsayth and Georgetown Water Treatment Plants that will assist water team to monitor all of the analysers remotely by computer and mobile phone. In addition, alerts about the water quality in the plants and reservoirs will be received.

The Forsayth Water Treatment Plant is an old plant and Council is in process for detail investigation for the treatment plant system.

LINK TO CORPORATE PLAN

Corporate plan

Aim : A Sustainable Environment of Natural Assets Water, Waste water and Waste Management

BUDGET & RESOURCE CONSIDERATIONS

Council will require to allocate a budget to carry out a detail investigation and replacement of the existing treatment plant in 2024/2025

LEGAL CONSIDERATIONS

Council as a water authority has responsibility to comply with the Australian Drinking Water Guidelines

POLICY IMPLICATIONS

Asset Management Policy

RISK ASSESSMENT

CONSEQUENCE					
LIKELIHOOD*	Insignificant 1	Minor 2	Moderate 3	Major 4	Catastrophic 5
A (Almost certain)	H	H	E	E	E
B (Likely)	M	H	H	E	E
C (Possible)	L	M	H	E	E

D (Unlikely)	L	L	M	H	E
E (Rare)	L	L	M	H	H

OUTCOME

Risk Score: M – Possible (C) / Moderate 3

Report Prepared By:	Report Authorised By:
Raju Ranjit, Director of Engineering Services	Ken Timms, Chief Executive Officer
Date: 6 th December r 2023	Date:

ATTACHMENTS

NIL

Ken Timms

From: Growing Regions <Growing.Regions@industry.gov.au>
Sent: Friday, 8 December 2023 9:57 AM
Subject: Growing Regions Round One - Stage Two – Information for Applicants
[SEC=OFFICIAL]

You don't often get email from growing.regions@industry.gov.au. [Learn why this is important](#)

OFFICIAL

Dear Growing Regions Applicant

Growing Regions Program Stage Two – the Full Application process.

You have now received a notification inviting you to submit a Full Application under Stage Two of the Growing Regions Program's application process.

Like many other federal grant programs, the Growing Regions Program is highly competitive and received a large number of expressions of interest (EOI). Those invited to apply in Stage Two are seeking funding well in excess of the available round funding of \$300 million.

Stage Two applications will be merit assessed against the criteria as outlined within the [grant opportunity guidelines](#), including an overall consideration of value with money, geographic spread and the amount of funding available. Based on the high level of interest in the program, we expect only those projects rating highly in all criteria will be offered a grant in this round. Successful applicants will be expected to commence their projects in May 2024 and complete them by December 2025.

The Australian Government is committed to investing in regional and rural Australia. Round Two of the Growing Regions Program is anticipated to open for EOI applications in April 2024 and will deliver a further \$300 million. We encourage applicants who believe their projects may need further time to develop into a competitive application, or who may have difficulty completing projects by the end of 2025, to consider making an application under Round Two.

Kind regards

Growing Regions Program Team

Business Grants Hub and Integrity Division | External Programs Branch
Department of Industry, Science and Resources

Our purpose is to help the government build a better future for all Australians through enabling a productive, resilient and sustainable economy, enriched by science and technology.

We are collaborative, innovative, respectful and we strive for excellence.



Acknowledgement of Country

Our department recognises the First Peoples of this Nation and their ongoing cultural and spiritual connections to the lands, waters, seas, skies, and communities.

We Acknowledge First Nations Peoples as the Traditional Custodians and Lore Keepers of the oldest living culture and pay respects to their Elders past and present. We extend that respect to all First Nations Peoples.

Ken Timms

From: Melissa Bond <melliebond@hotmail.com>
Sent: Tuesday, 21 November 2023 1:33 PM
To: Cr Barry Hughes; Cr Royes; Cr Haase; Cr Gallagher; Cr Barns; Ken Timms
Cc: Wendi Furber
Subject: Columbarium Wall

Some people who received this message don't often get email from melliebond@hotmail.com. [Learn why this is important](#)

To the Etheridge Shire Councillors,

I would like to follow up on my request for a columbarium wall at Kidston on the 13th of February 2023.

I have not received a reply to this request. Has there been any decisions made?

I would like to add that I have my Mothers and my uncle Allan Campbell's ashes to be placed at Kidston as this was their request.

I too wish to reserve a place. I also know that George Campbell's family wish to have his ashes there and his wife Valmay has requested the same once she passes. Glynis Ryan whom currently resides as Kidston would like to reserve a place as well.

I would really appreciate a prompt response to this sensitive matter.

Kindest Regards
Melissa Bond

LGAQ Events 2024

Key Events	Location	Dates
Mayoral Induction	Parliament House, Brisbane	17 April
First Nations HR Forum	Cairns	30 April
NRM Forums	Various locations TBC	April – June
LGx	HOTA, Gold Coast	8 – 9 May
Civic Leaders Summit	HOTA, Gold Coast	21 – 22 May
Rural and Remote HR Forum	Longreach	11 June
ROC Assembly	Karumba	10 – 11 July
Elected Member Update	At your council	July – Sept
Coastal Leaders Forum	Townsville	5 – 6 August
Indigenous Leaders Forum	Far North Queensland	TBC
Heritage Conference	Customs House, Rockhampton	26 – 27 August
LGAQ Annual Conference	Brisbane Convention and Exhibition Centre	21 – 23 October

Get in touch
Members hotline

Phone: 1300 542 700
Email: ask@lgaq.asn.au



Every Queensland community deserves to be a liveable one

Ken Timms

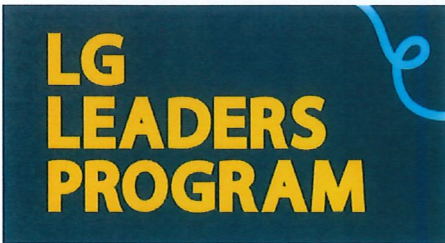
From: Josh Hannan <Joshua.Hannan@dasilgp.qld.gov.au>
Sent: Thursday, 30 November 2023 9:46 AM
Subject: Update on the LG Leaders Program and inductions for Councillors

You don't often get email from joshua.hannan@dasilgp.qld.gov.au. [Learn why this is important](#)

Good Morning,

I am writing to provide an update on the learning package for Local Government elected officials and senior leaders - the LG Leaders Program.

I am pleased to note the new online training will be ready for use after the elections in March 2024. The online training modules are aligned to the department's Local Government Sustainability Framework, and cover Governance, Compliance, Finance & Assets, Operating Environment and Being an Effective Councillor. Click the image below to see a brief video overview of the program.



The department will also rollout a councillor induction program in 2024 that will provide an overview of the content in the *LG Leaders Program*, and key information councillors and Mayors should know going into their term. Our plan is to offer to present a half-day session to each council from April 2024 onwards.

I am aware many councils are planning their own council-specific inductions, so I want to let you know that our content for inductions will include:

- Considering what it takes to be an LG Leader, and how to be effective in the role
- Councillor obligations – Code of Conduct, Registers of Interests and Conflicts of Interest
- Overview of financial management and council's strategies for assets
- Preparing for and attending council meetings
- Using the *LG Leaders Program* to support Councillors and council staff

If you would like further information, or would like to discuss the *LG Leaders Program*, please contact Louisa Lynch, Director Governance and Capability by email Louisa.Lynch@dasilgp.qld.gov.au or phone 0499 833 689.



Joshua Hannan.

Deputy Director-General
Local Government Division
Department of State Development, Infrastructure,
Local Government and Planning

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