AGENDA
ORDINARY COUNCIL MEETING

Somerset
REGIONAL COUNCIL

Date:	Wednesday, 11 October 2023
Time:	9 am
Venue:	Simeon Lord Room Esk Library Building 19 Heap Street ESK

HR AND CUSTOMER SERVICE

15.	Community Assistance Grants – Summary of Excellence Bursary Applications Awarded for September 2023	237

CHIEF EXECUTIVE OFFICER

16.	Nil.	-

GENERAL

17.	Meetings authorised by Council	-
18.	Mayor's and Councillors' Report	-
19.	Receipt of Petition	-
20.	Consideration of notified motions	-
21.	Reception of Notices of Motion for next meeting	-
22.	Items for reports for future meetings	-
23.	Closure of Meeting	-

Agenda Links

PLANNING

SOMERSET REGIONAL COUNCIL - OFFICER'S REPORT

To:	Andrew Johnson, Chief Executive Officer
From:	Michael O'Connor, Senior Planner
Director:	Luke Hannan, Director of Planning and Development
Date:	3 October 2023
Subject:	Development Application No. 23824 Development Application for a Development Permit for Material Change of Use for Indoor Sport and Recreation (Swim School)
File No:	DA23824 Action Officer: SP—MO
Assessment No:	01430-60000-000, 01431-00000-000

1.0 APPLICATION SUMMARY

Property details

Location:	38 and 40 Prospect Street, Lowood
Real property description:	Lot 21 RP65946 and Lot 27 SP171552
Site area:	Lot 21: 1,348m^2 Lot 27: 4,132m^2 Total: 5,480m^2
Current land use:	Vacant land
Easements/encumbrances:	Lot A SP181314 (stormwater)

South East Queensland Regional Plan 2017

Land use category:	Urban footprint

Planning scheme details

Planning scheme	Somerset Region Planning Scheme (Version 4.2)
Zone:	General residential zone
Precinct:	Not within a precinct
Overlays:	OM8 High impact activities management area overlay OM12 Scenic amenity overlay

Application details

Proposal:	Indoor sport and recreation (swim school)
Category of assessment:	Impact assessment
Applicant details:	Queensland Child Care Service Pty Ltd c/- Urbicus Pty Ltd 110 Kennedy Terrace PADDINGTON QLD 4064
Owner details:	Queensland Child Care Service Pty Ltd
Date application received:	30 May 2023
Date application properly made:	30 May 2023

Referrals	None required
Public notification	Required
Notification period	6 July 2023 to 27 July 2023
Submissions received	One received, opposing the development

RECOMMENDED DECISION

Approve the development application subject to the development conditions and requirements contained in the schedules and attachments of this report.

Locality Plan of Lot 21 RP65946 and Lot 27 SP171552
Situated at 38 and 40 Prospect Street, Lowood

2.0 PROPOSAL

This development application seeks approval for a development permit for material change of use for indoor sport and recreation (swim school), on land at 38 and 40 Prospect Street, Lowood, formally described as Lot 21 RP65946 and Lot 27 SP171552. The proposal seeks to establish a learn to swim centre on land adjoining the Lowood State High School.

The proposal involves a single storey building housing an eight lane, 25 metre swimming pool. The building has a gross floor area of approximately 746m^2, with a maximum building height of 7.3 metres.

The development incorporates design features similar to established school buildings at the adjoining schools and provides materials and finishes that support the transition between educational facilities and traditional residential development along Prospect Street.

The application was accompanied by technical reporting for acoustics, traffic and stormwater. Council officers have engaged suitably qualified consultants to peer review the acoustic report and traffic impact assessment report, with both peer reviews finding that the proposal adequately addresses the relevant assessment criteria.

The proposal retains provision for a future childcare centre at the rear of the site (subject to a further planning approval).

3.0 SITE DETAILS

3.1 Description of the land

The site is irregularly shaped with frontage to Prospect Street at the northern boundary and Ramsey Court to the western boundary. The site is currently vacant, with one parcel (Lot 21) previously being improved with a dwelling house and associated buildings structures.

Lot 27 was created with the intention of being used for a childcare centre, and previously benefited from a development approval for a childcare centre (which has since lapsed). The land contains a sign that, for a significant time, advertised the site as being a future childcare centre.

Lots being to the north, south and west are typically improved with dwelling houses and associated buildings and structures. Adjoining the site to the east is the Lowood State High School.

The land has fall of approximately 10% from the Prospect Street frontage to the boundary adjoining the High School.

3.2 Access

Access to the site will be via a new crossover to Prospect Street, which is a Trunk Collector in Council's road hierarchy. Detailed design of the crossover will form part of a future operational works application.

Given the location of the access in proximity to the Prospect Street and Peace Street intersection, the application included a traffic impact assessment to ensure compliance with relevant traffic standards. The submitted assessment demonstrated the intersections will continue to function correctly at opening and at the 10-year horizon.

3.3 Connection to electricity and telecommunications

The land is within the General residential zone, and as such the development conditions require the development to connect to the reticulated electricity and telecommunications networks.

4.0 PLANNING LEGISLATION

The application will be assessed against the matters set out in section 45 and decided in accordance with section 60 of the *Planning Act 2016*.

5.0 ASSESSMENT BENCHMARKS

The proposal requires assessment against the following assessment benchmarks.

5.1 State Planning Policy 2017

A new State Planning Policy (SPP) came into effect on 3 July 2017 and is not currently reflected in the Somerset Region Planning Scheme. An assessment of the proposed development against the assessment benchmarks contained within Part E of the SPP is required.

The application has been assessed against the assessment benchmarks and the proposal is considered to comply.

5.2 South East Queensland Regional Plan 2017

The site is located within the urban footprint. The application has been assessed against the provisions of the regional plan and the associated regulatory requirements and was considered to comply.

5.3 Schedule 10 of the *Planning Regulation 2017*

Schedule 10 of the *Planning Regulation 2017* establishes assessment triggers, requirements, and assessment benchmarks. No Council assessment of the development against an assessment benchmark from the Regulation was required. Where a referral agency undertakes an assessment against a matter as required by the Regulation, this is discussed in section 6.0 of this report.

The proposal:

(a) does not impact on any regulated vegetation;
(b) does not impact on any koala habitat areas;
(c) is not located within a koala priority area;
(d) is not located in proximity to a Queensland heritage place or local heritage place;
(e) does not involve any environmentally relevant activities.

5.4 Temporary local planning instruments

There are currently no temporary local planning instruments in effect within the Somerset Region.

5.5 Variation approvals

The property is not benefitted by any variation approvals.

5.6 Somerset Region Planning Scheme (Version 4.2)

5.6.1 Strategic framework assessment

The development application has been assessed against the strategic framework of the planning scheme and is considered to overall support Council's strategic intent for the region. The following represents an overview of how the proposal aligns with each of the seven themes that collectively represent the policy intent of the planning scheme.

5.6.1.1 Settlement pattern

The proposal advances the settlement pattern of the region as it provides for a well-placed community use adjoining the educational precinct within Lowood. The proposed swim school will not compromise the role and function of Centre zoned land within the town or the regional centres hierarchy.

The proposal is not subjected to natural hazards through the State Planning Policy or planning scheme overlays.

5.6.1.2 Natural environment

The site is not known to contain any matters of local, state or national environmental significance and the proposal is not anticipated to impact on any natural environmental values.

5.6.1.3 Natural resources

The proposal does not involve any impact on an identified natural resource, including agricultural land, extractive resources, forestry, or drinking water catchments.

5.6.1.4 Community identity and regional landscape character

The specific outcomes for the Town identity – Lowood intend for the consolidation of town facilities and community services within the town centre, to strengthen the centre's identity, convenience, and vitality. It is considered that, despite this specific outcome, the proposal is a well-located activity, given its co-location with Lowood's educational establishments.

The proposed swim school will not compromise the role and function of Centre zoned land within the town or the regional centres hierarchy or diminish the planned outcomes for the centre.

5.6.1.5 Economic development

The proposal does not impact on the continued development of Council's town centres network nor the industrial development areas within each town. The proposal provides for a community activity co-located with Lowood's established schools.

5.6.1.6 Infrastructure and services

The provision of infrastructure and services at the development site meets the desired standard of service and the standard requirements set out in the development codes and Local Government Infrastructure Plan.

5.6.1.7 Transport

The provision of transport services at the development site meets the desired standard of service and the standard requirements set out in the development codes and Local Government Infrastructure Plan.

The proposal does not impact on or relate to any aviation infrastructure.

5.6.2 Code compliance summary

The assessment below identifies how the development proposal achieves the assessment benchmarks and where the development proposal:

(a) proposes an alternative outcome to the identified acceptable outcomes satisfying or not satisfying the corresponding performance outcomes; or
(b) proposes an outcome where no acceptable outcome is stated in the code and the proposed outcome does not satisfy the performance outcome.

Applicable code	Compliance with overall outcomes	Performance outcomes

General residential zone code	Yes	No alternative outcomes proposed
Recreation activities code	Yes	No alternative outcomes proposed
Services works and infrastructure code	Yes	No alternative outcomes proposed
Transport access and parking code	Yes	PO5, PO7
Applicable overlay code	**Compliance with overall outcomes**	**Performance outcomes**
Scenic amenity overlay code	Yes	No alternative outcomes proposed

The assessment of the development proposal against the performance outcomes of the applicable code(s) is discussed below.

5.6.3 Performance outcome assessment

Transport access and parking code

Performance outcome	**Acceptable outcome**
Site access	
PO5 Vehicular access points are positioned along the frontage where they do not impact on the safety, capacity and operation of the existing *road* network having regard to: (a) the amount and type of vehicular traffic; (b) the type of use and traffic generation; (c) the current and future on-street parking arrangements; (d) proximity to intersections; and (e) available sight distances.	**AO5.1** Where the *site* has two street frontages, vehicular access is provided from the minor street.
Alternative outcome assessment Access to the site is via Prospect Street, which is a trunk collector street. The site also has frontage to Ramsey Court, which is an Access Street (Minor) in Council's road hierarchy, and is the minor of the two streets. The application has been accompanied by a traffic impact assessment that demonstrates that the proposed access arrangement is sufficient for the anticipated traffic generation, and will result in compliant levels of service at the property access as well as the nearby Prospect Street and Peace Street intersection. Council sought to have the traffic assessment reviewed by a suitably qualified consultancy, who agreed with the outcome of the traffic impact assessment and determined that the access and adjoining access will continue to operate sufficiently having regard to adopted road standards and level of service requirements. It is recommended that that alternative outcome be accepted in this instance.	
Car parking locations and treatments	
PO7 Car parking location minimises impacts on the streetscape and contributes to the intended character of the zone and locality.	**AO7.1** Car parking is located behind or within a building.
Alternative outcome assessment	

The proposed car parking is located to the side of the building, rather than behind or within a building.

Due to the slope of the land, the parking area requires substantial fill to create a level parking area. The site has been designed to prioritise the building towards the residential interfaces to the north/west of the site, with the parking provided to adjoin the established parking area at the Lowood High School.

The parking area is setback from the streetscape behind a dense landscaping area. The recommended conditions of approval require the provision of particular landscaping on the frontage to mitigate visual impact on the streetscape.

It is recommended that that alternative outcome be accepted in this instance.

5.6.4 Overall outcome assessment

The proposal is considered to comply with all the relevant performance outcomes. As such, a detailed assessment of the overall outcomes was not required.

5.7 Local government infrastructure plan

5.7.1 Priority infrastructure area

The development land is located within the priority infrastructure area as shown in the Local government infrastructure plan mapping.

5.7.2 Infrastructure charges

The proposed development is for indoor sport and recreation, which is within the indoor sport and recreation use category under *Somerset Regional Council Charges Resolution (No. 1) 2022*. In determining the appropriate charging area, the land is located within the urban footprint of Lowood.

The draft infrastructure charges notice is attached and includes charges for the networks identified in the below sections of this report.

5.7.3 Trunk infrastructure requirements

5.7.3.1 Drinking water and wastewater networks

The site is located within the connections area or future connections area for both the drinking water and wastewater networks as shown in Urban Utilities' Netserv Plan. The recommended conditions require the development to connect to both networks to the satisfaction of Urban Utilities.

Infrastructure charges for the drinking water and wastewater networks (where applicable) are managed by Urban Utilities separately from this development application.

5.7.3.2 Public parks and community land network

The proposal is not considered to result in an unreasonable impact on Council's trunk public park and community land network infrastructure, and no trunk infrastructure has been identified as being required to support the development.

There is no adopted charge for the public parks and community land network applicable to the proposal.

5.7.3.3 Stormwater network

Stormwater as a result of the development is not anticipated to result in an adverse impact on Council's trunk stormwater network infrastructure, and no additional trunk infrastructure has been identified as being necessary to deliver the development.

Standard development conditions are recommended to ensure no actionable nuisances occur and discharge to a lawful point of discharge is achieved, as required by the Queensland Urban Drainage Manual (QUDM).

An adopted charge for the stormwater network applies, with the draft infrastructure charges notice identifying how the levied charge for the network has been worked out as required by the *Planning Act 2016*.

5.7.3.4 Transport network

The proposal is not anticipated to result in an adverse impact on Council's trunk transport network infrastructure, and no additional trunk infrastructure has been identified as being required to deliver the development.

An adopted charge for the transport network applies, with the draft infrastructure charges notice identifying how the levied charge for the network has been worked out as required by the *Planning Act 2016*.

6.0 REFERRAL

In accordance with the *Planning Regulation 2017*, there are no referral agencies applicable for this application.

Council did not seek any third-party advice for this application.

7.0 PUBLIC NOTIFICATION

7.1 Notification requirements

The application was subject to impact assessment, and public notification was required. The application was publicly notified in accordance with the requirements of the *Development Assessment Rules* as follows:

(a) public notification was served to all adjoining landowners on 3 July 2023;
(b) a notice was published in The Lockyer and Somerset Independent newspaper on 5 July 2023;
(c) a notice in the prescribed form was placed on the premises on 5 July 2023 and maintained for the minimum period of 15 business days until at least 27 July 2023.

Council received the notice of compliance on 28 July 2023, confirming that public notification had been undertaken in accordance with the statutory requirements.

7.2 Matters raised in submissions

During the public notification period, Council received one submission opposing the development.

The matters raised in the submissions are outlined below:

Submission concern – Traffic The submission raised concern about the impact on traffic and availability of parking in the area as a result of the development. The submission also raises concern that the parking associated with the swim school would be used by persons associated with the nearby schools.
Officer comment With respect of parking availability, the proposal demonstrates compliance with the minimum parking required under Council's Transport access and parking code. Improper use of the carparking area by members of the community that are not patrons of the swim school is not a planning matter and would be operational matters to be addressed by the operator. With respect of traffic impact, the application has been accompanied by a traffic impact assessment that demonstrates that the proposed access arrangement is sufficient for the anticipated traffic generation. Further, anticipated level of service at the property access as well as the nearby Prospect Street and Peace Street intersection has been demonstrated. Council officers had the traffic impact assessment peer reviewed by a suitably qualified consultancy, who agreed with the outcome of the traffic impact assessment and determined that the access and adjoining access will continue to operate sufficiently having regard to adopted road standards and level of service requirements.

Submission concern – Need for development and competition with Lowood Public Swimming Pool The submission raised concern that there was no need for the proposed development and that the pool would compete with the recently refurbished Lowood Public Swimming Pool.
Officer comment Need typically forms part of an assessment or justification for development that is not anticipated by the planning scheme, to demonstrate that there is a need for the development that requires the use to occur despite the intended purpose the land. The consideration of need has not formed part of the assessment of the application. Officers consider that there are sufficient planning reasons to permit the use of land for a learn to swim centre as the land is co-located with other educational facilities. Planning decisions cannot be anti-competitive in nature, and officers do not consider that there are sufficient reasons to refuse the application on planning grounds that would warrant an assessment of need in this circumstance.

8.0 OTHER RELEVANT MATTERS

No other relevant matters have been considered as part of the application.

9.0 REASONS FOR THE RECOMMENDED DECISION

Council officers have undertaken the assessment of the application as required by section 45 of the *Planning Act 2016*. The assessment of the proposed development, subject to the imposition of the recommended development conditions, has determined it to be generally:

(a) consistent with the intention of the Somerset Region Planning Scheme;
(b) achieving the outcomes identified in the applicable assessment benchmarks for which the application was required to be assessed.

Should Council make an alternative decision for the application, Council must provide reasons for the decision to satisfy section 63(5) of the *Planning Act 2016*.

10.0 CONCLUSION

The proposed development is for a new swim school in proximity to existing schools within Lowood. The proposal has demonstrated compliance with acceptable outcomes of each of the applicable assessment benchmarks, or otherwise complied with the relevant performance outcomes.

It is recommended that the application be approved, subject to the imposition of reasonable and relevant conditions, as outlined in the schedules and attachments.

11.0 ATTACHMENT

1. Proposal plans
2. Noise impact assessment report
3. Site-based stormwater management plan
4. Traffic impact assessment
5. Draft infrastructure charges notice

RECOMMENDATION

THAT Council:

1. approve Development Application No. 23824 for a Development Permit for Material Change of Use for Indoor Sport and Recreation (Swim School) on land situated at 38 and 40 Prospect Street, Lowood, formally described as Lot 21 RP65946 and Lot 27 SP171552, subject to the recommended conditions and requirements contained in the schedules and attachments to this report.

2. publish the officer's report for this application to Council's website as the statement of reasons in accordance with section 63(5) of the *Planning Act 2016*.

SCHEDULE 1 – GENERAL CONDITIONS *Assessment Manager*		
No	**Condition**	**Timing**
1.1	Carry out the development generally in accordance with the material contained in the development application, supporting documentation, and the plans and documents listed below (including as amended in RED by Council), except where amended by these development conditions.	At all times.
	Existing Site and Demolition Plan (part of Cover Sheet), drawn by Neylan Architecture, reference 2207 DA.100 Issue C, dated 04/08/2023.	
	Proposed Site Plan, drawn by Neylan Architecture, reference 2207 DA.101 Issue C, dated 04/08/2023.	
	Proposed Swim School Floor Plan, drawn by Neylan Architecture, reference 2207 DA.102 Issue C, dated 04/08/2023.	
	Proposed Car Park Plan, drawn by Neylan Architecture, reference 2207 DA.103 Issue C, dated 04/08/2023.	
	Proposed Roof Plan, drawn by Neylan Architecture, reference 2207 DA.104 Issue C, dated 04/08/2023.	
	Proposed Elevations, drawn by Neylan Architecture, reference 2207 DA.105 Issue C, dated 04/08/2023.	
	Proposed Elevations, drawn by Neylan Architecture, reference 2207 DA.106 Issue C, dated 04/08/2023.	
	Proposed Sections, drawn by Neylan Architecture, reference 2207 DA.107 Issue C, dated 04/08/2023.	
	Noise Impact Assessment, prepared by Assured Environmental, reference 14463 R2, dated 09/08/2023.	
	Site Based Stormwater Management Plan, prepared by Milanovic Neale, reference C5569, dated 31/03/2023.	
1.2	A legible copy of this Development Approval, including the approved plans and documents bearing Council's stamp, must be available on the subject land for inspection.	During the construction phase.
	General	
1.3	The development must comply with the relevant provisions of the Somerset Region Planning Scheme (Version 4.2) and Local Laws, to the extent they have not been varied by this Development Approval.	At all times.
1.4	Pay to Council any outstanding rates or charges or expenses that are a charge over the subject land levied by Council, including any charges that are levied but not fully paid over the subject land.	Prior to the commencement of the use.
1.5	All development conditions of this Development Approval must be complied with at no cost to Council unless stated otherwise in any specific condition of approval.	At all times.
1.6	Repair any damage to existing infrastructure (e.g. kerb and channel, footpath, or roadway) that may have occurred as part of the development. Any damage that is deemed to create a hazard to the community must be repaired immediately.	At all times.

	Use of premises	
1.8	This Development Approval is for the purpose of an Indoor Sport and Recreation (Swim School) and may include any ancillary activities where these activities remain incidental to and necessarily associated with the approved uses.	At all times.
1.9	Provide the development generally in accordance with the following: (a) Indoor sport and recreation (court area)—598m^2 gross floor area; (b) Indoor sport and recreation (non-court area)—148m^2 gross floor area; (c) Area impervious to stormwater—2,403m^2.	At the commencement of the use.
1.10	Undertake the development in accordance with the following hours of operation: (a) Monday to Friday 7am to 6:30pm; (b) Saturday and Sunday 7am to 2pm.	At all times.
1.11	Loading and unloading activities occur during the following period: (a) 7am and 6pm Monday to Friday; and (b) 8am and 5pm Saturday and Sunday.	At all times.
	Amalgamation of land	
1.12	Lot 21 RP65946 and Lot 27 SP171552 are to be amalgamated by Plan of Subdivision into one parcel. This shall occur at no cost to Council.	Prior to the commencement of the use.
	Building design	
1.13	Construct the development generally in accordance with the colours, materials and finishes shown on the approved plans.	At the commencement of the use.
1.14	Install street numbering and any building name at the road frontage of the site, to enable identification by emergency services.	Prior to the commencement of use and to be maintained at all times.
1.15	The building and structures must be constructed of robust materials that are graffiti resistant.	At all times.
1.16	Retaining walls fronting the streetscape and adjoining Lot 91 SP331971 (Lowood High School) are to have rendered finishes and colours generally consistent with the colours of the building.	Prior to the commencement of use and to be maintained at all times.
	Landscaping, screening and amenity	
1.17	Protect all landscaped areas and pedestrian paths adjoining any car parking areas from vehicular encroachment by wheel stops or kerbing barrier approved by Council.	Prior to the commencement of use and to be maintained at all times.
1.18	Screen loading/unloading facilities, plant areas, refuse storage and other outdoor storage facilities on the site from direct view from any adjoining road or public space.	Prior to the commencement of use and to be

		maintained at all times.
1.19	Locate garbage bin areas, rainwater tanks, hot water tanks, gas bottles and air conditioners as per the approved plans, or otherwise in the rear or side setbacks, and include screening (e.g. fencing or landscaping) from view from any road frontage.	Prior to the commencement of use and to be maintained at all times.
1.20	Landscaping provided forward of the carpark (as annotated in RED on the approved plans) is to be provided as a combination of shrubs and trees that: (a) acts as a screen to the retaining wall; (b) has a maximum distance of 1 metres between plantings; (c) is grown to and maintained at a minimum 1.5 metres in height; and (d) incorporates a minimum 200L pot size tree adjoining the driveway ramp.	As part of operational works for landscaping.
1.21	Any graffiti on buildings, structures, or fences on the subject land visible from public viewing locations must be removed within 24 hours or upon direction by Council.	At all times
	Service connections	
1.22	Connect the development to the reticulated drinking water and wastewater networks in accordance with the standards and requirements of the South East Queensland Distributor-Retailer Authority, trading as Urban Utilities.	Prior to the commencement of the use and to be maintained at all times.
1.23	Connect the development to the reticulated electricity and telecommunications networks to the standards of the relevant service provider.	Prior to the commencement of the use and to be maintained at all times.
1.24	Remove any services made redundant as a result of the development and reinstate the land.	Prior to the commencement of the use.
SCHEDULE 2 – ENGINEERING *Assessment Manager*		
No	**Condition**	**Timing**
	General	
2.1	Make an Operational Work application to Council and pay the required fees where an application involves earthworks, erosion and sediment control, roadworks, carparking, landscaping, clearing, and stormwater drainage, required as stated in the following conditions.	Prior to the commencement of Operational Work.
2.2	All works are to be designed and constructed in accordance with the requirements of the *Somerset Region Planning Scheme.*	At all times.
2.3	Bear the costs of works carried out to Council and utility services infrastructure and assets, including any alterations and repairs resulting from compliance with these conditions.	At all times.

2.4	It is required that the design and construction of civil components of the Operational Work are to be certified by a Registered Professional Engineer Queensland (RPEQ), including: • Plans and specifications must be prepared and certified with the Operational Work application. • Certification that the works have been undertaken in accordance with the approved plans, specifications and to Council's requirements.	As part of operational works approval and construction.
	Landscaping	
2.5	The development site must be landscaped. The works must be undertaken in accordance with an operational works approval.	As part of operational works for landscaping works.
2.6	All entry statements, fences, batters, retaining walls and buffer/screen plantings must be located entirely within private land and not within the public road reserve.	At all times.
	Earthworks	
2.7	All earthworks to be constructed in accordance with *AS3798 Guidelines on earthworks for commercial and residential developments*. Fill material is to be placed, compacted, and tested by a suitably qualified inspection and testing organisation.	At all times.
2.8	Contaminated material must not be used as fill on the site. Any filling must be undertaken using inert materials only.	At all times.
2.9	Any fill, cut and other stored material must be contained within properties comprising the development application. Fill cannot be placed on adjacent properties without providing Council with written permission from the respective property owner(s).	At all times.
	Vehicle access	
2.10	All vehicular access for new allotments shall provide convenient and safe access and egress from the site in accordance with *Somerset Region Planning Scheme*.	At all times.
2.11	The landowner is responsible for construction and maintenance of vehicular access for the property, from the road carriageway to property boundary in accordance with *Somerset Region Planning Scheme*. Approval is to be sought from Council and the landowner must advise all potential purchasers accordingly.	At all times.
2.12	All construction vehicles shall enter and leave the site in a forward gear.	At all times.
2.13	Access to the site shall be designed for a light vehicle in accordance with *Austroads* design manual. Note: All waste collection is to be kerbside.	As part of operational works for car parking.
2.14	Provide on-site car parking for 37 vehicles in accordance with *Somerset Region Planning Scheme*.	Prior to the commencement of use and to be

	All car parking and circulation areas to be provided with sealed surface, line marking, or be otherwise designed in accordance with AS2890 and *Somerset Region Planning Scheme*.	maintained at all times.
2.15	Tandem parking spaces are to be line marked or sign posted as “staff only”.	Prior to the commencement of use and to be maintained at all times.
2.16	Provide secure bicycle parking and associated support facilities for a minimum of 8 bicycles in accordance with *Somerset Region Planning Scheme*.	Prior to the commencement of use and to be maintained at all times.
2.17	All pedestrian pathways shall be appropriately marked and signposted where they cross internal driveways.	Prior to the commencement of use and to be maintained at all times.
2.18	Construct and maintain the driveway, vehicle manoeuvring and parking areas of hard standing material such as concrete, bitumen or pavers in accordance with Australian Standards.	Prior to the commencement of use and to be maintained at all times.
	Stormwater	
2.19	Ensure stormwater drainage is delivered to a lawful point of discharge.	At all times.
2.20	Stormwater drainage and flows are to have no increase in peak discharge immediately downstream of this development for a selected range of storm durations, and a selected range of AEP’s up to the defined flood event.	At all times.
2.21	Stormwater drainage and flows are to have no actionable nuisance effect on adjoining, upstream, or downstream landholders.	At all times.
2.22	Stormwater drainage and flows are to have no increase in flood levels on adjoining land that may damage or adversely effect the value or potential use of the land.	At all times.
2.23	Design and construction of all stormwater drainage works must comply with the relevant sections of the *Queensland Urban Drainage Manual (QUDM)* and the *Somerset Region Planning Scheme*.	As part of operational works for stormwater.
2.24	Stormwater Drainage shall be constructed in general accordance with Milanovic Neale, Site Based Stormwater Management Plan, dated March 2023.	As part of the operational works application for stormwater works.
2.25	Containments or contaminated water must not be directly or indirectly released from the Premises to surface water or groundwater at or outside the premises except for:	At all times.

	(a) uncontaminated overland stormwater flow; or (b) uncontaminated stormwater to the stormwater system.	
	Erosion and sediment control	
2.26	Erosion and sedimentation controls shall be implemented in accordance with current IECA best practice, and shall be maintained to Council's satisfaction at all times during the course of the project. Should Council determine that proposed controls are ineffective or a downstream drainage system has become silted, the developer will: • Be required to install additional measures. • Be responsible for the restoration work. Should the developer fail to complete the works determined by Council within the specified time, the Council will complete the work and recover all costs from the developer associated with the work.	At all times.
2.27	Measures shall be applied to prevent site vehicles tracking sediment and other pollutants onto adjoining streets during the course of the project, and to prevent dust nuisance.	At all times during demolition and construction.
2.28	Prepare an Erosion and Sediment Control Plan designed by a Registered Professional Engineer Queensland (RPEQ). Implement all relevant sediment and erosion control measures and temporary fencing as identified on the approved engineering drawings as part of the operational works. All sediment control devices and sediment collection points shall be regularly monitored, sediment removed as necessary and devices maintained responsibly during construction and maintenance period of the development works.	As part of the lodgement of the operational works application.
2.29	Where vegetation is removed, the vegetation waste shall be disposed of by: i) Milling; ii) Chipping and/or mulching; iii) Disposal at an approved waste disposal facility. No incineration of vegetation or waste will be permitted at the site.	At all times.
2.30	All declared weeds and pests are to be removed from the subject land and kept clear of such nuisance varieties during the course of operations.	At all times.
SCHEDULE 3 – ENVIORNMENTAL HEALTH *Assessment Manager*		
No	**Condition**	**Timing**
	General	
3.1	The approved development shall not cause any adverse impact on the amenity of the neighbourhood by the emission of noise, vibration, odour, glare, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil or otherwise.	At all times.

3.2	Notwithstanding any other development condition of this Development Approval, this Development Approval does not authorise any release of contaminants that cause, or is likely to cause, an Environmental Nuisance or Environmental Harm.	At all times.
3.3	No change, replacement or operation of any plant or equipment is permitted if the change, replacement or operation of the plant or equipment increases, or is likely to substantially increase, the risk of environmental harm.	At all times.
3.4	All buildings, structures, fittings, fixtures, and grounds forming part of this development approval must be maintained: (a) in a serviceable condition; and (a) in a state of good repair and efficient action; and (b) in a clean, sanitary condition; and (c) free of accumulated disused materials; and (d) free of vermin and pest infestations.	At all times.
	Noise	
3.5	The approved development must be operated in accordance with the report titled 38 – 40 Prospect Street, Lowood: Noise Impact Assessment, Release: R2, prepared by Assured Environmental (the **approved acoustic report**).	At all times.
3.6	Construct a 1 m barrier along the western boundary of the site as described in Figure 3 of the approved acoustic report. The barrier is to be constructed gap free out of a material with a surface density of 12kg/m2 and is to be installed along the natural ground level on top of the retaining wall.	Prior to the commencement of use and to be maintained at all times.
3.7	Provide certification from a suitably qualified person, that the installation and construction of the acoustic barrier is in accordance with the approved acoustic report.	Prior to the commencement of use.
3.8	Mechanical plant must be selected, sited and installed so as to comply with the approved acoustic report.	Prior to the commencement of use and to be maintained at all times.
3.9	Provide certification from a suitably qualified person, that the selection, siting and installation of mechanical plant is in accordance with the approved acoustic report.	Prior to the commencement of use.
	Air	
3.10	No particulate matter or visible contaminant, including dust, smoke, fumes and aerosols likely to cause environmental harm is to emanate beyond the boundaries of the premises.	At all times.
	Light	
3.11	Light sources must be positioned and shielded, when necessary, to prevent light spillage causing a nuisance to any other premises outside the boundaries of the property to which this development permit relates.	At all times.
	Water	

3.12	Contaminants or contaminated water must not be directly or indirectly released from the premises or to the ground or groundwater at the premises except for: (a) uncontaminated overland stormwater flow; (b) uncontaminated stormwater to the stormwater system; (c) contaminants lawfully released to sewer; or (d) a release in accordance with a condition of this Development Approval.	At all times.
3.13	Releases to water must not cause any visible oil slick or other visible evidence of oil or grease, nor contain visible, grease, scum, litter or floating oil.	At all times.
3.14	Any spillage of contaminants must be cleaned up immediately by a method other than hosing or otherwise releasing the contaminants into stormwater drainage, a roadside gutter, waters or onto unsealed ground.	At all times.
3.15	Contaminants must be stored in such a manner to prevent contact with incident rainfall and overland flow of stormwater.	At all times.
	Waste	
3.16	All general waste produced as part of the operation of the development must be disposed of through either: (a) The number of standard waste services as determined by Council; or (b) A private agreement with a licensed waste disposal contractor through an exemption granted by Council.	At all times.
3.17	The approval holder must provide an impervious, screened area which is drained as required by Council, where all refuse bins are placed.	At all times.

SCHEDULE 4 – ADVICE *Assessment Manager*
This approval has effect in accordance with the provisions of section 71 of the *Planning Act 2016.*
Pursuant to section 85 of the *Planning Act 2016* the approval will lapse if first change of use does not happen within the currency period – being six (6) years starting the day the approval takes effect.
The applicant may make representations (change representations) about a matter in this development application within the applicant's appeal period under the process established in chapter 3, part 5, subdivision 1 of the *Planning Act 2016.*
The *Planning Act 2016* provides for a person to make a change to this development application outside the applicant's appeal period, following the process outlined in chapter 3, part 5, subdivision 2 of the Act.
The applicant has the right of appeal to the Planning and Environment Court regarding the conditions of this approval.
Parts of the Somerset Region are within Fire Ant Biosecurity Zones.

If you are working with organic materials, you are legally obliged to check the fire ant biosecurity zones and use fire ant-safe practices before moving them to a new location (*Biosecurity Regulation 2016*).

If you are unable to do so, you must apply for a biosecurity instrument permit.

Penalties can also apply to individuals and businesses that do not use fire ant-safe practices before moving materials.

It is a legal obligation to report any sighting or suspicion of fire ants within 24 hours to Biosecurity Queensland on 13 25 23.

The Fire Ant Biosecurity Zones as well as general information can be viewed on the DAF website www.daf.qld.gov.au/fireants

The *Aboriginal Cultural Heritage Act 2003* establishes a Duty of Care for Indigenous Cultural Heritage. This applies on all land and water, including freehold land. The Cultural Heritage Duty of Care lies with the person or entity conducting an activity.

Penalty provisions apply for failing to fulfil the Cultural Heritage Duty of Care.

Persons proposing an activity that involves additional surface disturbance beyond that which has already occurred at the proposed site need to be mindful of the Cultural Heritage Duty of Care requirement.

Details on how to fulfil the Cultural Heritage Duty of Care are outlined in the Cultural Heritage Duty of Care Duty Guidelines gazetted with the Act.

Council strongly advises that you obtain a copy of the Cultural Heritage Duty of Care Guidelines and seek further information on the responsibilities of proponents under the terms of the current Aboriginal Cultural Heritage Act.

Information about the cultural heritage duty of care is available at gld.gov.au/firstnations/environment-land-use-native-title/cultural-heritage/cultural-heritage-duty-of-care

An Infrastructure Charges Notice accompanies this Development Approval and Levied Charges are applicable. Details of the current value of the Levied Charge, how the Levied Charge was calculated, how the Levied Charge may be escalated, and when payment of the Levied Charge is required can be found on the Infrastructure Charges Notice or the accompanying information notice.

From 1 July 2014, Infrastructure Charges related to the water supply and wastewater network are given by and paid to the South East Queensland Distributor-Retailer Authority, trading as Urban Utilities, and are separate from this Development Approval and the accompanying Infrastructure Charges Notice.

Additional advice about the Infrastructure Charges Notice may be sought from Council's planning section, on (07) 5424 4000 or mail@somerset.qld.gov.au.

Authorisation to connect the approved development to the water supply and wastewater networks and for property service connections require a Water Approval from the South East Queensland Distributor-Retailer Authority, trading as Urban Utilities.

For the approval of a Plan of Subdivision, written evidence from Urban Utilities must be provided to Council to verify that the conditions of any necessary Water Approval have been complied with.

This Development Approval does not authorise the installation of advertising devices. Advertising devices (other than billboards or where particular overlays apply) are governed

by Council's *Local Law No. 1 (Administration) 2011* and *Subordinate Local Law No. 1.4 (Installation of Advertising Devices) 2011*. Advertising devices, other than 'permitted advertisements' (as that term is defined in the subordinate local law), require Local Law Approval prior to installation.
All works shall be carried out in accordance with the *Workplace, Health & Safety Act (as amended)* and the *workplace Health and Safety Regulation (as amended).*
Construction hours are 6:30 am to 6:30 pm Monday to Saturday, with no work to be undertaken on Sundays or public holidays. Noise levels from construction work shall at all times comply with the requirements of the *Environmental Protection Act 1994*.

Attachments for the Decision Notice include:

- Existing Site and Demolition Plan (part of Cover Sheet), drawn by Neylan Architecture, reference 2207 DA.100 Issue C, dated 04/08/2023.
- Proposed Site Plan, drawn by Neylan Architecture, reference 2207 DA.101 Issue C, dated 04/08/2023.
- Proposed Swim School Floor Plan, drawn by Neylan Architecture, reference 2207 DA.102 Issue C, dated 04/08/2023.
- Proposed Car Park Plan, drawn by Neylan Architecture, reference 2207 DA.103 Issue C, dated 04/08/2023.
- Proposed Roof Plan, drawn by Neylan Architecture, reference 2207 DA.104 Issue C, dated 04/08/2023.
- Proposed Elevations, drawn by Neylan Architecture, reference 2207 DA.105 Issue C, dated 04/08/2023.
- Proposed Elevations, drawn by Neylan Architecture, reference 2207 DA.106 Issue C, dated 04/08/2023.
- Proposed Sections, drawn by Neylan Architecture, reference 2207 DA.107 Issue C, dated 04/08/2023.
- Noise Impact Assessment, prepared by Assured Environmental, reference 14463 R2, dated 09/08/2023.
- Site Based Stormwater Management Plan, prepared by Milanovic Neale, reference C5569, dated 31/03/2023.

This completes the report for Development Application DA23824.

LOWOOD SWIM SCHOOL

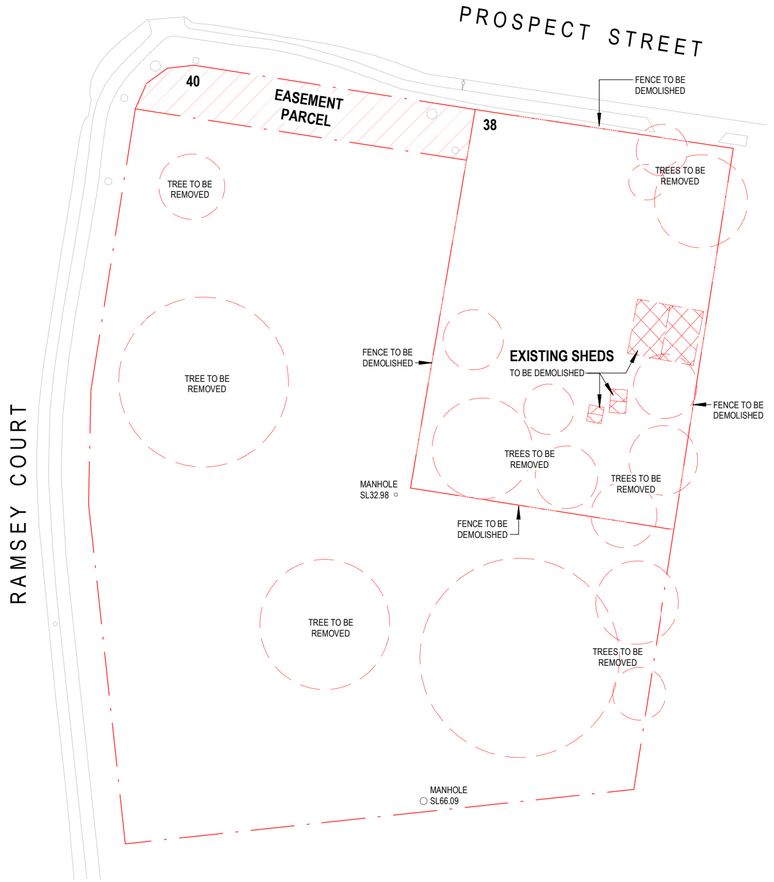
SITE INFORMATION

ADDRESS	38 - 40 PROSPECT STREET, LOWOOD QLD 4311
RPD	LOT 21 RP65946 & LOT 27 SP171552
LOCAL COUNCIL	SOMERSET REGIONAL COUNCIL
LOCALITY	LOWOOD
SITE AREA	5483m²
SITE COVER	829.9m² - 15.14%
IMPERVIOUS AREA	2403m²
LANDSCAPING AREA	756.2m²
CARPARKING	38 SPACES, INCLUDING 1 x PWD AND 1 x VAN

SHEET LIST

LOCALITY PLAN

1 : 500



EXISTING SITE & DEMOLITION PLAN

1 : 500

REVISIONS		
REV.	DESCRIPTION	DATE
A	DA ISSUE	18.04.2023
B	DA ISSUE - MINOR REV	18.05.2023
C	DA ISSUE	04.08.2023

NEYLAN ARCHITECTURE
"The Albion Fire Station" 42 Bridge Street Albion Queensland 4010
P: +61 7 3857 2044 F: +61 7 3857 0004 www.neylan.com.au

Client:
QUEENSLAND CHILD CARE SERVICES

Project:
LOWOOD SWIM SCHOOL

Location:
38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:
COVER SHEET

Project number	2207
Scale	1 : 500
Date	AUG 2023
Drawn by	EB
Checked by	KL
Sheet size	A2

Drawing No: DA.100

Issue No: C

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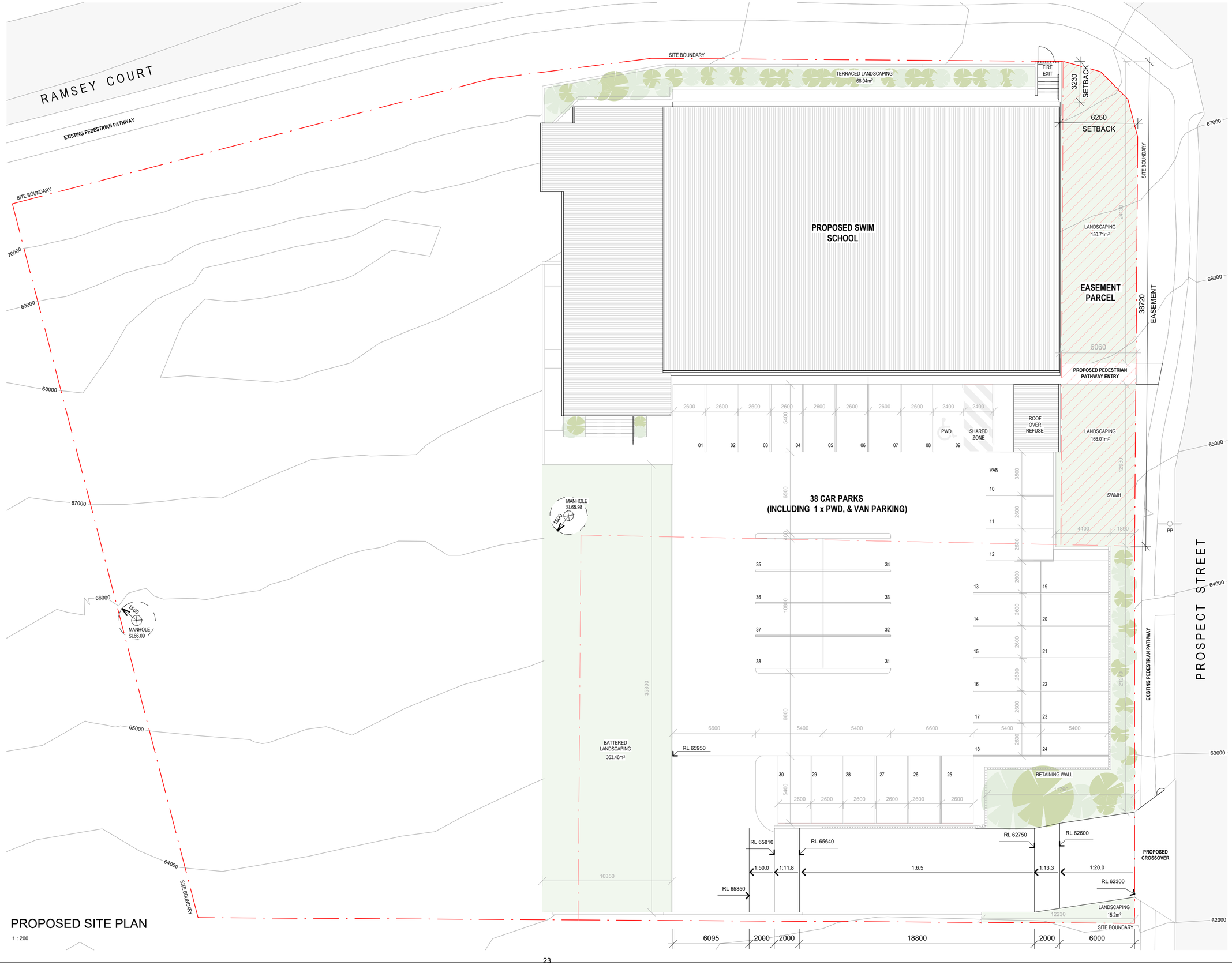

PROPOSED SITE PLAN

1 : 200

REVISIONS		
REV.	DESCRIPTION	DATE
A	DA ISSUE	18.04.2023
B	DA ISSUE - MINOR REV	18.05.2023
C	DA ISSUE	04.08.2023

NEYLAN ARCHITECTURE
"The Albion Fire Station" 42 Bridge Street Albion Queensland 4010
P: +61 7 3857 2044 F: +61 7 3857 0004 www.neylan.com.au

Client:

QUEENSLAND CHILD CARE SERVICES

Project:

LOWOOD SWIM SCHOOL

Location:

38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:

PROPOSED SITE PLAN

Project number	2207
Scale	1 : 200
Date	AUG 2023
Drawn by	EB
Checked by	KL
Sheet size	A2

Drawing No: DA.101

Issue No: C

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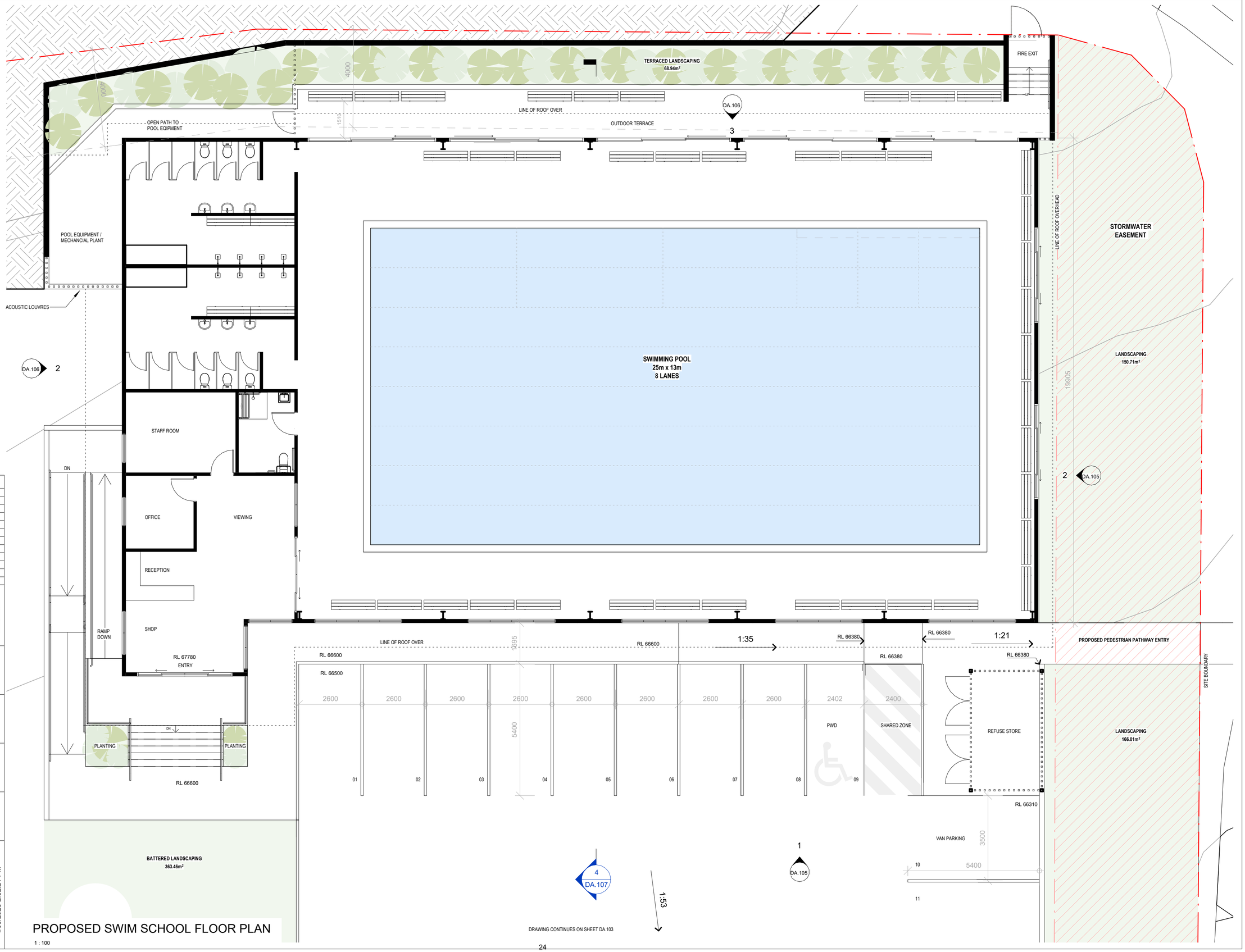

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REV.	DESCRIPTION	DATE
A	DA ISSUE	18.04.2023
B	DA ISSUE - MINOR REV	18.05.2023
C	DA ISSUE	04.08.2023

NEYLAN ARCHITECTURE
The Albion Fire Station 42 Bridge Street Albion Queensland 4010
P: +61 7 3857 2044 F: +61 7 3857 0004 www.neylan.com.au

Client:

QUEENSLAND CHILD CARE SERVICES

Project:

LOWOOD SWIM SCHOOL

Location:

38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:

PROPOSED SWIM SCHOOL FLOOR PLAN

Project number	2207
Scale	1 : 100
Date	AUG 2023
Drawn by	SM
Checked by	KL
Sheet size	A2

Drawing No: DA.102

Issue No: C

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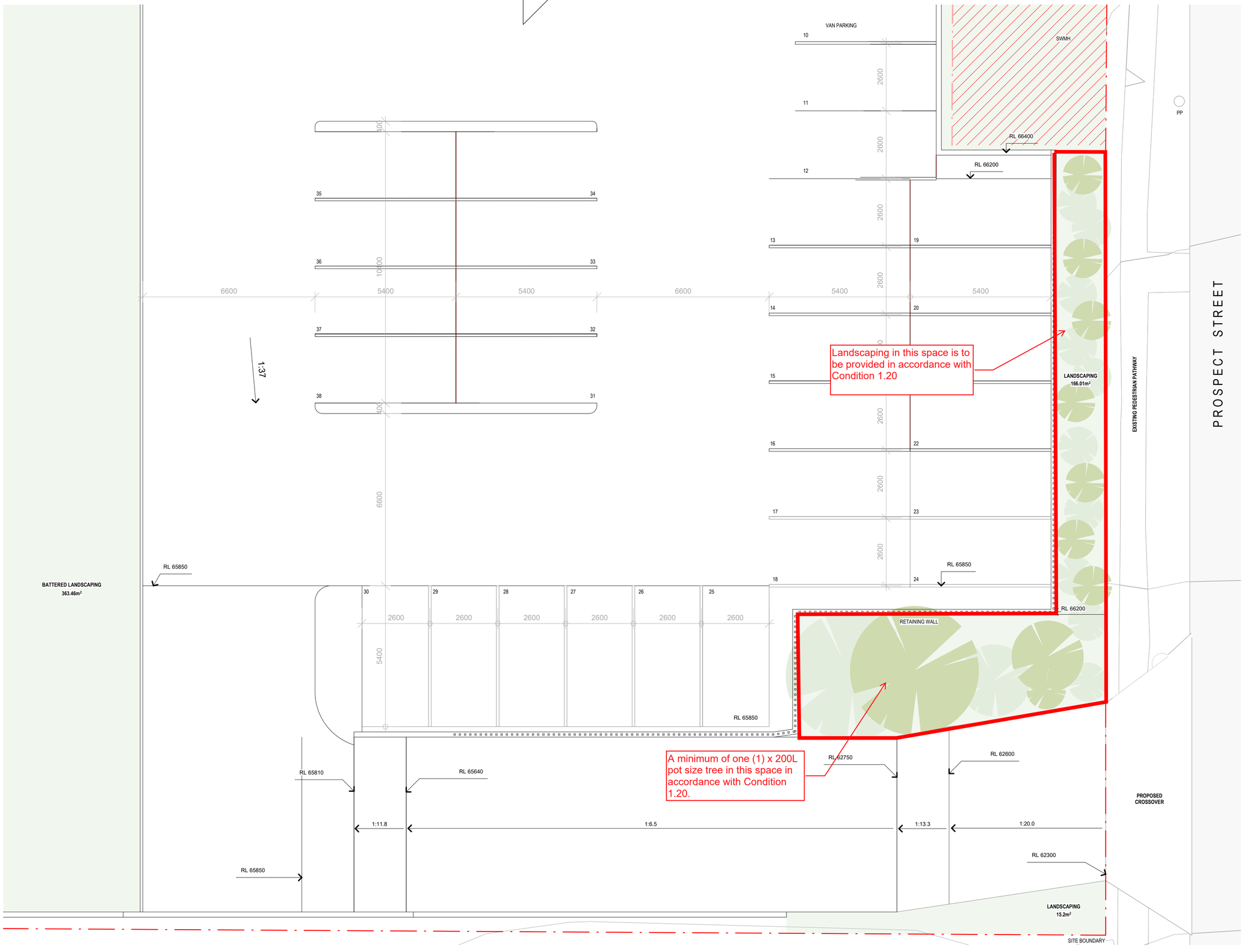
PROPOSED SWIM SCHOOL FLOOR PLAN

1 : 100

DRAWING CONTINUES ON SHEET DA.102



PROPOSEDCAR PARK PLAN

1 : 100

REVISIONS		
REV.	DESCRIPTION	DATE
A	DA ISSUE	18.04.2023
B	DA ISSUE - MINOR REV	18.05.2023
C	DA ISSUE	04.08.2023

NEYLAN ARCHITECTURE
The Albion Fire Station 42 Bridge Street Albion Queensland 4010
P: +61 7 3857 2044 F: +61 7 3857 0004 www.neylan.com.au

Client:
QUEENSLAND CHILD CARE SERVICES

Project:
LOWOOD SWIM SCHOOL

Location:
38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:
PROPOSED CAR PARK PLAN

Project number	2207
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Date	AUG 2023
Drawn by	KL
Checked by	KL
Sheet size	A2

Drawing No: DA.103

Issue No: C

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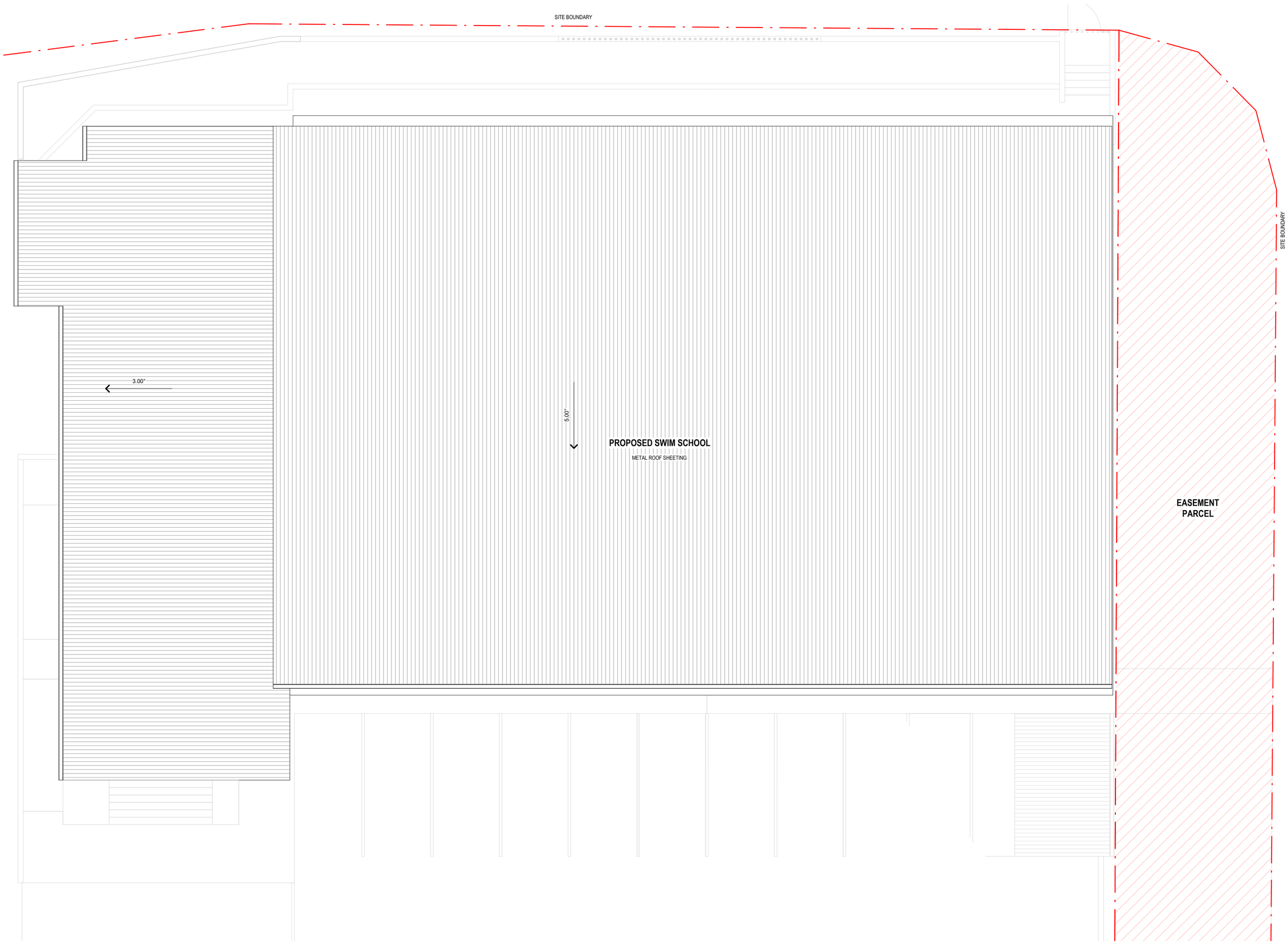


REVISIONS		
REV.	DESCRIPTION	DATE
A	DA ISSUE	18.04.2023
B	DA ISSUE - MINOR REV	18.05.2023
C	DA ISSUE	04.08.2023

NEYLAN ARCHITECTURE
"The Albion Fire Station" 42 Bridge Street Albion Queensland 4010
P: +61 7 3857 2044 F: +61 7 3857 0004 www.neylan.com.au

Client:

QUEENSLAND CHILD CARE SERVICES

Project:

LOWOOD SWIM SCHOOL

Location:

38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:

PROPOSED ROOF PLAN

Project number	2207
Scale	1 : 100
Date	AUG 2023
Drawn by	EB
Checked by	KL
Sheet size	A2

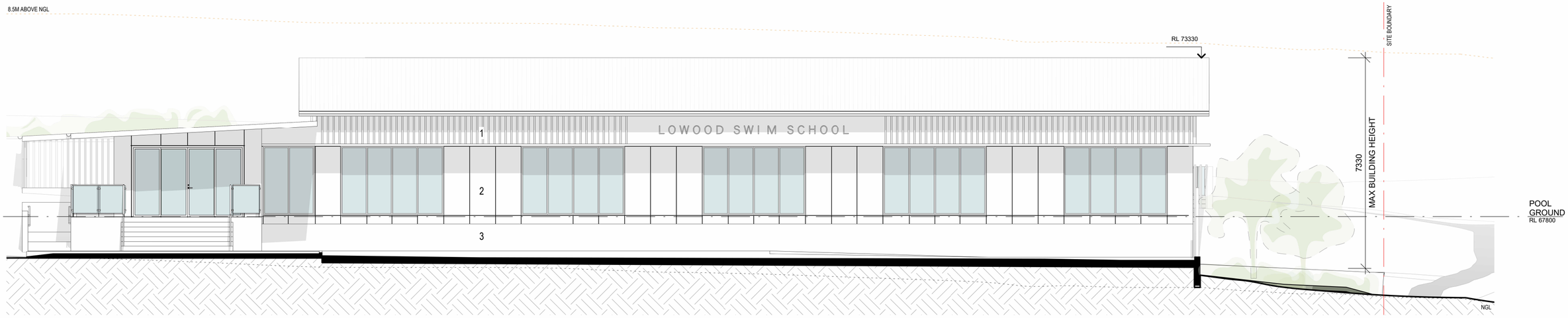
Drawing No: DA.104

Issue No: C

4/08/2023 2:52:23 PM

PROPOSED SWIM SCHOOL ROOF PLAN

1 : 100



PROPOSED SWIM SCHOOL EAST ELEVATION

1 : 100 REFER 1 - DA.102

PROPOSED SWIM SCHOOL NORTH ELEVATION

1 : 100 REFER 2 - DA.102

REVISIONS		
REV.	DESCRIPTION	DATE
A	DA ISSUE	18.04.2023
B	DA ISSUE - MINOR REV	18.05.2023
C	DA ISSUE	04.08.2023

NEYLAN ARCHITECTURE
"The Albion Fire Station" 42 Bridge Street Albion Queensland 4010
P: +61 7 3857 2044 F: +61 7 3857 0004 www.neylan.com.au

Client:
QUEENSLAND CHILD CARE SERVICES

Project:
LOWOOD SWIM SCHOOL

Location:
38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:
PROPOSED ELEVATIONS

Project number	2207
Scale	1 : 100
Date	AUG 2023
Drawn by	EB
Checked by	KL
Sheet size	A2

Drawing No: DA.105

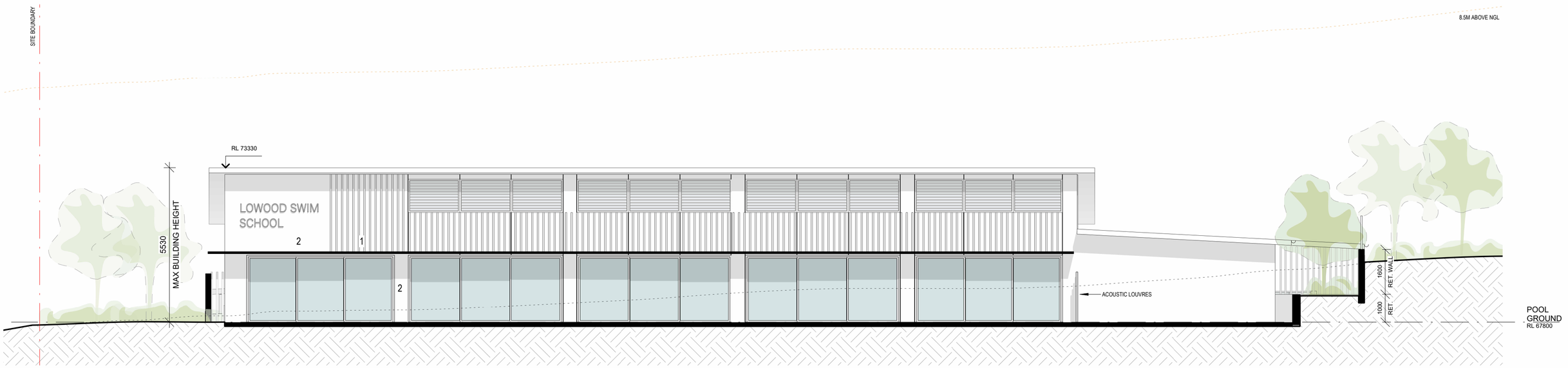
Issue No: C

4/08/2023 2:52:35 PM

Signage does not form part of this Development Approval. Advertising devices, other than ϕpermitted advertisementsô(as that term is defined in Subordinate Local Law No. 1.4), require Local Law Approval prior to installation.

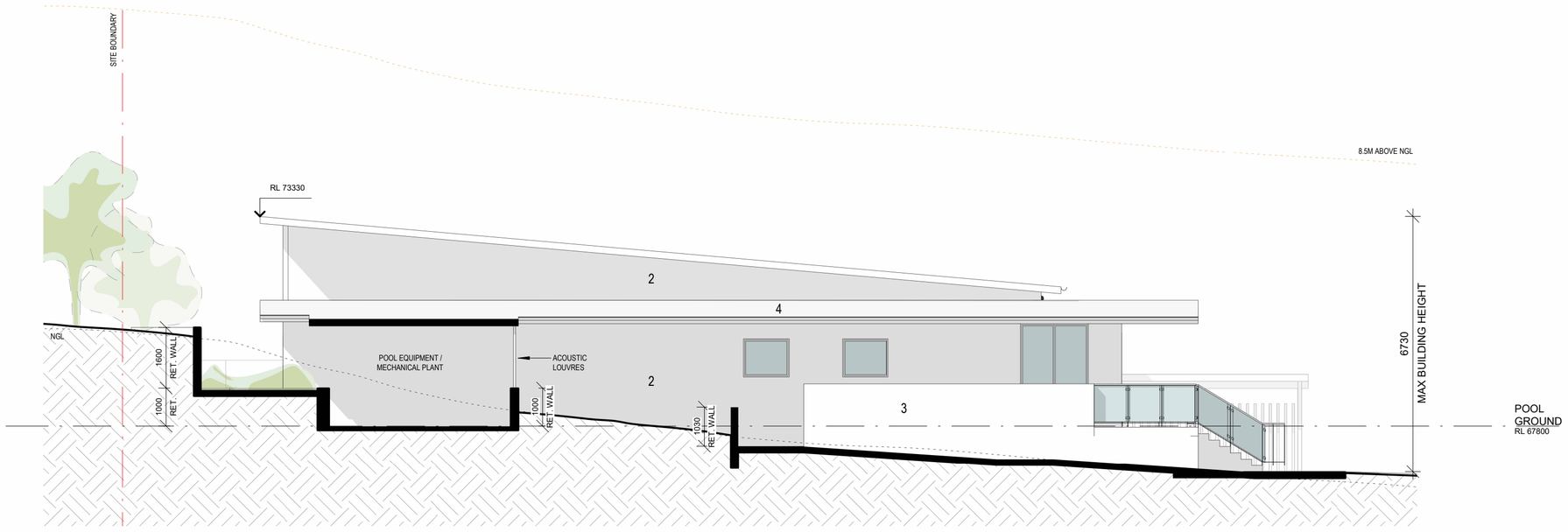
MATERIAL LEGEND

1. TIMBER LOOK ALUMINIUM BATTENS
2. FIBRO CEMENT SHEETING WITH EXPRESS JOINS
3. RENDERED BLOCK WALLS
4. LIGHT COLOURED METAL ROOF SHEETING



PROPOSED SWIM SCHOOL WEST ELEVATION

1 : 100 REFER 3 - DA.102



PROPOSED SWIM SCHOOL SOUTH ELEVATION

1 : 100 REFER 2 - DA.102

Signage does not form part of this Development Approval. Advertising devices, other than ôpermitted advertisementsô(as that term is defined in Subordinate Local Law No. 1.4), require Local Law Approval prior to installation.

MATERIAL LEGEND

1. TIMBER LOOK ALUMINIUM BATTENS
2. FIBRO CEMENT SHEETING WITH EXPRESS JOINS
3. RENDERED BLOCK WALLS
4. LIGHT COLOURED METAL ROOF SHEETING

REVISIONS

REV.	DESCRIPTION	DATE
A	DA ISSUE	18.04.2023
B	DA ISSUE - MINOR REV	18.05.2023
C	DA ISSUE	04.08.2023

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"The Albion Fire Station" 42 Bridge Street Albion Queensland 4010
P: +61 7 3857 2044 F: +61 7 3857 0004 www.neylan.com.au

Client:
QUEENSLAND CHILD CARE SERVICES

Project:
LOWOOD SWIM SCHOOL

Location:
38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:
PROPOSED ELEVATIONS

Project number	2207
Scale	1 : 100
Date	AUG 2023
Drawn by	EB
Checked by	KL
Sheet size	A2

Drawing No: DA.106

Issue No: C

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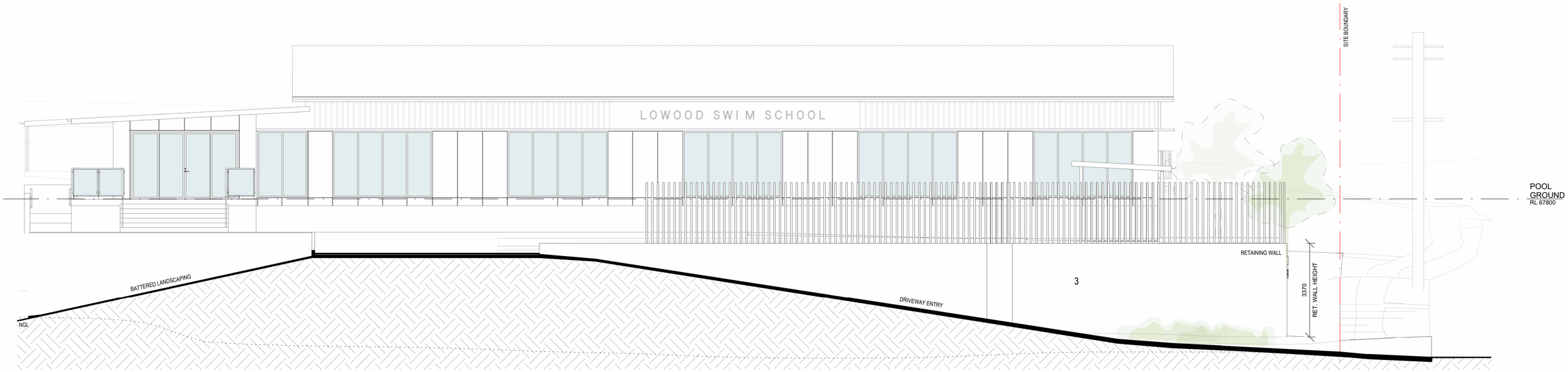

PROPOSED EASTERN SITE ELEVATION

1 : 100 REFER 1 -

REVISIONS		
REV.	DESCRIPTION	DATE
A	DA ISSUE	18.04.2023
B	DA ISSUE - MINOR REV	18.05.2023
C	DA ISSUE	04.08.2023

NEYLAN ARCHITECTURE
"The Albion Fire Station" 42 Bridge Street Albion Queensland 4010
P: +61 7 3857 2044 F: +61 7 3857 0004 www.neylan.com.au

Client:

QUEENSLAND CHILD CARE SERVICES

Project:

LOWOOD SWIM SCHOOL

Location:

38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:

PROPOSED SECTIONS

Project number	2207
Scale	1 : 100
Date	AUG 2023
Drawn by	EB
Checked by	KL
Sheet size	A2

Drawing No: DA.107

Issue No: C

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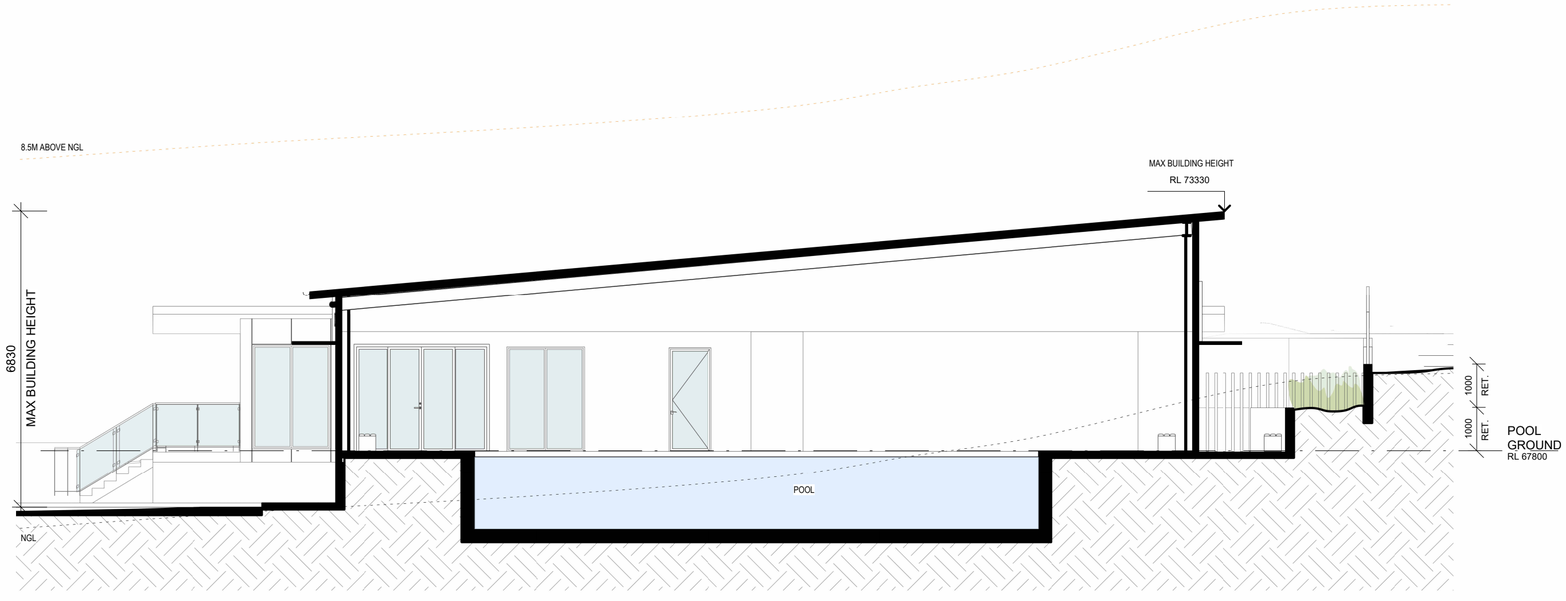

PROPOSED SWIM SCHOOL SECTION 01

1 : 100 REFER 4 - DA.102

Signage does not form part of this Development Approval. Advertising devices, other than ϕermitted advertisementsô(as that term is defined in Subordinate Local Law No. 1.4), require Local Law Approval prior to installation.

MATERIAL LEGEND

1. TIMBER LOOK ALUMINIUM BATTENS
2. FIBRO CEMENT SHEETING WITH EXPRESS JOINS
3. RENDERED BLOCK WALLS
4. LIGHT COLOURED METAL ROOF SHEETING

CORNER OF PROSPECT & RAMSEY ST PERSPECTIVE

MAIN ENTRY PERSPECTIVE

INTERNAL PERSPECTIVE

RAMSEY ST PERSPECTIVE

PROSPECT STREET PERSPECTIVE

CARPARK PERSPECTIVE

REVISIONS

REV.	DESCRIPTION	DATE
A	DA ISSUE	18.04.2023
B	DA ISSUE - MINOR REV	18.05.2023
C	DA ISSUE	04.08.2023

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P: +61 7 3857 2044 F: +61 7 3857 0004 www.neylan.com.au

Client:
QUEENSLAND CHILD CARE SERVICES

Project:
LOWOOD SWIM SCHOOL

Location:
38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:
PROPOSED PERSPECTIVES

Project number	2207
Scale	
Date	AUG 2023
Drawn by	EB
Checked by	KL
Sheet size	A2

Drawing No: DA.108

Issue No: C

4/08/2023 2:52:55 PM

38 – 40 PROSPECT STREET, LOWOOD: NOISE IMPACT ASSESSMENT

Project ID: 14463

9/08/2023

Release: R2

Prepared For:

Queensland Childcare Services Pty Ltd

Assured Environmental

DOCUMENT CONTROL PAGE

Project Title: 38 – 40 PROSPECT STREET, LOWOOD: NOISE IMPACT ASSESSMENT

Project Reference ID: 14463

Report Prepared by:

Assured Environmental
Unit 7/142 Tennyson Memorial Avenue
Tennyson, QLD, 4105

Report Prepared for:

Queensland Childcare Services Pty Ltd
1 / 58 Commercial Drive
Shailer Park, QLD, 4128

Author: Aiden Allen

Reviewer: Michelle Clifton

Table 1: History of Revisions

Revision	Date	Issued to	Changes
R0	14/04/2023	H. Watson	Initial Release
R1	27/07/2023	H. Watson	Somerset RFI
R2	9/08/2023	H. Watson	Somerset RFI

DISCLAIMER

Assured Environmental acts in all professional matters as a faithful advisor to the Client and exercises all reasonable skill and care in the provision of its professional services.

Reports are commissioned by and prepared for the exclusive use of the Client. They are subject to and issued in accordance with the agreement between the Client and Assured Environmental. Assured Environmental is not responsible for any liability and accepts no responsibility whatsoever arising from the misapplication or misinterpretation by third parties of the contents of its reports.

Except where expressly stated, Assured Environmental does not attempt to verify the accuracy, validity or comprehensiveness of any information supplied to Assured Environmental for its reports.

Reports cannot be copied or reproduced in whole or part for any purpose without the prior written agreement of Assured Environmental.

Where site inspections, testing or fieldwork have taken place, the report is based on the information made available by the client or their nominees during the visit, visual observations, and any subsequent discussions with regulatory authorities. The validity and comprehensiveness of supplied information has not been independently verified and, for the purposes of this report, it is assumed that the information provided to Assured Environmental is both complete and accurate. It is further assumed that normal activities were being undertaken at the site on the day of the site visit(s), unless explicitly stated otherwise.

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

1 INTRODUCTION

1.1 Background

The proposed development is for a Swim School at 38 – 40 Prospect Street, Lowood (Subject Site). The Swim School is part of a greater development that will include the construction of a future adjacent childcare centre. This report will only assess the noise impact from the swim school.

1.2 Scope of Assessment

Assured Environmental (AE) was appointed by Queensland Childcare Services Pty Ltd to undertake a noise impact assessment of the proposed Swim School Centre upon existing and approved sensitive uses.

The assessment has been undertaken in accordance with the following codes and policies:

- Somerset Regional Council Planning Scheme Policy; and
- Environmental Protection (Noise) Policy 2019.

In accordance with the requirements of the above codes and policies, computational modelling and first principal calculations have been undertaken to assess the potential for adverse amenity impacts as a result of the development.

1.3 This Report

This report summarises the methodology, results, and conclusions of the noise impact assessment.

1.4 Somerset Council Request for Information

1.4.1 7 July 2023

A Somerset Council Request for Information (RFI) was received on the 7 July 2023. A summary of RFI comments and responses by AE are provided in Table 2.

Table 2: BCC Comments and AE Responses

RFI comment	AE response
Noise measurement data	
Table 4 in Section 3.5 indicates that an average of 64dB(A) L_{eq} was measured during the day, evening and nighttime periods. Further review or clarification is required given that other descriptors indicate a decrease in noise levels measured from day to night.	An error was made during the analysis of the noise monitoring data. Section 3 has been updated and corrected.
Section 3.5 Table 4 L_{eq} noise levels also exceed the L1 noise levels which suggests inaccuracies and requires clarification or further review.	See comment above
Table 18 in Appendix B provides daily average noise levels measured, where it is also presented that 64dB(A) L_{eq} was measured during the day,	See comment above

RFI comment	AE response
evening and nighttime periods consistently throughout the monitoring period. This does not appear to be accurate given that an average of 64dB(A) L_{eq} does not appear to be reflected in the graphed values in Appendix B. Please provide further clarification.	
Graphed L_{eq} and L_{max} noise levels in Appendix B also appear to be mislabelled (dark blue and light blue graphs)	See comment above
Noise limits	
Table 9 in Section 4.2 establishes the external $L_{1,adj,1hr}$ noise limit at residences at night (value in brackets) specifies 52dB(A) $L_{1,adj,1hr}$ and does not align with a 7dB(A) façade loss and appears incorrect. Aligning with the 7dB(A) façade loss assumption, this should be 47dB(A) $L_{1,adj,1hr}$ externally.	$L_{1,adj,1hr}$ noise limit was updated to 47 dB(A) and has been reassessed in the report.
Noise impact assessment	
Section 5.4 notes that no detailed building plans were provided, however in Table 14 it is noted that the assessment carried out considers vertical area sources at glazed façade openings for internal children noise which were set to the height of the windows. Elevation layouts should be included in the Appendix, or if not submitted to Assured Environmental, specify the assumed window and building heights considered in the assessment.	Additional sectional details have been added to in Appendix A, which describes window height, area, and building dimensions. For the purposes of the modelling, it has been assumed that all windows and doors were open.
The assessment considers delivery van movements only occurring during the day between 7am and 6pm and no deliveries occurring during the evening or night time period between 6pm and 7am, based on the noise sources in Table 14. Please specify in the Noise Impact Assessment that no deliveries will occur during the evening and at night or are otherwise assessed during these time periods if deliveries can occur outside of 7am to 6pm	Report has been updated to state no delivery vans are to arrive during the evening or night
Provide justification for determining noise levels for the entire assessable day (11 hour), evening (4 hour) and night (9 hour) time periods, given that noise levels during shorter time periods will increase as the swim school can be occupied continuously during shorter time periods as per the proposed schedule in Table 3. In addition, clarify if consideration has been given to noise characteristics corrections (tonality, impulsiveness, etc) in accordance with the applied criteria.	The previous modelling was undertaken to represent the different groups of children expected throughout the day. Although each group operated for only a small percentage of the day, as described in the noise source table, each group was modelled as operating one after another, aside from a 3.5-hour period between 12:00 PM to 3:30 PM. This methodology was chosen as each group of children had a unique frequency, which may have had a different impact on the predicted results. It's also expected that during class and swimming, children will not speak, as they will either be listening or performing activities talking for the entire 1-hour period. As such, assessing the development as a period rather than 1 hour was considered

RFI comment	AE response
	representative of onsite activity. The modelling approach was updated to an hourly assessment using the loudest children (based on age group) operating at 100%. In regard to noise characteristics the following is identified - Child noise data in Association of Australian Acoustical Consultants – *Guideline for Child Care Centre Acoustic Assessment V 3.0, dated September 2020* does not identify any annoying characteristics or provide enough data to assess characteristics. - The type of mechanical plant has not been decided. Three pool pumps have been modelled with a sound power level of 70 dB(A), with no noise characteristics, which is typical. If required, assessment of mechanical plant can be conducted at a later date once equipment has been chosen. - No other sources have a noise characteristic are present
Provide clarification if consideration has been given to the assessment of outdoor noise levels for 1-hour time periods in accordance with the Acoustic Quality Objectives and if consideration has been given to noise characteristics corrections (tonality, impulsiveness, etc) in accordance with the criteria. As noted above, noise levels during shorter time periods will increase as the swim school can be occupied continuously during shorter time periods as per the proposed schedule in Table 3.	Report has been updated for a 1-hour assessment. Refer to the body of the report and above comments for more details.
References to childcare centre	
The Noise Impact Assessment references in Section 4.1.1 an existing childcare use on site, however no such use currently exists or is approved for the site. As such the reference to an existing childcare use onsite is required to be clarified as a potential future use.	An error was made, no childcare centre was assessed. A future childcare is proposed and has not been assessed cumulatively.

1.4.2 3 August 2023

A Somerset Council RFI was received on the 3 August 2023. A summary of RFI comments and responses by AE are provided in Table 2.

Table 3: BCC Comments and AE Responses

RFI comment	AE response
6.1 Mitigation – A 1m high acoustic barrier is recommended as described in Figure 3, however Figure 3 describes the height of the acoustic barrier as 1.5m. Clarification is required as to the intended height of the acoustic barrier.	Figure 3 has been updated, the barrier height is 1 m.
Location of pump equipment – It is not clear based on the plans provided where the pump equipment will be located. Based on the information provided it appears that the pool pump will be located outdoors and under a roof at the rear of the building. Typically, pump equipment for pools are located in an enclosure for acoustic attenuation. Clarification is required regarding the location of the pool pump equipment.	Pump equipment was modelled externally as the worst-case scenario. Subsequent discussion with the client has confirmed that the pumps will be located partially indoors with acoustic louvres to provide air flow. Updated plans are shown in Appendix A For the purposes of this assessment, pumps have been modelled outdoors to represent the worst-case scenario.
6.2 Predicted Results – the report states Table 17 displays L_{Aeq} and L_{AMax} however the assumed L_{AMax} column in Table 17 is labelled as LA1. Clarification is required if this has been mislabelled or why L_{A1} has been used.	Error was made in the original assessment, $L_{A1,1hour}$ is to be assessed according the EPP(Noise) (see Table 10)
Table 17, R11 – the criteria for R11 in Table 17 (Heights 1.6, 3, 4) are all 42. Clarification is required if this is an error.	R11 represented the nearby school. The criteria for school per the EPP(Noise) in Table 10 is 42 dB(A) $L_{Aeq,adj.1hr}$, which is for all periods.

2 PROPOSED DEVELOPMENT

2.1 Site Location

The proposed development will be located at 38 – 40 Prospect Street, Lowood on two Lots (Lot 27 on SP171552 and Lot 21 on RP655946). Figure 1 presents the site location, land use zoning, and sensitive receptors relevant to this Project. The Subject Site, along with the lots immediately to the west, south and north are zoned as general residential. The lot to the east of the site is the Lowood State High School and is zoned as community facilities.

2.2 Receptors

Table 1 and Figure 1 outlines the closest sensitive receptors to the Subject Site. For this assessment, all receptors are assessed at four heights, 1.5 m, 1.6 m, 3 m and 4 m, to represent a range of house types, including on-stilts, one-storey, and two-story buildings. It's acknowledged that this is a conservative assumption as not all buildings are two-storey or on stilts.

Table 4: Sensitive Receptors

ID	Location (UTM Zone 56)		Land Use
	X	Y	
R01	458616	6961691	General Residential
R02	458570	6961659	General Residential
R03	458568	6961676	General Residential
R04	458566	6961692	General Residential
R05	458564	6961716	General Residential
R06	458566	6961764	General Residential
R07	458585	6961801	General Residential
R08	6961797	458610	General Residential
R09	458649	6961792	General Residential
R10	458669	6961788	General Residential
R11	458676	6961724	Community Facilities/School

2.3 Development Description

The proposed Swim School will cater to different age groups with scheduled classes throughout the day. Table 5 outlines the proposed swim school operations.

Table 5: Existing and Proposed Operations

Parameter	Details
Number of children	- 0yrs to 2yrs – 12 children - 2yrs to 3yrs – 9 children - 3yrs to 6yrs – 20 children - 6+ yrs – 25 children
Number of staff	13
Parking spaces	38
Operating hours	7:00 AM to 6:30 PM Monday to Friday

Parameter	Details
	7:00 AM to 12:00 PM Saturday and Sunday
Schedule	7:00 AM to 8:30 AM for school aged children 8:00 AM to 12:00 PM for children under 5 years 3:30 PM to 6:30 PM for school aged children.

The proposed plans are provided in Appendix A.

2.4 Terrain

Terrain was obtained from QLD globe 5 m contours, which is summarised in Figure 2.

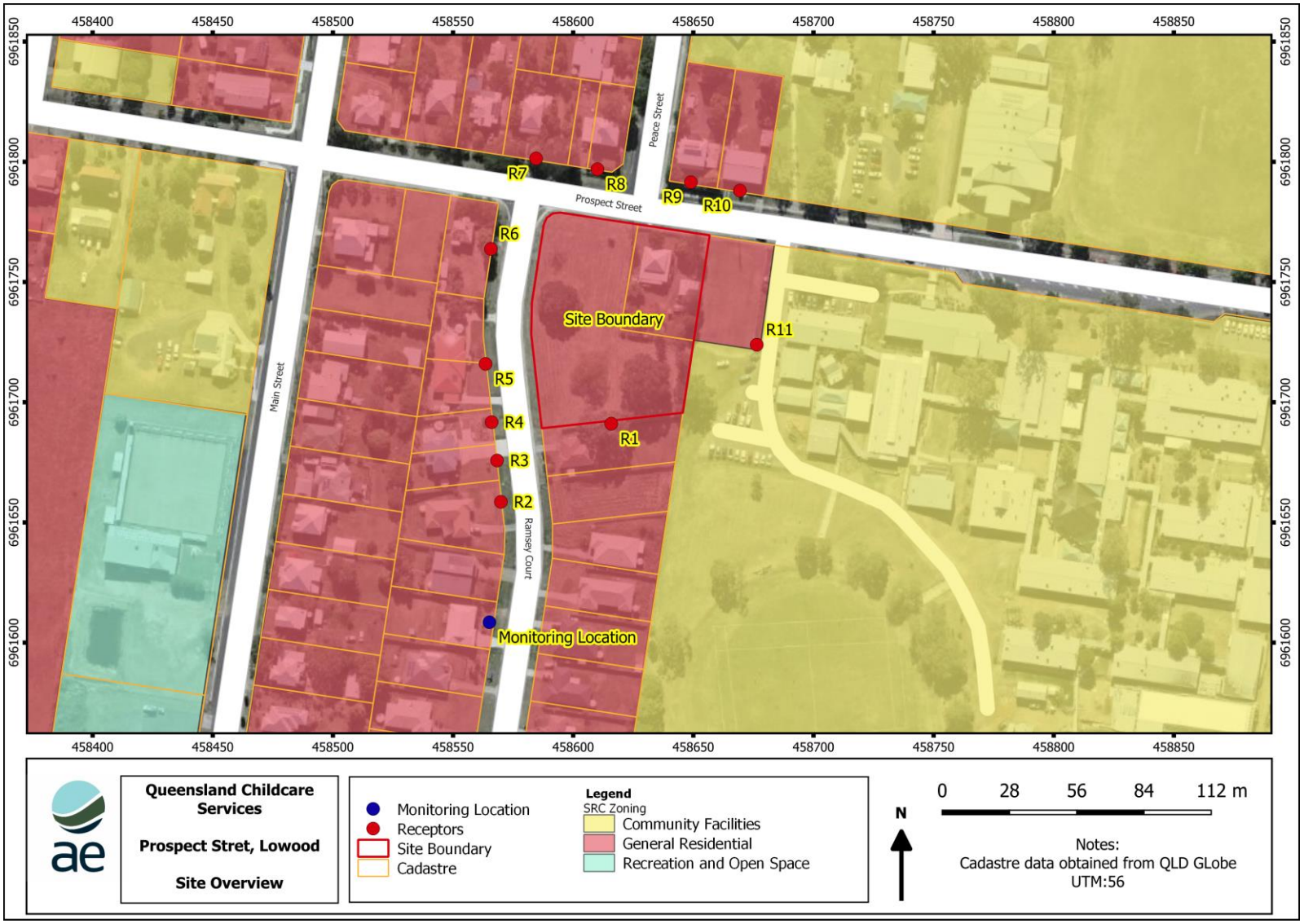


Figure 1: Site Location, Land Use Zoning and Sensitive Receptors

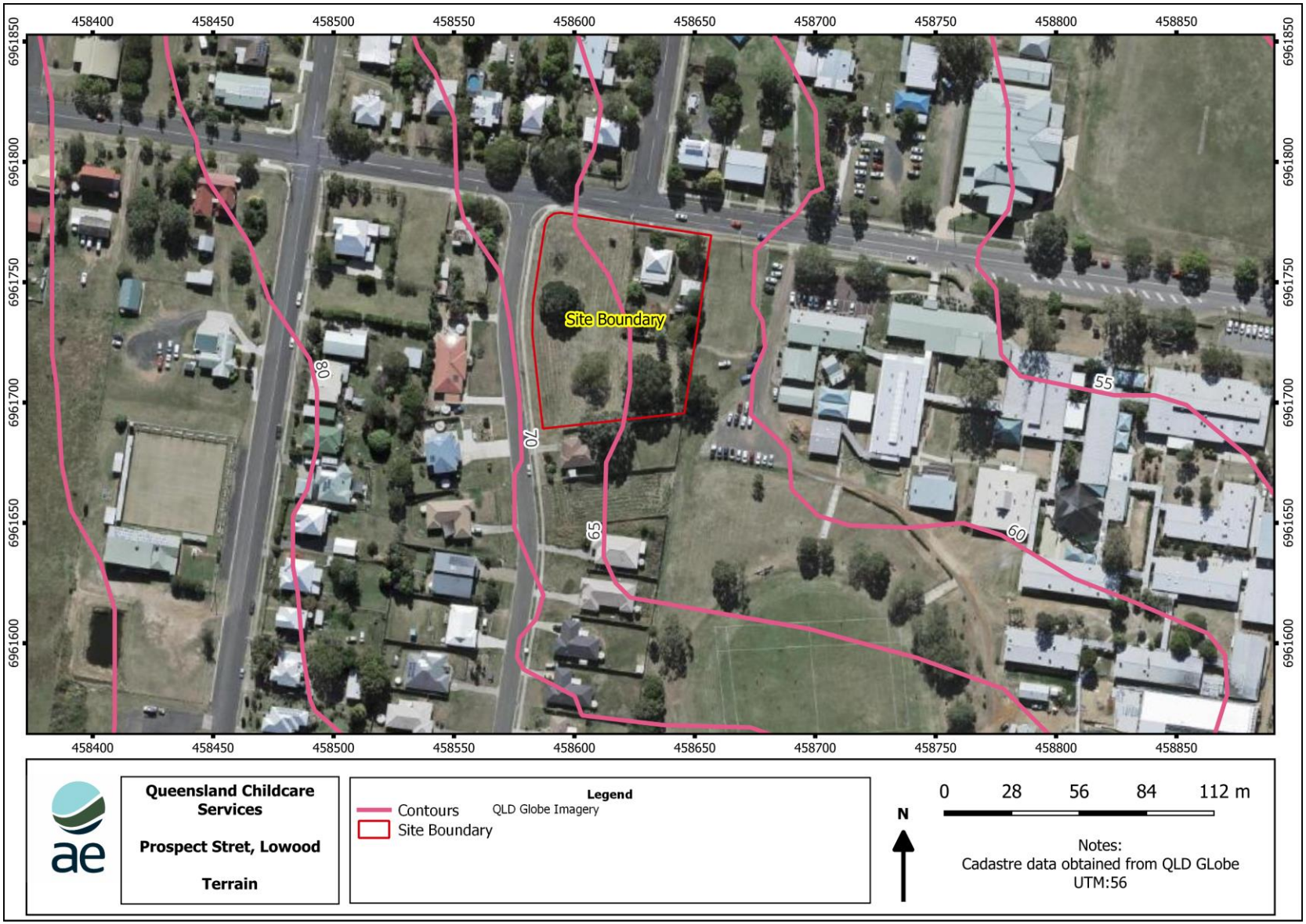


Figure 2: Terrain at 5 m Intervals

3 EXISTING ENVIRONMENT

3.1 Methodology

Noise measurements were undertaken in accordance with the requirements of *Australian Standard AS 1055-2018 'Acoustics – Description and measurement of environmental noise'* using a Type 2 environmental noise logger. The instrument was situated in a free-field position and an averaging time of 15 minutes adopted for the monitoring. The microphone was positioned at a height of 1.2 metres above ground level and fitted with a windshield throughout the measurements.

3.2 Monitoring Locations

Background noise monitoring was undertaken at 16 Ramsey Ct, Lowood from 25 October to 3 November 2022 as shown in Figure 1. The monitoring location was selected to provide background noise levels representative of nearby sensitive receptors. Review of the noise data identified that the adjacent outdoor air conditioning condenser had an impact on the nighttime monitoring between 25/10/2023 at 4:00 PM to 28/10/2023 at 23:45 PM. As such, this data was excluded from the analysis.

3.3 Weather Affected Bias

Noise monitoring has a potential to be affected by rainfall and wind speeds above 5 m/s. Review of meteorological data from a co-located weather station indicates that seven hours were affected by rainfall or high wind speeds. These periods were excluded from the analysis to minimise the potential for weather related bias in the monitoring results.

3.4 Equipment

The serial numbers and calibration information for the instruments used are presented in Appendix B.

3.5 Summary of Noise Measurement Data

A summary of the noise monitoring data by period are presented in Table 6. The time history of noise measurements is presented in Appendix B.

Rated Background Levels (RBLs) values are generally consistent of a rural residential zone. A review of the 1/3 octave spectrum for each period, identified an increase between 1 kHz and 5 kHz, which is mostly associated with bird and insect noise. The noise monitoring data has been adjusted to remove the influence of extraneous noise; the influence of extraneous noise was calculated at 0.1 dB(A) during the daytime and evening period

Table 6: Overall Noise Measurement Data

Period	L_{max}	L_1	L_{10}	L_{90}	L_{eq}	RBL
Day (7 AM - 6 PM)	86	59	50	39	50	37
Evening (6 PM - 10 PM)	89	54	44	35	46	32
Night (10 PM - 7 AM)	82	48	40	30	43	26

4 PLANNING SCHEME AND ASSESSMENT CRITERIA

4.1 Somerset Regional Council Planning Scheme Policy – Zone Codes

The Subject Site is located within the Somerset Regional Council. As such, the Somerset Regional Council Planning Scheme version 4 has been used to assess the proposed Swim School.

The Subject Site is located within a general residential zone, whilst the identified sensitive receptors are located within the following SRC zone codes:

- General residential; and
- Community facilities

Table 7 to Table 9 present the relevant noise criteria for each zone code being assessed.

Table 7: Somerset Regional Council Planning Scheme – General Residential Zone Code

For assessable development	
Amenity	
Performance outcomes 8 (PO8)	Acceptable outcomes (AO8.1)
Development does not result in exposure of *sensitive land use* to industrial air, noise, and odour emission that impact on human health, amenity, and well-being.	Development is designed to ensure that: a) the indoor noise objective set out in the *Environment Protection (Noise) Policy 2008* are met; and b) the air quality objectives in the *Environmental Protection (Air) Policy 2008* are met.
	Acceptable outcomes (AO8.2)
	Noxious and offensive odours are not experienced at the location of a *sensitive land uses*

Table 8: Somerset Regional Council Planning Scheme – Emerging Communities Zone Code

For assessable development	
Amenity	
Performance outcomes 8 (PO8)	Acceptable outcomes (AO8)
The design, location and operation of development does not result in any undue adverse impact on the amenity of the locality, having regard to: (a) hours of operation; (b) lighting; (c) noise; (d) dust, odour, and other airborne emissions; (e) public health and safety; (f) traffic generation; (g) the use of *advertising devices*; (h) visual amenity; and (i) overlooking and privacy.	No acceptable outcome provided.

Table 9: Somerset Regional Council Planning Scheme – Centre Zone Code

For assessable development	
Amenity	
Performance outcomes 7 (PO7)	Acceptable outcomes (AO7)
The design, location and operation of development does not result in any undue adverse impact on the amenity of the locality, having regard to: (a) hours of operation; (b) lighting; (c) noise; (d) dust, odour, and other airborne emissions; (e) public health and safety; (f) traffic generation; (g) the use of *advertising devices*; (h) visual amenity; and (i) overlooking and privacy.	No acceptable outcome provided.

There are no acceptable outcomes for emerging communities and centre uses, as such the EPP (Noise) 2019 criteria has been applied to all sensitive receptors.

4.2 Environmental Protection (Noise) Policy 2019

The Environmental Protection (Noise) Policy 2019 supersedes the 2008 policy referenced in AO8 in Table 7. The EPP (Noise) 2019 provides acoustic quality objectives for a range of receptors with respect to the potential impact of an activity upon on the health and well-being and biodiversity of the receptors. Specifically, the objectives are intended to enhance or protect the following environmental values:

- The qualities of the acoustic environment that are conducive to protecting the health and biodiversity of ecosystem.
- The qualities of the acoustic environment that are conducive to human health and wellbeing, including by ensuring a suitable acoustic environment for individuals to do any of the following:
    - sleep
    - study or learn
    - be involved in recreation, including relaxation and conversation.
    - The qualities of the acoustic environment that are conducive to protecting the amenity of the community.

Table 10 presents a summary of the acoustic quality objectives applicable to the receptors surrounding the Project.

Table 10: Noise Emission Criteria – EPP (Noise) 2019

Sensitive receptor	Time of day	Acoustic quality objectives (measured at the receptor) *dB(A)*			Environmental value
		$L_{Aeq,adj,1hr}$	$L_{A10,adj,1hr}$	$L_{A1,adj,1hr}$	
Residence (for outdoors)	Daytime and evening	50	55	65	health and wellbeing

Sensitive receptor	Time of day	Acoustic quality objectives (measured at the receptor) *dB(A)*			Environmental value
		$L_{Aeq,adj,1hr}$	$L_{A10,adj,1hr}$	$L_{A1,adj,1hr}$	
Residence (for indoors)	Daytime and evening	35	40	45	health and wellbeing
	Night-time	30 (37)	35 (42)	40 (47)	health and wellbeing (ability to sleep)
Commercial and retail activity (for indoors)	When the activity is open for business	45 (52)	-	-	health and wellbeing (ability to converse)
library and educational institution (including a school, college and university) (for indoors)	when open for business or when classes are being offered	35 (42)			health and wellbeing

Note: Brackets ( ) denote the external noise criteria assuming a 7 dB(A) façade transmission loss.

4.2.1 Background Creep

In addition to the above acoustic quality objectives, the EPP (Noise) 2019 requires that, where reasonable to do so, background creep should be prevented or minimised [Section 9(2)(b)]. While specific noise limits to achieve this outcome are not provided in the EPP (Noise) 2019, reference is made to the previous objectives provided in the now repealed EPP (Noise) 2008 as follows:

(a) for noise that is continuous noise measured by $L_{A90,T}$—more than nil dB(A) greater than the existing acoustic environment measured by $L_{A90,T}$; or

(b) for noise that varies over time measured by $L_{Aeq,adj,T}$—more than 5 dB(A) greater than the existing acoustic environment measured by $L_{A90,T}$.

Given the results of the baseline noise monitoring (see Section 3), Table 11 below presents indicative noise level targets that may be considered appropriate to prevent or minimise background creep at nearby sensitive uses.

Table 11: Noise Level Targets for the Prevention of Background Creep

Parameter	Assessment Criteria (dB(A))		
	Day	Evening	Night
Continuous Noise ($L_{A90,T}$)	36	30	26
Variable Noise ($L_{Aeq,adj,T}$)	36+5=41	30 + 5 = 35	26 + 5 = 31

5 NOISE IMPACT ASSESSMENT

5.1 Noise Modelling Methodology

For the purposes of predicting impacts associated with noise emissions from the Subject Site on nearby sensitive receptors, noise modelling of the sources was completed using the proprietary software CadnaA (version 2023 build 195.5312) developed by DataKustik. CadnaA incorporates the influence of meteorology, terrain, ground type and air absorption in addition to source characteristics to predict noise impacts at receptor locations. All predictions have been undertaken in accordance with CONCAWE.

5.2 Model Configuration

Table 12 below outlines the key model configuration settings utilised the noise model.

Table 12: Modelled Meteorological Conditions

Parameter	Approach
Standards	CONCAWE
Time Periods	Day (07:00 – 18:00 hours) Evening (18:00 – 22:00 hours) Night (22:00 – 07:00 hours)
Digital Terrain	QLD Globe 5 m contours
Ground Absorption	Default absorption for hard surface. Aerial mapping used to include soft ground.
Meteorology	Day and Evening: Stability class D at 3 m/s Night: Stability class F at 2 m/s Worst case source to receptor
Receptors	1.5 metre elevation above ground level and first floor where applicable at the façade of the affected dwelling. Where the property is on stilts, the height has been increased to reflect ground floor height of each property.

5.3 Noise Sources

Operational noise sources associated with the Swim School are expected to include vehicle movements (associated with drop-off and collection of children from the facility), fixed plant noise (associated with air conditioning and pool pumps), goods deliveries, and children-related noise.

The following has been assumed for the site.

- Trip generation numbers were provided in an email dated 2 March 2023, and includes the following.

  The weekday traffic generation for the Swim School (734 m^2 GFA) is expected to be in the order of:

  19 trips during the weekday AM peak hour period.

  37 trips during the weekday PM peak hour period.

- Mechanical plant is located outdoors along the side of the building. The quantity and SWL were not provided by the client. As such, these properties were assumed based on conservative engineering judgment.
- The client has stated that refuse is collected from the curb, therefore refuse collection will not be assessed.
- No delivery vans are to operate during the evening and night period.
- The Swim School is located within a building. To accurately assess the impact, only the windows were modelled as vertical area sources with no transmission loss. The location of the windows, sizes and whether they are fully openable is shown in the development plans in Appendix A. These vertical areas sources were then assigned an operation time and SWL.
- It's understood that there will be a childcare centre being constructed in the future adjacent to the site. This report will only assess the impact form the swim school.
- Sound power levels for groups of children has been based on the *Association of Australian Acoustical Consultants – Guideline for Child Care Centre Acoustic Assessment V 3.0*, dated September 2020. The guideline does not assign any annoying characteristics to children noise; therefore, no adjustments have been added.

Table 15 outlines all noise sources modelled as part of this noise impact assessment. It's assumed all children during lessons will be making noise at the same time. Figure 3 presents the location of the noise sources.

Plans were obtained from the following document.

- 2207 - LOWOOD CHILDCARE AND SWIM SCHOOL dated FEB 2022

5.4 Building Construction

Building materials were not provided, as such, the following assumptions were made as outlined in Table 13.

Table 13: Assumed Building Construction

Building Component and Reference	Description
Walls	Hard smooth unpainted concrete
Window	6 mm Glass
Roof	Hard smooth unpainted concrete
Floor	Hard smooth unpainted concrete
Swimming pool	Water surface

Absorption for the room was calculated using general formulae found in Bies and Hansen "*Engineering and Noise Control*". The average absorption for the room was calculated to be α =0.04, which is typical of large empty room with hard reflective surfaces.

For the purpose of the assessment, the average room absorption provided in Table 14 has assumed the following:

- Due to the complexity of the Swim School, absorption from patrons and other objects have not been included and it has been assumed building is empty, which is considered worst case scenario; and
- It's assumed that the windows are closed for the purpose of assessing the room absorption only, which is the worst case.

Table 14: Absorption Calculations

Name	Octave Spectrum (dB)						A_w
	125	250	500	1000	2000	4000	
Overall, Room Absorption	0.08	0.05	0.04	0.04	0.05	0.05	0.04

As stated above, to assess internal absorption/reverberation time, all windows and doors were modelled as closed. To predict noise levels at the nearest sensitive receptors, all windows and doors were modelled as opened, or no transmissions loss, whether they could be open or not. Windows or doors were modelled using vertical area sources attached to the wall. Modelling was preformed this way to ensure the more conservative approach was taken. Where mitigation is required

Table 15: Noise Sources

Component	Source	Qty	Height above ground level (m)	Acoustical Usage per 1 hour (%)			Sound Power Level dB(A)		Noise Characteristics/ comments
				Day	Evening	Night	L_{Aeq}	L_{A1}	
Internal	Children – 6 + years	25	-[b]	100	50 [e]	0	91	-	No noise characteristics
External	Delivery Van Movement	1	1	1 / hour	-	-	86	-	No noise characteristics
	Car movements	1	1	37 / hour	37 / hour	13 / hour [a]	80 per vehicle	-	No noise characteristics
	Car door slam [c]	2	0.5	-	-	7 [d]	-	91	No noise characteristics
	Car Movement Max	2	0.5	-	-	7 [d]		90	No noise characteristics
	Pool Pump	3	0.5	100	100	100	70	-	-

a) Including staff movements prior to 7:00 AM
b) In CadnaA, internal noise source heights cannot be set. Modelled as vertical area sources to represent noise emanating from the building structure. Building height, and therefore vertical area source, which were set to the height of the windows.
c) Located in the closest parking bay to the nearest sensitive receptors
d) 24 seconds per maximum even which is considered conservative
e) Evening operation is until 6:30 therefore assume 50% operating during the evening

Table 16: Internal Absorption Coefficients

Components	Building construction	Octave Spectrum (dB)					
		125	250	500	1000	2000	4000
Floor	Smooth unpainted concrete	0.01	0.01	0.02	0.02	0.02	0.05
	Pool – water surface	0.01	0.01	0.01	0.02	0.02	0.03
Roof	Smooth unpainted concrete	0.01	0.01	0.02	0.02	0.02	0.04
Walls	Smooth unpainted concrete	0.01	0.01	0.02	0.02	0.02	0.05
Windows	Glass and glazing – 6mm glass	0.10	0.06	0.04	0.03	0.02	0.02

Notes: Construction absorption based on closest construction in AE database

Table 17: Transmission Loss

Components	Building construction	Octave Spectrum (dB)					
		125	250	500	1000	2000	4000
Windows	Glass and glazing – 6 mm glass	18	25	30	34	35	23

Notes: Construction absorption based on closest construction in AE database

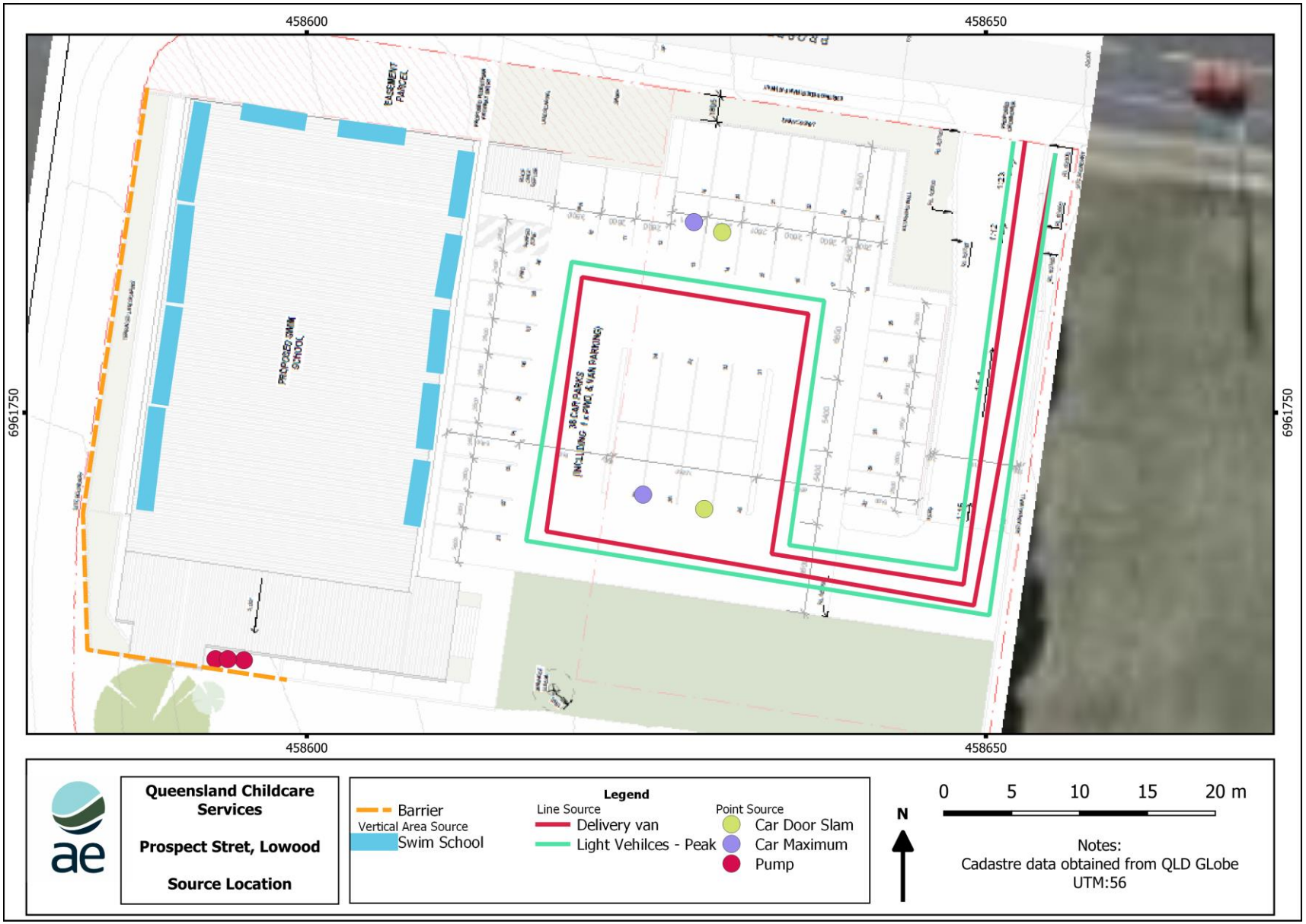


Figure 3: Location of Noise Sources and Barriers

6 PREDICTED RESULTS

6.1 Mitigation

The predicted noise levels are based on the following noise controls:

- A 1 m barrier a described in Figure 3. The barrier is to be constructed gap free out of a material with a surface density of 12 kg/m^2. The barrier is to be installed along the natural ground level on top of the retaining wall, see Figure 4 for a 3D visual representation:

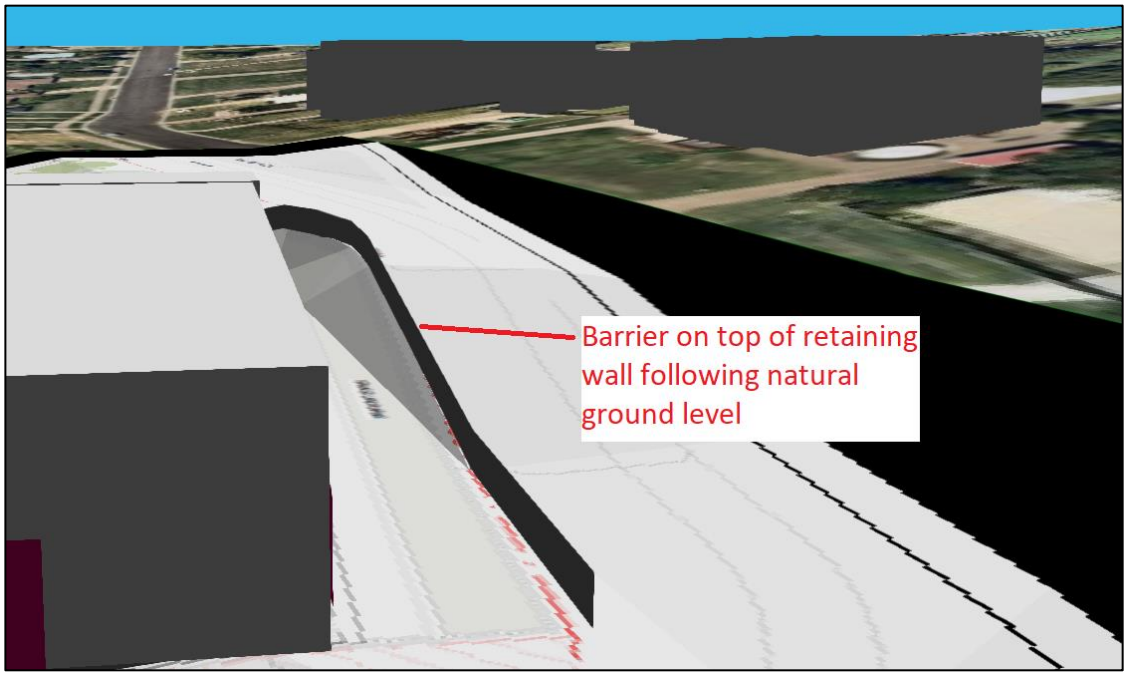


Figure 4: Noise Barrier on Top of Retaining Wall

- Mechanical plant is to be confirmed during detailed design and located behind the acoustic barrier; and

- Windows facing north are to be kept closed during operation of the swim school. It's expected that these windows will not be constructed out of 6 mm glass panes as described in Table 17, due to the location and safety. Instead, they will be made from toughed laminated glass, which would be thicker and have a higher attenuation. 6 mm glass was a conservative assumption chosen to demonstrate compliance and its recommend that the client choose glass panels with an attenuation equal to or greater than that presented in Table 17

6.2 Predicted results.

Table 18 presents predicted $L_{Aeq,}$ and L_{A1}, at the most impacted location along the boundary of sensitive zones. Review of the noise levels confirms the following:

- compliance with the noise limits is predicted to be achieved for the day, evening, and night periods; and
- compliance of the maximum event criteria, which also indicates compliance with the maximum night-time criteria, indicating sleep disturbance is not expected.

Table 18: Predicted Impact

Receptor	Height (m)	Predicted Outdoor Noise Levels Current, ($L_{Aeq,Period}$ dB(A))				Criteria	Compliance
		D	E	N	L_{A1}		
R01	1.5	34	32	28	36	41 | 35 | 31 | 47	Y | Y | Y | Y
	1.6	34	32	28	36	41 | 35 | 31 | 47	Y | Y | Y | Y
	3	34	31	28	37	41 | 35 | 31 | 47	Y | Y | Y | Y
	4	34	31	28	37	41 | 35 | 31 | 47	Y | Y | Y | Y
R02	1.5	27	25	22	29	41 | 35 | 31 | 47	Y | Y | Y | Y
	1.6	27	25	23	29	41 | 35 | 31 | 47	Y | Y | Y | Y
	3	28	26	23	32	41 | 35 | 31 | 47	Y | Y | Y | Y
	4	29	26	23	33	41 | 35 | 31 | 47	Y | Y | Y | Y
R03	1.5	29	27	24	30	41 | 35 | 31 | 47	Y | Y | Y | Y
	1.6	29	27	24	30	41 | 35 | 31 | 47	Y | Y | Y | Y
	3	30	27	25	32	41 | 35 | 31 | 47	Y | Y | Y | Y
	4	30	28	25	33	41 | 35 | 31 | 47	Y | Y | Y | Y
R04	1.5	30	28	26	31	41 | 35 | 31 | 47	Y | Y | Y | Y
	1.6	30	28	26	31	41 | 35 | 31 | 47	Y | Y | Y | Y
	3	31	29	26	32	41 | 35 | 31 | 47	Y | Y | Y | Y
	4	31	29	26	32	41 | 35 | 31 | 47	Y | Y | Y | Y
R05	1.5	33	31	29	30	41 | 35 | 31 | 47	Y | Y | Y | Y
	1.6	33	31	29	30	41 | 35 | 31 | 47	Y | Y | Y | Y
	3	34	32	30	30	41 | 35 | 31 | 47	Y | Y | Y | Y
	4	35	32	30	31	41 | 35 | 31 | 47	Y | Y | Y | Y
R06	1.5	39	34	18	23	41 | 35 | 31 | 47	Y | Y | Y | Y
	1.6	39	34	18	23	41 | 35 | 31 | 47	Y | Y | Y | Y
	3	39	34	18	23	41 | 35 | 31 | 47	Y | Y | Y | Y
	4	40	35	18	24	41 | 35 | 31 | 47	Y | Y | Y | Y
R07	1.5	37	32	20	34	41 | 35 | 31 | 47	Y | Y | Y | Y
	1.6	37	32	20	34	41 | 35 | 31 | 47	Y | Y | Y | Y
	3	37	33	20	34	41 | 35 | 31 | 47	Y | Y | Y | Y
	4	38	33	20	34	41 | 35 | 31 | 47	Y | Y | Y | Y
R08	1.5	30	29	24	38	41 | 35 | 31 | 47	Y | Y | Y | Y

Receptor	Height (m)	Predicted Outdoor Noise Levels Current, ($L_{Aeq,Period}$ dB(A))				Criteria	Compliance
		D	E	N	L_{A1}		
	1.6	30	29	24	38	41 | 35 | 31 | 47	Y | Y | Y | Y
	3	30	29	24	38	41 | 35 | 31 | 47	Y | Y | Y | Y
	4	29	28	23	38	41 | 35 | 31 | 47	Y | Y | Y | Y
R09	1.5	39	35	26	39	41 | 35 | 31 | 47	Y | Y | Y | Y
	1.6	39	35	26	39	41 | 35 | 31 | 47	Y | Y | Y | Y
	3	39	35	26	40	41 | 35 | 31 | 47	Y | Y | Y | Y
	4	39	35	26	40	41 | 35 | 31 | 47	Y | Y | Y | Y
R10	1.5	37	33	26	38	41 | 35 | 31 | 47	Y | Y | Y | Y
	1.6	37	33	26	38	41 | 35 | 31 | 47	Y | Y | Y | Y
	3	38	34	26	39	41 | 35 | 31 | 47	Y | Y | Y | Y
	4	38	34	26	39	41 | 35 | 31 | 47	Y | Y | Y | Y
R11	1.5	34	32	28	36	41 | 42 | 31 | 47	Y | Y | Y | Y
	1.6	34	33	28	36	42 | 42 | 42 | 47	Y | Y | Y | Y
	3	36	34	29	38	42 | 42 | 42 | 47	Y | Y | Y | Y
	4	37	34	29	39	42 | 42 | 42 | 47	Y | Y | Y | Y

7 CONCLUSION

Assured Environmental (AE) was appointed Queensland Childcare Services Pty Ltd to undertake a noise impact assessment for a proposed Swim School, located in Lowood.

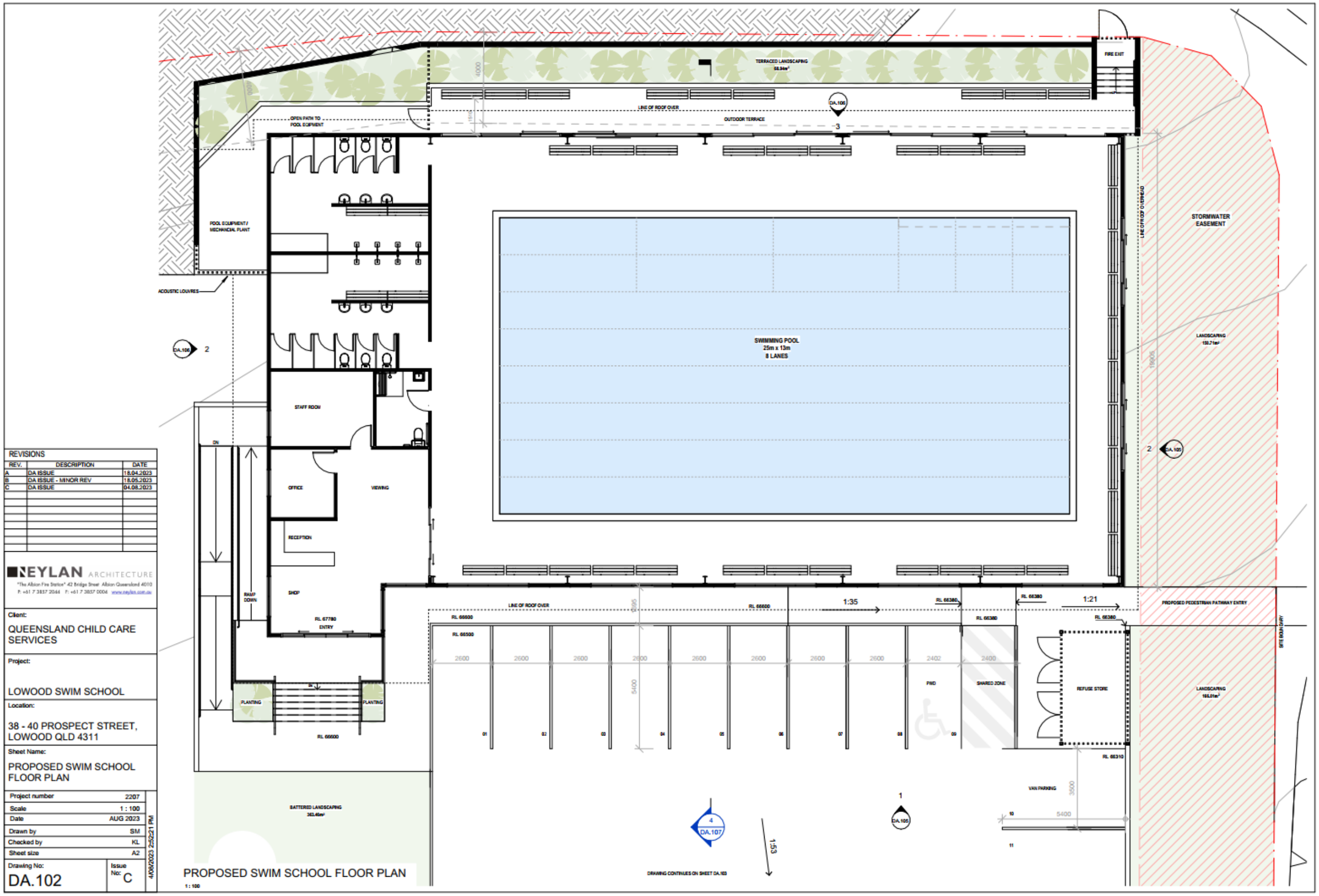
A noise impact assessment has been undertaken to confirm the suitability of acoustic amenity for nearby residential land uses.

Predictive noise modelling has been undertaken to assess the potential impacts of noise emissions including vehicle movements and children inside the Swim School.

The results of the predictive noise modelling of emissions from the Swim School upon the existing sensitive uses has determined compliance with the adopted criteria is expected to be achieved with the following mitigation methods:

- A 1 m barrier a described in Figure 3. The barrier is to be constructed gap free out of a material with a surface density of 12 kg/m^2;
- Mechanical plant is to be confirmed during detailed design and located behind the acoustic barrier; and
- Windows facing north are to be kept closed during operation of the swim school. Table 17 provides the minimum window attenuation required.

Overall, based on the results of the modelling for the proposed development the risk of adverse acoustic amenity impacts on nearby residential uses is considered low.


TERRACED LANDSCAPING
58.34m²
FIRE EXIT
LINE OF ROOF OVER
OUTDOOR TERRACE
OPEN PATH TO POOL EQUIPMENT
POOL EQUIPMENT / MECHANICAL PLANT
ACOUSTIC LOUVRES
STAFF ROOM
OFFICE
VIEWING
RECEPTION
SHOP
RAMP DOWN
RL 67780
ENTRY
PLANTING
RL 66600
SWIMMING POOL
25m x 13m
8 LANES
STORMWATER EASEMENT
LANDSCAPING
150.21m²
PROPOSED PEDESTRIAN PATHWAY ENTRY
SITE BOUNDARY
RL 66500
RL 66380
RL 66310
1:35
1:21
2600
2400
5400
PWD
SHARED ZONE
REFUSE STORE
VAN PARKING
3500
BATTERED LANDSCAPING
363.46m²
DRAWING CONTINUES ON SHEET DA.103
REVISIONS
REV. DESCRIPTION DATE
A DA ISSUE 18.04.2023
B DA ISSUE - MINOR REV 18.05.2023
C DA ISSUE 04.08.2023
NEYLAN ARCHITECTURE
"The Albion Fire Station" 42 Bridge Street Albion Queensland 4010
P: +61 7 3857 2044 F: +61 7 3857 0004 www.neylan.com.au
Client:
QUEENSLAND CHILD CARE SERVICES
Project:
LOWOOD SWIM SCHOOL
Location:
38 - 40 PROSPECT STREET, LOWOOD QLD 4311
Sheet Name:
PROPOSED SWIM SCHOOL FLOOR PLAN
Project number 2207
Scale 1 : 100
Date AUG 2023
Drawn by SM
Checked by KL
Sheet size A2
Drawing No: DA.102
Issue No: C
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PROPOSED SWIM SCHOOL FLOOR PLAN
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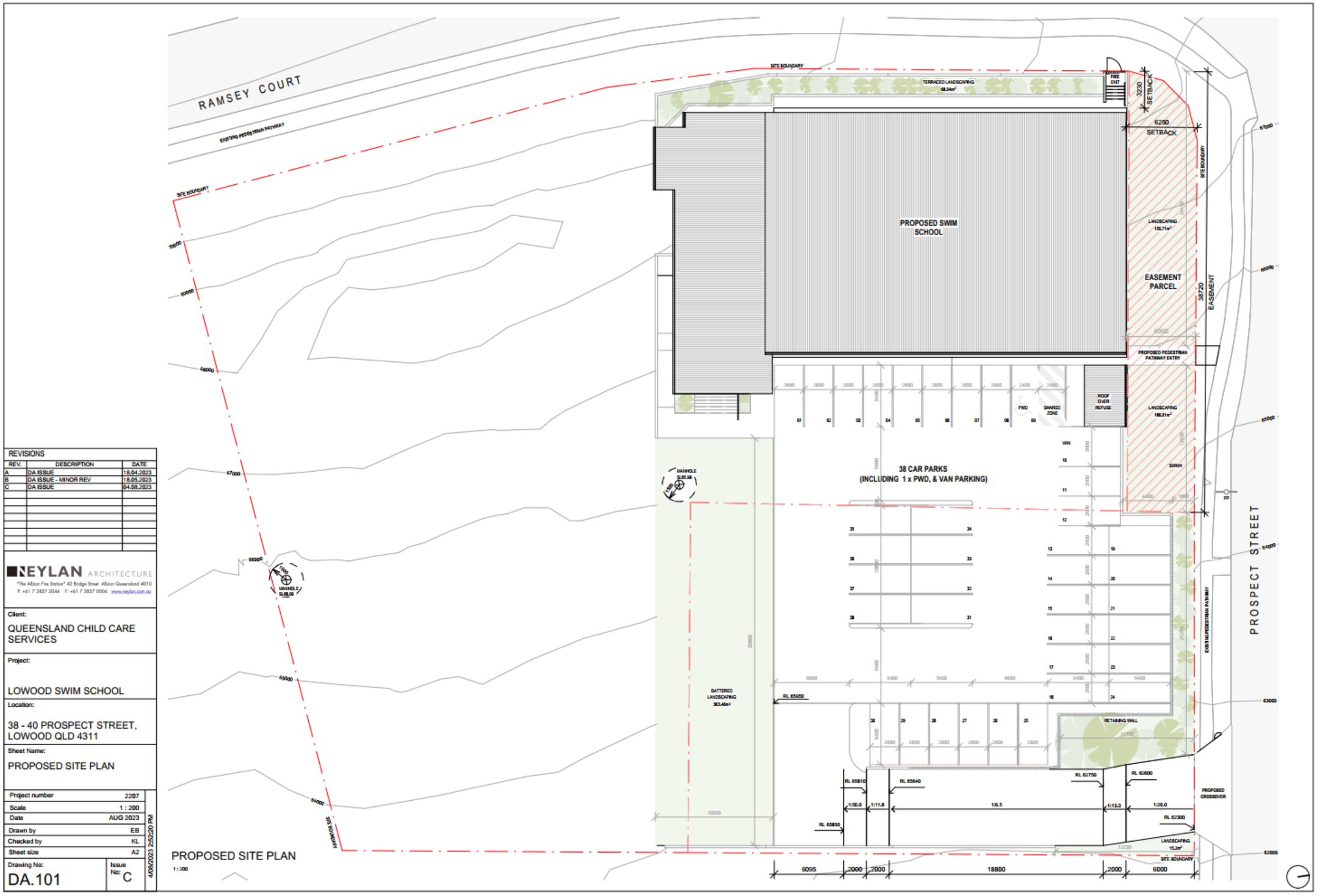

REVISIONS

REV.	DESCRIPTION	DATE
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B	DA ISSUE - MINOR REV	18.05.2023
C	DA ISSUE	04.08.2023

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Project:
LOWOOD SWIM SCHOOL

Location:
38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:
PROPOSED SITE PLAN

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Date	AUG 2023
Drawn by	EB
Checked by	KL
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Drawing No: DA.101	Issue No: C

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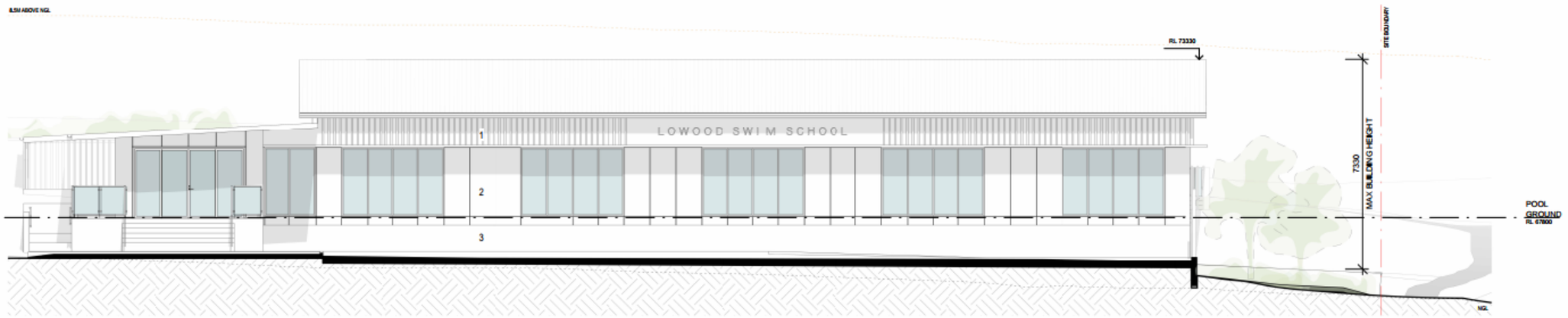


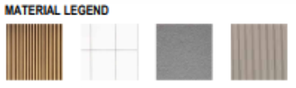
PROPOSED SWIM SCHOOL EAST
ELEVATION

1 : 100 REFER 1 - DA.102

PROPOSED SWIM SCHOOL NORTH
ELEVATION

1 : 100 REFER 2 - DA.102

MATERIAL LEGEND



1. TIMBER LOOK ALUMINIUM BATTENS
2. FIBRO CEMENT SHEETING WITH EXPRESS JOINS
3. RENDERED BLOCK WALLS
4. LIGHT COLOURED METAL ROOF SHEETING

REVISIONS

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B	DA ISSUE - MINOR REV	18.05.2023
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Location:
38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:
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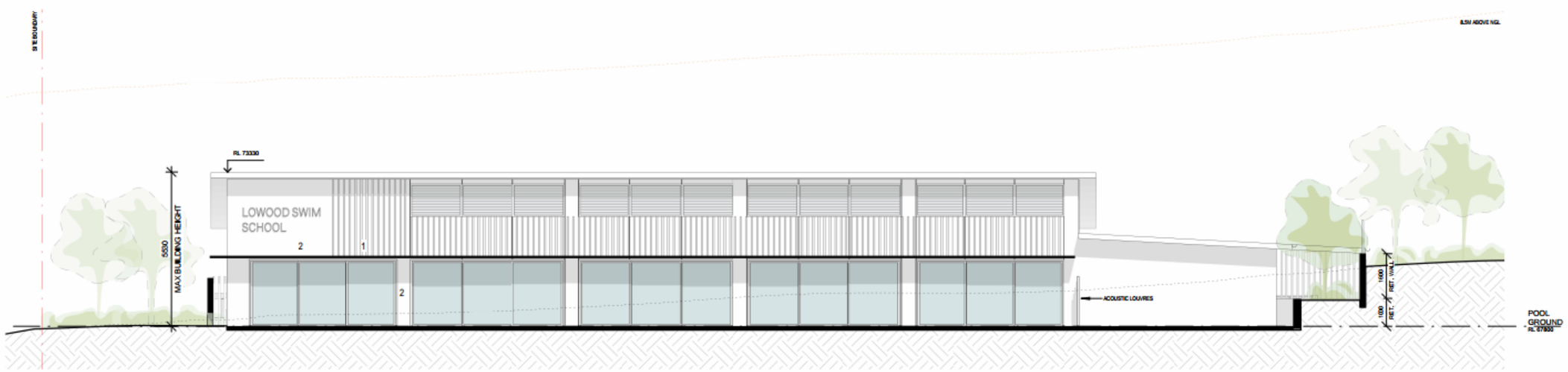
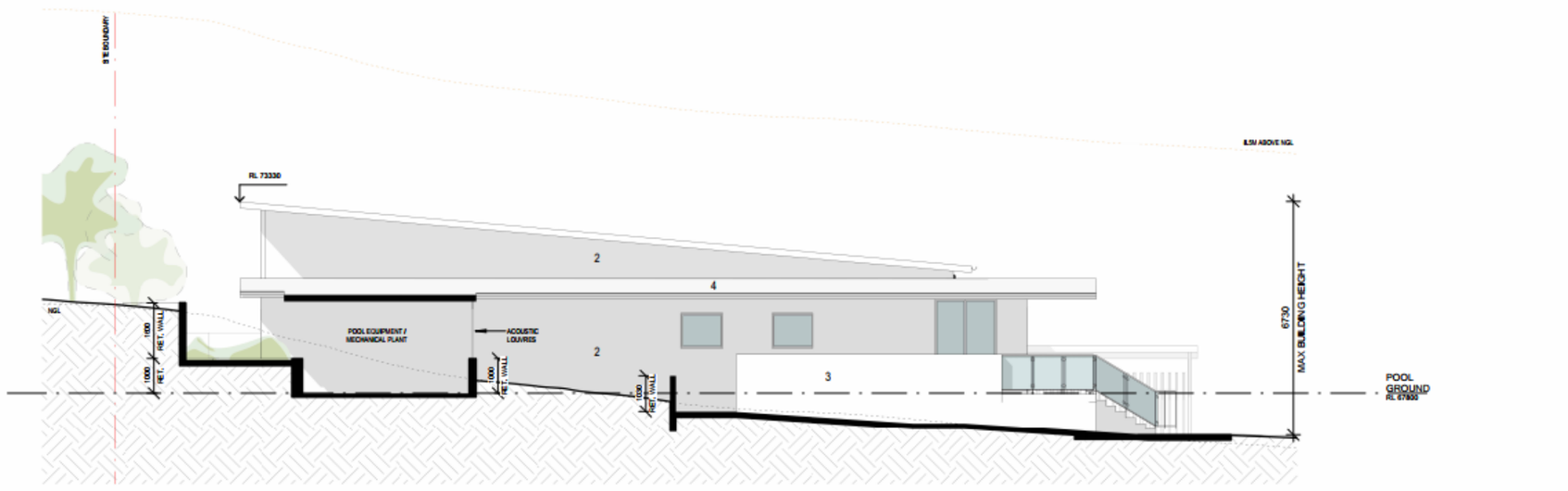


PROPOSED SWIM SCHOOL WEST ELEVATION

1 : 100 REFER 3 - DA.102



PROPOSED SWIM SCHOOL SOUTH ELEVATION

1 : 100 REFER 2 - DA.102

MATERIAL LEGEND

1. TIMBER LOOK ALUMINIUM BATTENS
2. FIBRO CEMENT SHEETING WITH EXPRESS JOINS
3. RENDERED BLOCK WALLS
4. LIGHT COLOURED METAL ROOF SHEETING

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QUEENSLAND CHILD CARE SERVICES

Project:
LOWOOD SWIM SCHOOL

Location:
38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:
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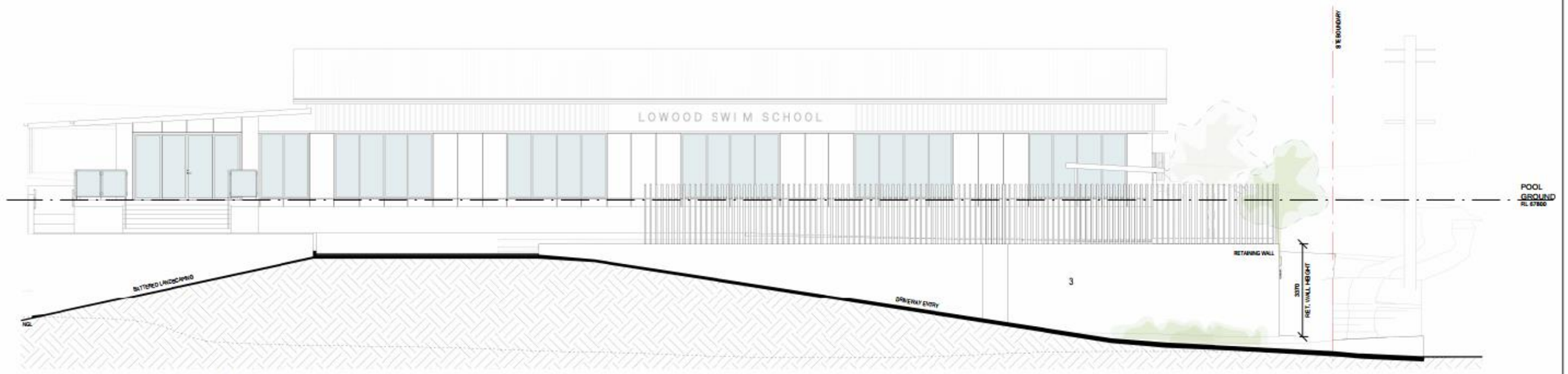

PROPOSED EASTERN SITE ELEVATION

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REVISIONS		
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B	DA ISSUE - MINOR REV	18.05.2023
C	DA ISSUE	04.08.2023

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Client:
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Project:
LOWOOD SWIM SCHOOL

Location:
38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:
PROPOSED SECTIONS

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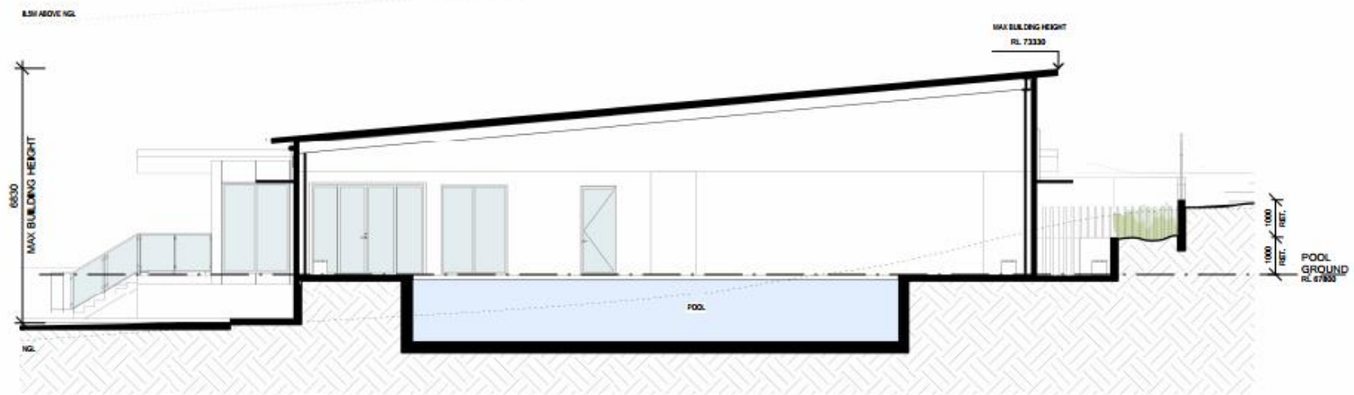

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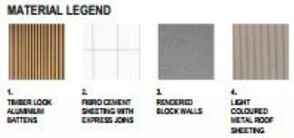
MATERIAL LEGEND



1. TIMBER LOOK ALUMINIUM BATTENS
2. FIBRO CEMENT SHEETING WITH EXPRESS JOINS
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APPENDIX B: NOISE MONITORING DETAILS

Table 19: Site Details

Site Details: NML 1	
Coordinates:	-27.4684343 "S, 152.5806366 "E
Start / End Date	25 October 2022 at 16:00 hours to 3 November 2022 at 15:30 hours
Logger Details	Rion NL42 (serial number – 01047100) Next Laboratory Calibration Due: 13 August 2023
Calibration Details	Pulsar 106 (serial number 79636) Start / End Calibration Level: 94.0 dB(A) / 94.0 dB(A) Next Laboratory Calibration Due: 2 February 2024
Measurement Details:	Fast/ A-weighting / 15-min duration / 1.2 m microphone height / Free field position
Weather Details	Onsite weather station indicated during the monitoring period 7 hours of data was affected by rainfall.
On-site Observations:	Located at 16 Ramsey Court, Lowood on the front lawn of the property. Onsite observations indicate dominant noise source was birds. General suburban environment noise was also present including mowing and dogs in the area.
Site Photo	 

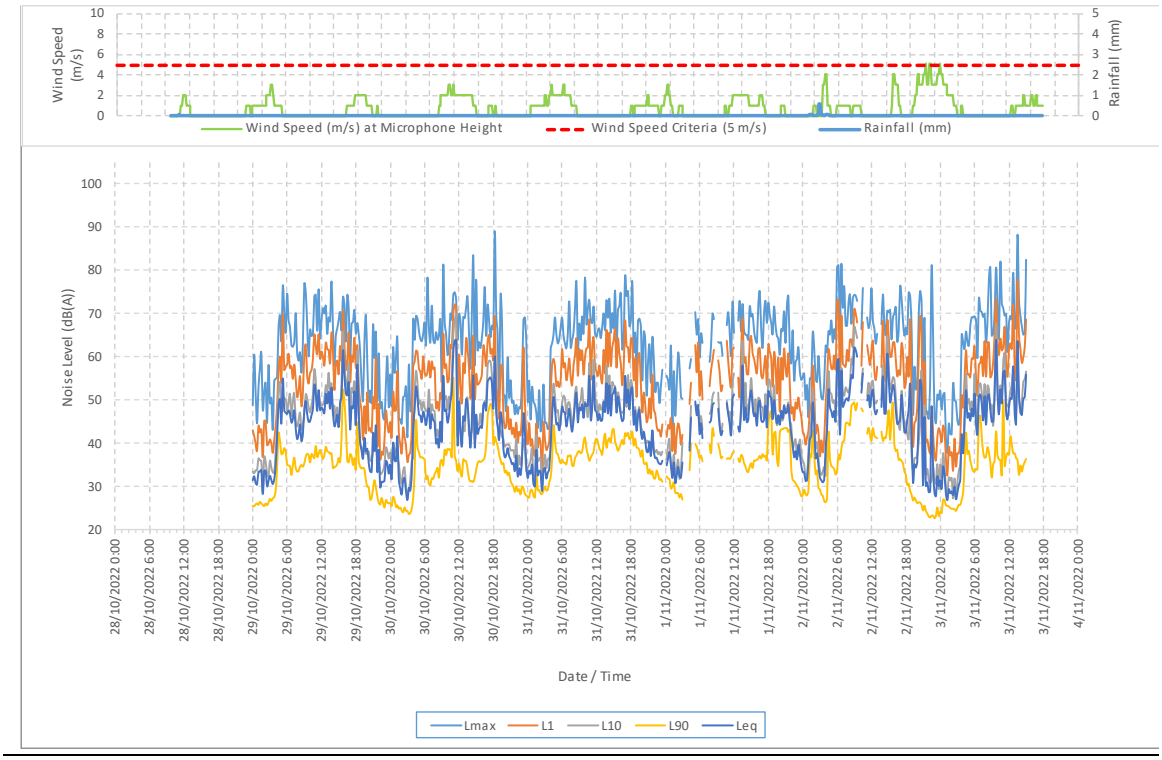
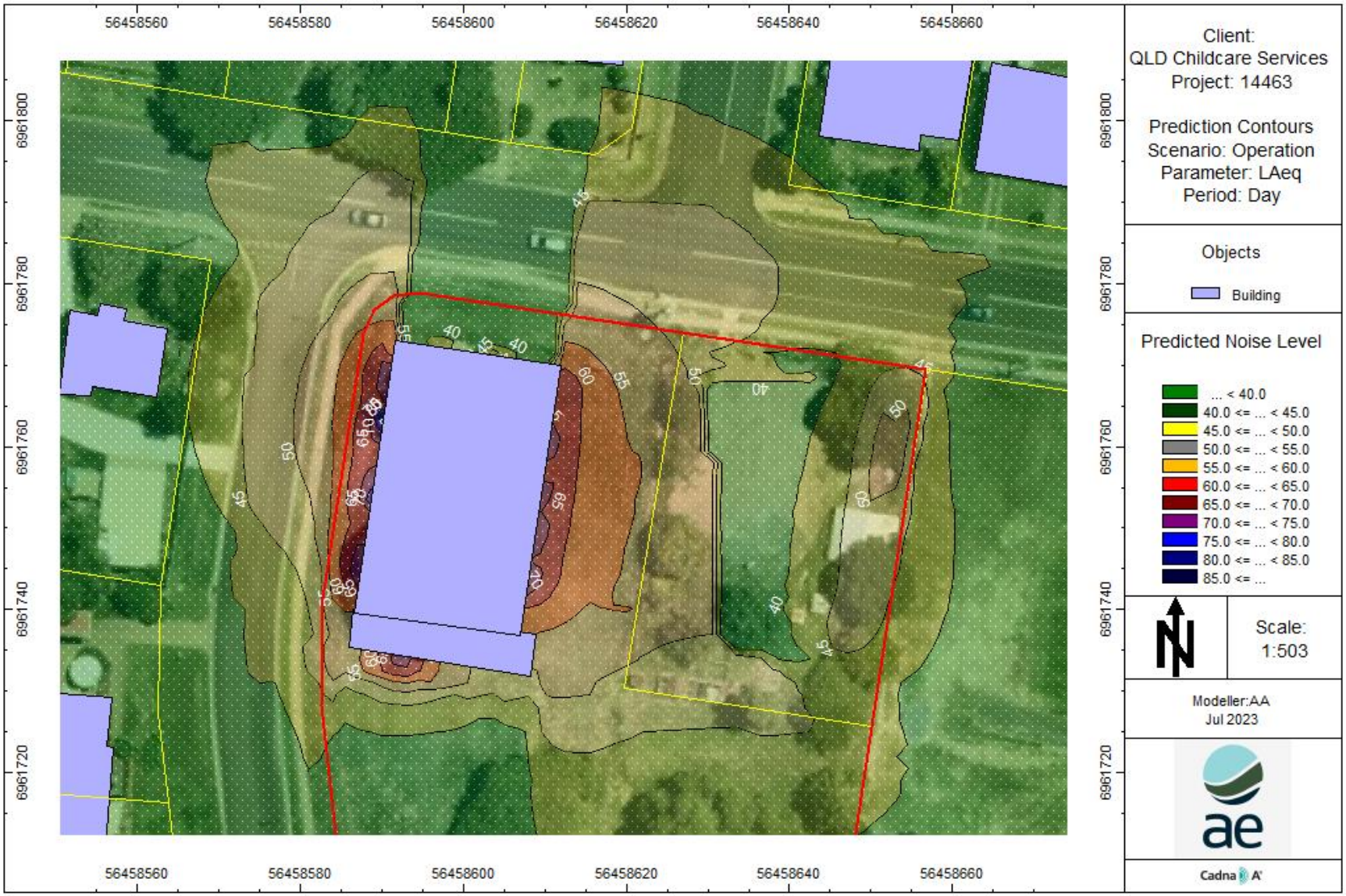
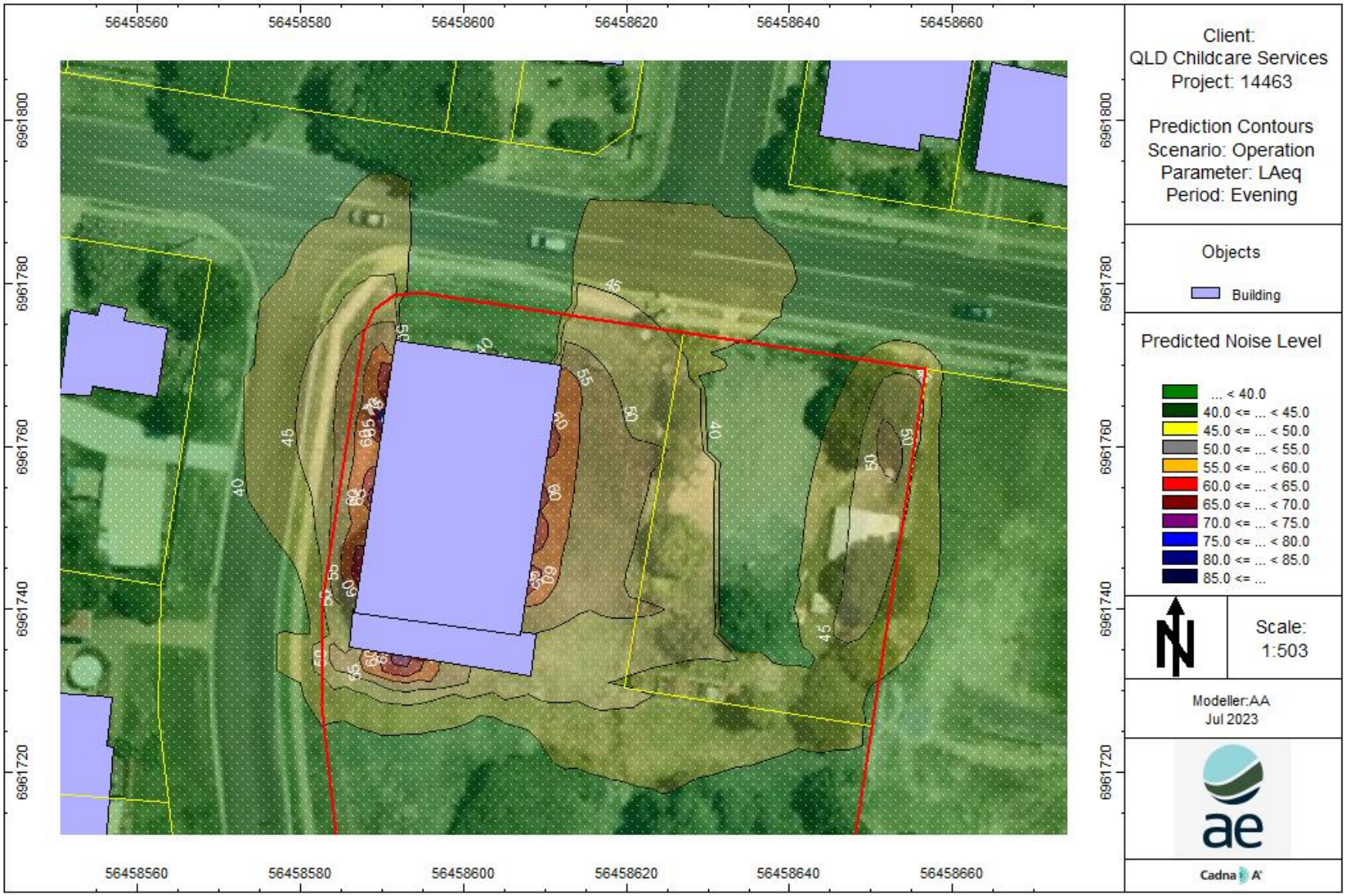


Table 20: Noise Monitoring Results

Date	Period	Noise Level (dB(A)				
		L_{max}	L_1	L_{10}	L_{90}	L_{eq}
29/10/2022	Day	77.4	59.0	50.4	37.3	50.6
	Evening	69.6	48.8	40.7	32.3	47.2
	Night	78.3	47.8	39.6	28.8	43.6
30/10/2022	Day	83.2	57.8	48.9	36.5	53.3
	Evening	89.0	49.6	42.2	34.9	49.1
	Night	69.1	46.8	40.0	31.7	42.7
31/10/2022	Day	78.6	59.9	50.2	39.2	49.8
	Evening	77.4	53.7	44.6	37.3	46.3
	Night	-	-	-	-	-
1/11/2022	Day	-	-	-	-	-
	Evening	73.9	57.4	48.3	42.4	48.2
	Night	81.5	50.2	42.5	32.4	48.9
2/11/2022	Day	76.3	61.0	53.3	42.7	54.1
	Evening	75.2	52.6	40.5	27.2	47.8
	Night	81.0	45.3	37.9	28.5	43.7

APPENDIX C: NOISE CONTOURS

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6961780
6961760
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Client:
QLD Childcare Services
Project: 14463
Prediction Contours
Scenario: Operation
Parameter: LAeq
Period: Evening
Objects
Building
Predicted Noise Level
... < 40.0
40.0 <= ... < 45.0
45.0 <= ... < 50.0
50.0 <= ... < 55.0
55.0 <= ... < 60.0
60.0 <= ... < 65.0
65.0 <= ... < 70.0
70.0 <= ... < 75.0
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Scale:
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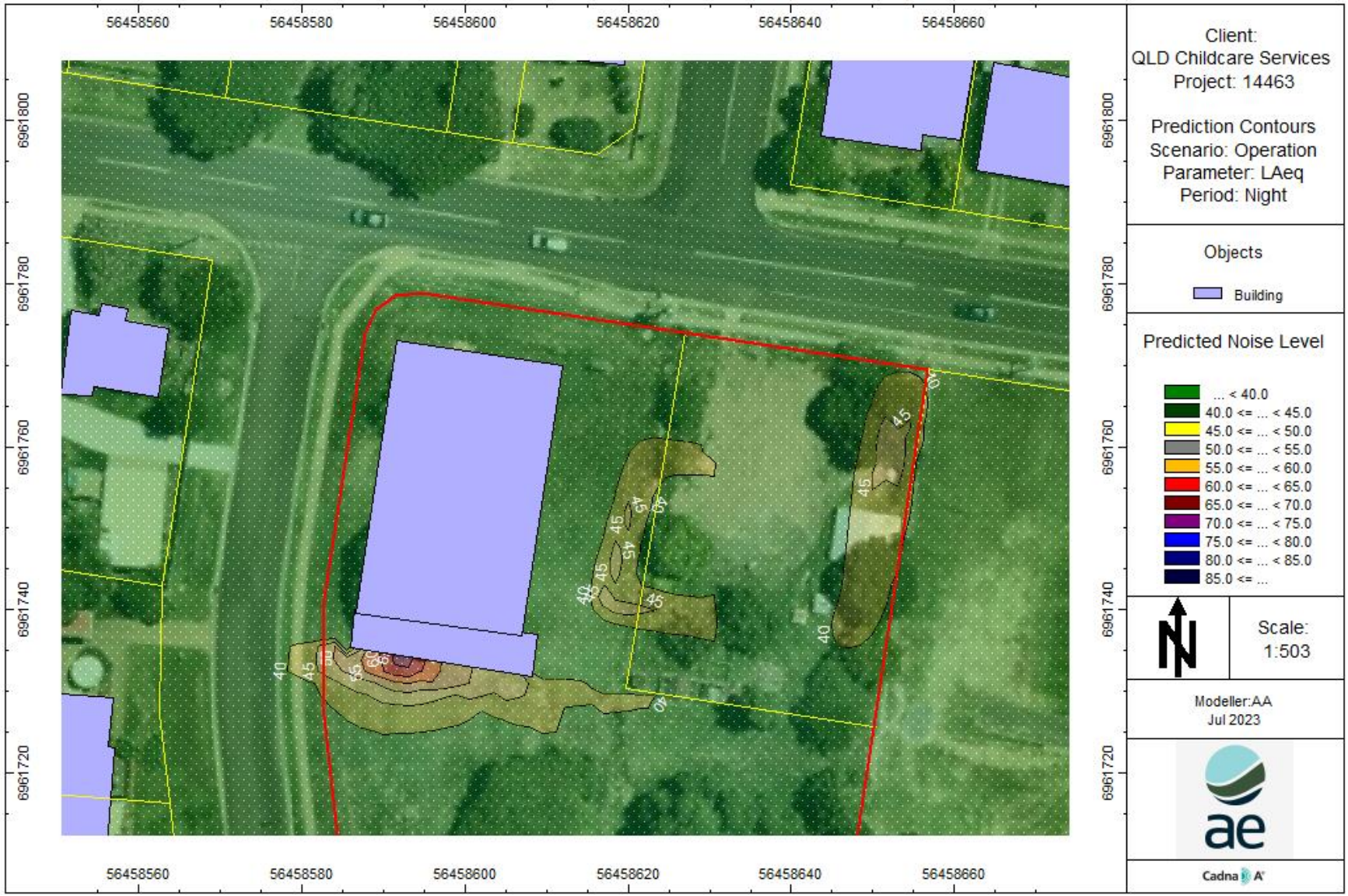
Modeller:AA
Jul 2023
Cadna A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6961800
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6961760
6961740
6961720
Client:
QLD Childcare Services
Project: 14463
Prediction Contours
Scenario: Operation
Parameter: LAeq
Period: Night
Objects
Building
Predicted Noise Level
... < 40.0
40.0 <= ... < 45.0
45.0 <= ... < 50.0
50.0 <= ... < 55.0
55.0 <= ... < 60.0
60.0 <= ... < 65.0
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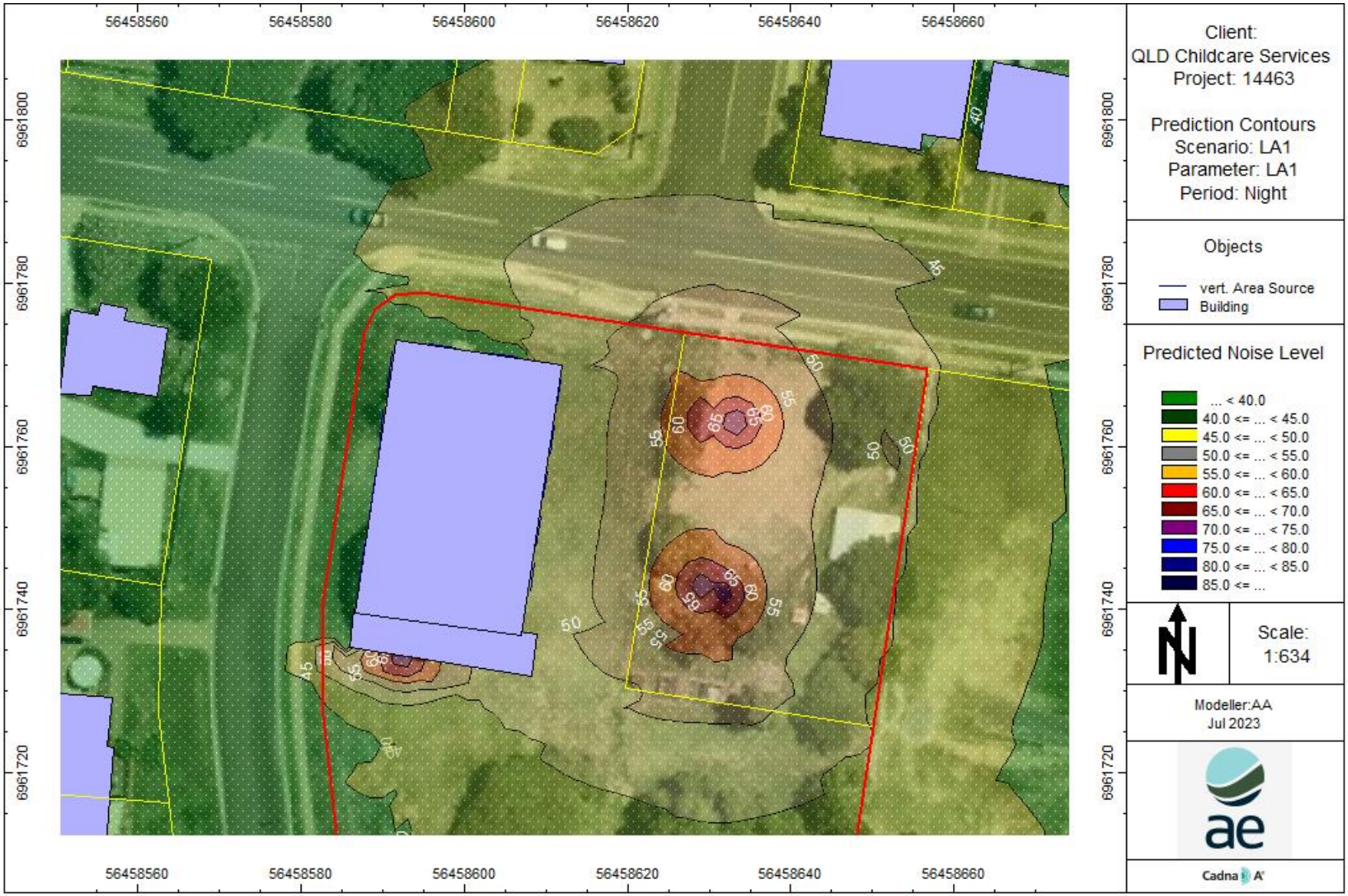
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56458660
6961800
6961780
6961760
6961740
6961720
Client:
QLD Childcare Services
Project: 14463
Prediction Contours
Scenario: LA1
Parameter: LA1
Period: Night
Objects
vert. Area Source
Building
Predicted Noise Level
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Scale:
1:634
Modeller:AA
Jul 2023
Cadna A

March 2023

MNCE Ref: C5569

SITE BASED STORMWATER MANAGEMENT PLAN

38 & 40 Prospect Street, Lowood

Commissioned By
Queensland Child Care Service Pty Ltd
ATF The Queensland Child Care Service Trust

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MILANOVIC NEALE
CONSULTING ENGINEERS

REPORT CONTROL SHEET

MNCE Ref. No.:	C5569
Site:	38 & 40 Prospect Street, Lowood
Report Title:	Site Based Stormwater Management Plan
Report Author:	Timothy Emms

Revision / Checking

Rev No.	Date	Issued By	Signed	Authorised By	Signed
A	31/03/23	CFr		JHu	

Distribution *(CR-Courier; P-Post; H-Hand Delivered; CL-Collected; F-Fax; E-Email)

Destination	Date Sent	By*	Revision Number / Number of Copies Sent							
			Draft	A	B	C	D	E	F	G
MNCE File	-	-		1						
Urbicus Pty Ltd	31/03/23	E		1						

Model File Reference

Rev No.	MUSIC File Name	ICM File Name	Rational Method File Name
A	N/A	C5569 38 & 40 Prospect Street, Lowood	C5569-230118-RM CALCS-REVA

TABLE OF CONTENTS

1 INTRODUCTION

1.1 Overview and Background

A development application for a material change of use is planned to be lodged over Lot 27 on SP171552 and 21 on RP65946 at 38 & 40 Prospect Street, Lowood. The site is located within the Somerset Regional Council local government area and has a total area of approximately 0.55ha. Figure 1.1 below provides an aerial locality of the site and adjacent areas.

Figure 1.1: Subject Site bound by Prospect Street to the north and Ramsey Court to the west (NEARMAP)

The proposed development involves a swim school centre with associated parking, driveway, and landscaping areas. Refer Appendix A for proposed development layout.

The site falls in an easterly direction at a grade of approximately 10%. A municipal stormwater main runs internal to the site's northern boundary which conveys flows from an existing stormwater gully within Ramsey Court to an existing gully within Prospect Street to the east via two stormwater manholes.

Somerset Regional Council overlay maps indicate that the site is not considered to be flood affected.

1.2 Objectives and Scope

Milanovic Neale Consulting Engineers have been commissioned by Queensland Childcare Service Pty Ltd to undertake an assessment of water quality and quantity impacts associated with the proposed development. Stormwater management strategies are also to be identified for the proposed material change of use as required.

The scope of works undertaken for this project is summarised below:

- Assessment of the development against State and Local Government legislation to identify water quality management measures to be adopted for the proposes development.

- Assessment of the pre and post development stormwater discharge and undertake preliminary design and commentary of any mitigation devices required to control site discharge if required.

2 DATA

2.1 State and Local Government Policies

The *Stormwater Design Standards* from *Somerset Regional Council Planning Scheme Version Four* and *Queensland Urban Drainage Manual (QUDM)* have been used as a guide to establish the required stormwater objectives and requirements for the development.

2.2 Level and Modelling Data

Contour information for the site was obtained from a detail survey undertaken by Kevin Holt Consulting in July 2022 which comprises of surface level contours at 0.25m intervals.

Rainfall data for the Brisbane Region was extracted from AR&R 2016 through the IFD tool on the Bureau of Meteorology website.

The *Queensland Urban Drainage Manual (QUDM)* and the *Australian Rainfall and Runoff* have been used as a guide to establish the modelling inputs and methodologies applicable for the development.

3 OPPORTUNITIES AND CONSTRAINTS

3.1 Site Opportunities

The proposed development has the potential to improve site runoff conditions by capturing and directing site flows to Council infrastructure and thereby reduce nuisance flows entering neighbouring properties.

3.2 Site Constraints

The proposed development greatly increases the site's imperviousness and as a result on site detention is envisaged to be required which will govern the internal drainage network on site.

4 WATER QUALITY MANAGEMENT

This section of the report will provide an assessment of the development against State and Local Government legislation to identify water quality management measures to be adopted for the proposed development.

Pollutant export modelling will be undertaken of anticipated pre-and post-development pollutant concentrations and loads and conceptual design of water quality improvement devices.

4.1 Risk Category

The *SEQWater Development Guidelines* identifies triggers for the application of stormwater quality design objectives for sites located within a drinking water supply catchment as:

1. Development involving an impervious area greater than 1000m^2.
2. Reconfiguration of a lot that;
    a. will create more than two additional lots; or
    b. involves a land area more than 1000m^2.

With respect to the above, the Policy can be applied to the material change of use of the site due to point 1 being triggered. Therefore, in order to demonstrate required stormwater quality objectives are achieved, pollutant export modelling will be incorporated in the design of stormwater quality treatment train for the site.

4.2 Water Quality Objectives

4.2.1 Construction Phase

The *Urban Stormwater Quality Guidelines 2010* identify that eroded soils and litter are major pollutant sources during construction activity. There is also potential for hydro-modification of streams due to increased run-off coefficients when subsoils are exposed, for longer term major developments. Water sensitive urban design principles and reducing erosion during construction are fundamental to achieving water quality objectives in relevant waterways.

It is therefore proposed to prepare an erosion and sediment management plan during the operational works phase of the development which will incorporate a range of control measures to be implemented during the construction phase of the project.

4.2.2 Operational Phase

Stormwater quality management design objectives for the operational phase of the development are identified in the following table in accordance with the *Urban Stormwater Quality Guidelines 2010.* These objectives provide an emphasis on the reduction of mean annual loadings associated with suspended sediments and nutrients.

Table 4.1: Stormwater Quality Objectives

Region	Minimum Reductions in Mean Annual Loads from Unmitigated Development (%)			
	Total Suspended Solids (TSS)	Total Phosphorus (TP)	Total Nitrogen (TN)	Gross Pollutants > 5mm (GP)
South East Queensland	85	65	45	95

4.3 Pollutant Export Modelling

4.3.1 Model Selection

In order to determine on site pollutant generation, discharge concentrations of target pollutants and the effectiveness of Stormwater Quality Improvement Devices the Model for Urban Stormwater Improvement Conceptualisation (MUSIC) has been used to model the development proposal.

4.3.2 MUSIC Model Configuration

The following sections identify the modelling parameters used in the configuration of the MUSIC Model adopted for the development. The following figure provides a screenshot of the MUSIC model schematic for reference.

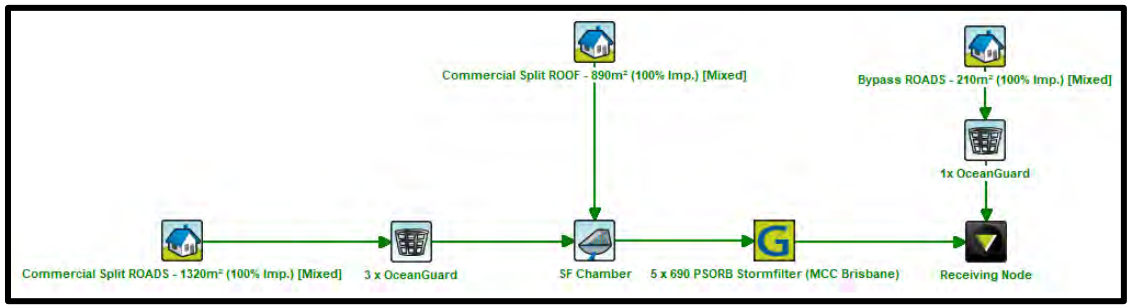

Figure 4.1: MUSIC Model Layout

4.3.2.1 Meteorological and Time Step

Meteorological Data used in the MUSIC model has been identified in accordance with the *MUSIC Modelling Guidelines 2010*, incorporating the following parameters:

Rainfall Period: 6 Minute Time Step From 1980 to 1989

Rainfall Station: 40318 KIRKLEAGH

A model time step of 6 minutes has also been adopted as recommended in Section 3.2 of the *MUSIC Modelling Guidelines 2010.*

4.3.2.2 Catchment Properties

The MUSIC model for the development adopts a split catchment approach, whereby the site has been broken down into various catchments in accordance with site specific land uses. The table below provides a summary of the catchment data used in the MUSIC analysis.

Table 4.2: MUSIC Catchment Parameters

Catchment Name	Area (ha)	Fraction Impervious (%)	MUSIC Source Node
Roof	0.091	100	Commercial
Hardstand	0.128	100	Commercial
Bypass Hardstand	0.015	100	Commercial
Bypass Vegetation	0.043	0	Commercial

4.3.2.3 Rainfall Runoff Parameters

The following table provides a summary of the rainfall runoff parameters adopted for the source nodes used in the MUSIC analysis which has been extracted from Table 3.7 of the *MUSIC Modelling Guidelines 2010.*

Table 4.3: MUSIC Source Node Base and Storm Flow Concentration Parameters

Land Use	Parameter	Total Suspended Solids (Log_{10} mg/L)		Total Phosphorus (Log_{10} mg/L)		Total Nitrogen (Log_{10} mg/L)	
Roof	Mean	N/A	1.30	N/A	-0.89	N/A	0.37
	Std Deviation	N/A	0.38	N/A	0.34	N/A	0.34
Hardstand	Mean	0.78	2.43	-0.60	-0.30	0.32	0.37
	Std Deviation	0.39	0.38	0.50	0.34	0.30	0.34
Vegetation	Mean	0.78	2.16	-0.60	-0.39	0.32	0.37
	Std Deviation	0.39	0.38	0.50	0.34	0.30	0.34

4.3.2.4 *Pollutant Export Parameters*

The following table provides a summary of the pollutant export parameters for split catchment surface types which have been adopted for the source nodes used in the MUSIC analysis. This information has been extracted from Table 3.8 of the *MUSIC Modelling Guidelines 2010.*

Table 4.4: MUSIC Catchment Parameters

Parameter	Quantity
Rainfall Threshold (mm)	1
Soil Storage Capacity (mm)	18
Initial Storage (%)	10
Field Capacity (mm)	80
Infiltration Capacity Coefficient a	243
Infiltration Capacity Coefficient b	0.6
Daily Recharge Rate (%)	0
Daily Base-Flow Rate (%)	31
Daily Seepage Rate (%)	0

4.3.3 Developed Unmitigated Conditions

MUSIC Modelling has been performed to determine the pollutant export and corresponding concentrations from the development site under the proposed conditions. The mean annual loads that have been estimated for proposed unmitigated conditions are given in Table 4.5 below, also shown are the mean annual load percentage reductions required to meet current State Planning Policy objectives.

Table 4.5: MUSIC Unmitigated Mean Annual Loads (kg/yr)

Pollutant	Unmitigated Mean Annual Load (kg/yr)	Reduction required to meet Council Requirements (%)
Total Suspended Solids (TSS)	512	85
Total Phosphorous (TP)	0.97	65
Total Nitrogen (TN)	6.30	45
Gross Pollutants (GP)	51.1	95

Refer Appendix D for MUSIC summary report.

4.3.4 Developed Mitigated Conditions

The scale of the development is large enough to support the implementation of effective water quality design measures. Therefore, a consideration of a variety of best management measures has been given with a focus on water quality treatment measures and reducing polluted runoff volumes from the site.

Key elements of the proposed stormwater management plan are as follows:

- Runoff associated with proposed roof areas are to be discharged directly to combined stormwater treatment and detention tank.
- Surface flows associated with the majority of proposed hardstand areas are to be captured through grated stormwater inlets fitted with at source pollutant filters (OceanGuard or similar) before discharging to stormwater chamber within treatment detention tank.
- Stormwater treatment chamber within combined stormwater system to be fitted with 5xTall (690) StormFilter cartridges.
- Gross pollutants associated with entrance driveway flows which cannot gravity drain to treatment system to be treated via at source pollutant filter within trench grate before discharge to Prospect St kerb and channel.

The table below demonstrates that the required pollutant reductions have been achieved through the implementation of the proposed stormwater treatment train.

Table 4.6: MUSIC Model Removal Efficiencies

Pollutant	Unmitigated Mean Annual Load (kg/yr)	Mitigated Mean Annual Load (kg/yr)	Reduction required to meet Council Requirements (%)	Removal Efficiency Achieved (%)
Total Suspended Solids (TSS)	512	43.8	85	91
Total Phosphorous (TP)	0.97	0.30	65	69
Total Nitrogen (TN)	6.30	3.35	45	47
Gross Pollutants (GP)	51.1	0	95	100

5 WATER QUANTITY MANAGEMENT

This section of the report will provide an assessment of the pre and post development stormwater discharge and undertake preliminary design and commentary of any mitigation devices required to control site discharge if required.

5.1 Existing Conditions

This section of the report will analyse and comment on the existing site stormwater discharge conditions. The modelling software InfoWorks ICM, utilising the RAFTS routing model, will be used to generate the hydrographs and peak median flows from the site for all storm events up to an including the 1% AEP storm event.

5.2 Existing Hydrologic Model

5.2.1 Catchment Definition

An examination of the existing site land topography and land use was undertaken to quantify the number of sub catchments and sub catchment areas applicable for the site. Three fundamental sub catchments were identified for the existing site which include existing roof, hardstand, and vegetated areas.

Refer Table 4.1 below for existing site catchment details and C5569-SK22-REVA within Appendix A. Manning's 'n' numbers were adopted for specific surface areas and the catchment slope has been determined following review of a site survey undertaken by Kevin Holt Consulting in July 2022.

Table 4.1: Catchment Data Summary Table

Catchment	Sub Catchment	Area (ha)	Impervious (%)	Slope (%)	Manning's 'n'
Roof	Impervious	0.027	100	17	0.015
Hardstand	Impervious	0.014	90	10	0.015
	Pervious	0.001			0.050
Vegetation	Pervious	0.506	0	10	0.050

5.2.2 Rainfall Parameters and Losses

As indicated in Section 2.2 above, Rainfall data relative to the subject site has been extracted from AR&R 2016 through the IFD tool on the Bureau of Meteorology website.

The uniform loss method was adopted to account for rainfall losses throughout the existing catchment. Based on information provided in the *ARR Data Hub tool*, initial and continuing loss coefficients adopted for the impervious and pervious sub catchments have been tabulated below.

Table 4.2: Initial and Continuing Loss Parameters

Parameter	Value (mm)
Initial Loss (Pervious)	19.0
Initial Loss (Impervious)	1.0
Continuing Loss (Pervious)	0.6
Continuing Loss (Impervious)	0.0

Temporal patters applicable to East Coast North have been adopted in accordance with the *Australian Rainfall and Runoff, A Guide to Flood Estimation*.

5.2.3 Existing Hydrological Results

The following table provides a summary of the peak median discharge from the existing site that was estimated by the RAFTS Routing Method for all storm events up to and including the 1% AEP storm event.

Table 4.3: Existing Site Peak Discharges

Storm Event	ICM Peak Runoff (m^3/s)
39% AEP	0.054
18% AEP	0.097
10% AEP	0.122
5% AEP	0.156
2% AEP	0.195
1% AEP	0.228

5.2.4 Runoff Comparison

QUDM Section 4.1.3 recommends hydrologic models are calibrated with actual flow data rather than to an alternate runoff routing model. In the absence of such data, Section 4.1.3 continues to state that as an alternative, model results may be compared with the results to a Rational Method peak discharge for catchments less than 500ha.

Based on the methods outlined in *QUDM*, the following parameters were used to estimate the peak median runoff from the upstream catchment affecting the site. Refer Appendix B for detailed rational method calculation summary.

Table 4.4: Rational Method Parameters

Area (ha)	Runoff Coefficient (C10)	Time of Concentration (mins)
0.548	0.71	16

The following table provides a comparison of the results of both the Rational Method and ICM Model results for peak discharges up to and including the 1% AEP storm event.

Table 4.5: Existing Site Peak Discharge Comparison

Storm Event	Rational Method Peak Runoff (m^3/s)	ICM Peak Runoff (m^3/s)	Difference	
			+/-	%
39% AEP	0.064	0.054	0.010	16%
18% AEP	0.100	0.097	0.003	3%
10% AEP	0.125	0.122	0.003	3%
5% AEP	0.151	0.156	-0.005	3%
2% AEP	0.195	0.195	0.000	0%
1% AEP	0.226	0.228	-0.002	1%

As can be seen above, the RAFTS Routing Method established from the ICM model generates peak flows that are generally within 16% to what is estimated by the Rational Method. Hence the scenario that has been modelled and applied to the site is considered suitable.

5.3 Developed Conditions

This section of the report will analyse and comment on the developed site stormwater discharge conditions. The modelling software InfoWorks ICM, utilising the RAFTS routing model, will be used to generate the hydrographs and peak median flows from the site for all storm events up to an including the 1% AEP storm event.

5.4 Developed Unmitigated Model

5.4.1 Catchment Definition

An examination of the developed site land topography and land use was undertaken to establish the quantity of sub catchments applicable to the proposed development. Four fundamental sub catchments were considered for the site: proposed development roof areas, car parking and manoeuvring areas and landscaping.

Since the RAFTS Routing Method is being adopted to estimate the catchment runoff, the ground surface has been further broken down to pervious and impervious sub catchments and Manning's 'n' numbers were adopted for specific surface areas. Refer C5045-SK23-REVA in Appendix A for proposed stormwater management layout and Table 4.6 below for developed site catchment details.

Catchment slopes have been defined in accordance with proposed architectural plans by Neylan Architecture dated February 2023.

Table 4.6: Catchment Data Summary Table

Catchment	Sub Catchment	Area (ha)	Impervious (%)	Slope (%)	Manning's 'n'
Roof	Impervious	0.091	100	17	0.015
Hardstand	Impervious	0.153	100	8	0.015
Vegetation	Pervious	0.304	0	10	0.050

5.4.2 Rainfall Parameters and Losses

Rainfall Parameters and Losses have been adopted in accordance with Section 5.2.2 of this report.

5.4.3 Developed Hydrological Results

The following table provides a summary of the peak median discharge from the developed site that was estimated by the RAFTS Routing Method for all storm events up to and including the 1% AEP storm event.

Table 5.7: Developed Site Peak Discharges

Storm Event	ICM Peak Runoff (m^3/s)
39% AEP	0.071
18% AEP	0.115
10% AEP	0.139
5% AEP	0.174
2% AEP	0.217
1% AEP	0.256

5.4.4 Runoff Comparison

As noted in Section 4.2.4 of this report, a comparison between the ICM discharge and Rational Method peak discharge is recommended to be undertaken by *QUDM*.

Based on the methods outlined in *QUDM*, the following parameters were used to estimate the peak runoff from the upstream catchment affecting the site. Refer Appendix B for detailed rational method calculation summary.

Table 5.8: Rational Method Parameters

Area (ha)	Runoff Coefficient (C10)	Time of Concentration (mins)
0.548	0.78	10

The following table provides a comparison of the results of both the Rational Method and ICM Model results for peak discharges up to and including the 1% AEP storm event.

Table 5.9: Developed Site Peak Discharge Comparison

Storm Event	Rational Method Peak Runoff (m^3/s)	ICM Peak Runoff (m^3/s)	Difference	
			+/-	%
39% AEP	0.085	0.071	0.014	17%
18% AEP	0.133	0.115	0.018	13%
10% AEP	0.166	0.139	0.026	16%
5% AEP	0.200	0.174	0.026	13%
2% AEP	0.257	0.217	0.040	15%
1% AEP	0.293	0.256	0.037	12%

As can be seen above, the RAFTS Routing Method established from the ICM model generates peak flows that are within 17% of what is estimated by the Rational Method. Hence the scenario that has been modelled and applied to the site is considered suitable.

5.5 Potential Impacts of Development

The following table provides a summary of the peak runoff from the site under both existing and developed scenarios.

Table 5.10: Runoff Comparison

Storm Event	Existing Peak Runoff (m^3/s)	Developed Peak Runoff (m^3/s)	Difference	
			+/-	%
39% AEP	0.054	0.071	0.017	32%
18% AEP	0.097	0.115	0.018	18%
10% AEP	0.122	0.139	0.017	14%
5% AEP	0.156	0.174	0.018	12%
2% AEP	0.195	0.217	0.022	11%
1% AEP	0.228	0.256	0.028	12%

The proposed development has increased the proportion of the site that is impervious, consequently the runoff characteristics from the site will be altered as a result of the development. As demonstrated above, the development has increased runoff volumes and peak flow rates downstream in comparison to the existing conditions for all storm events. If left unmitigated, the developed runoff could have an adverse effect on downstream properties and/or stormwater infrastructure. It is therefore proposed that

an on-site detention system be constructed within the site to mitigate increased peak discharges to below pre-development levels.

5.6 Proposed Mitigated Conditions

This section of the report will specify the mitigation device required to detain the post development flow rate at or below pre-development conditions. The modelling software InfoWorks ICM, utilising the RAFTS routing model, will be used to generate the hydrographs and peak flows from the mitigated site in conjunction with the design of on-site detention devices for all storm events up to an including the 1% AEP storm event.

5.7 Developed Mitigated Model

Flows generated from the proposed roof and majority of proposed hardstand areas are to be directed to an underground detention tank located within the proposed car park before being discharged to an existing stormwater gully within Prospect Street. Flows associated with the vegetated areas located outside the proposed development extent and proposed car park access ramps are to free drain from site as per existing conditions.

All storm events up to and including the 1% AEP storm event have been modelled in InfoWorks ICM. A retarding basin has been included in the proposed model to account for the addition of the detention system.

The following parameters were used to define a stage storage discharge relationship for the basin:

- Minimum tank depth of 1m.
- Total Storage Volume of 90m^3.
- 1 x 150mm low flow outlet at detention system invert.
- 2 x 110mm mid flow outlet, 0.35m above detention system invert.
- 1 x 150mm high flow outlet, 0.60m above detention system invert.

Refer to Appendix C for InfoWorks ICM hydrographs and stage storage discharge relationship.

The table below is a summary of the peak discharge flows from the site with the proposed detention measure implemented:

Table 5.11: Mitigated Runoff Comparison

Storm Event	Existing Peak Runoff (m^3/s)	Mitigated Peak Runoff (m^3/s)	Difference	
			+/-	%
39% AEP	0.054	0.054	0.000	0
18% AEP	0.097	0.097	0.000	0
10% AEP	0.122	0.113	0.009	7
5% AEP	0.156	0.137	0.019	12
2% AEP	0.195	0.192	0.003	2
1% AEP	0.228	0.224	0.004	2

All storm events have been mitigated at or below pre-developed levels; as such the proposal satisfies Council's condition of a non-worsening effect in regards to peak stormwater runoff.

6 INTERPRETATION AND CONCLUSIONS

A lawful point of discharge for the proposed swim school will be achieved by discharging development flows to an existing stormwater gully within Prospect Street.

An analysis of the pre and post development site discharge has been undertaken which has revealed that the development has increased runoff volumes and peak flow rates downstream in comparison to the existing conditions for all storm events. As a result, if left unmitigated, the developed runoff could potentially have an adverse effect on downstream properties and/or stormwater infrastructure.

It is therefore proposed that a 90m^3 on-site detention system be constructed beneath the proposed access driveway to mitigate peak discharges to below pre-development levels.

With regards to stormwater quality, key elements of the proposed stormwater management plan are as follows:

- Runoff associated with proposed roof areas are to be discharged directly to combined stormwater treatment and detention tank.
- Surface flows associated with the majority of proposed hardstand areas are to be captured through grated stormwater inlets fitted with at source pollutant filters (OceanGuard or similar) before discharging to stormwater chamber within treatment detention tank.
- Stormwater treatment chamber within combined stormwater system to be fitted with 5xTall (690) StormFilter cartridges.
- Gross pollutants associated with entrance driveway flows which cannot gravity drain to treatment system to be treated via at source pollutant filter within trench grate before discharge to Prospect St kerb and channel.

Refer Appendix A for the proposed stormwater management layout.

APPENDIX A: PROPOSED DEVELOPMENT LAYOUT

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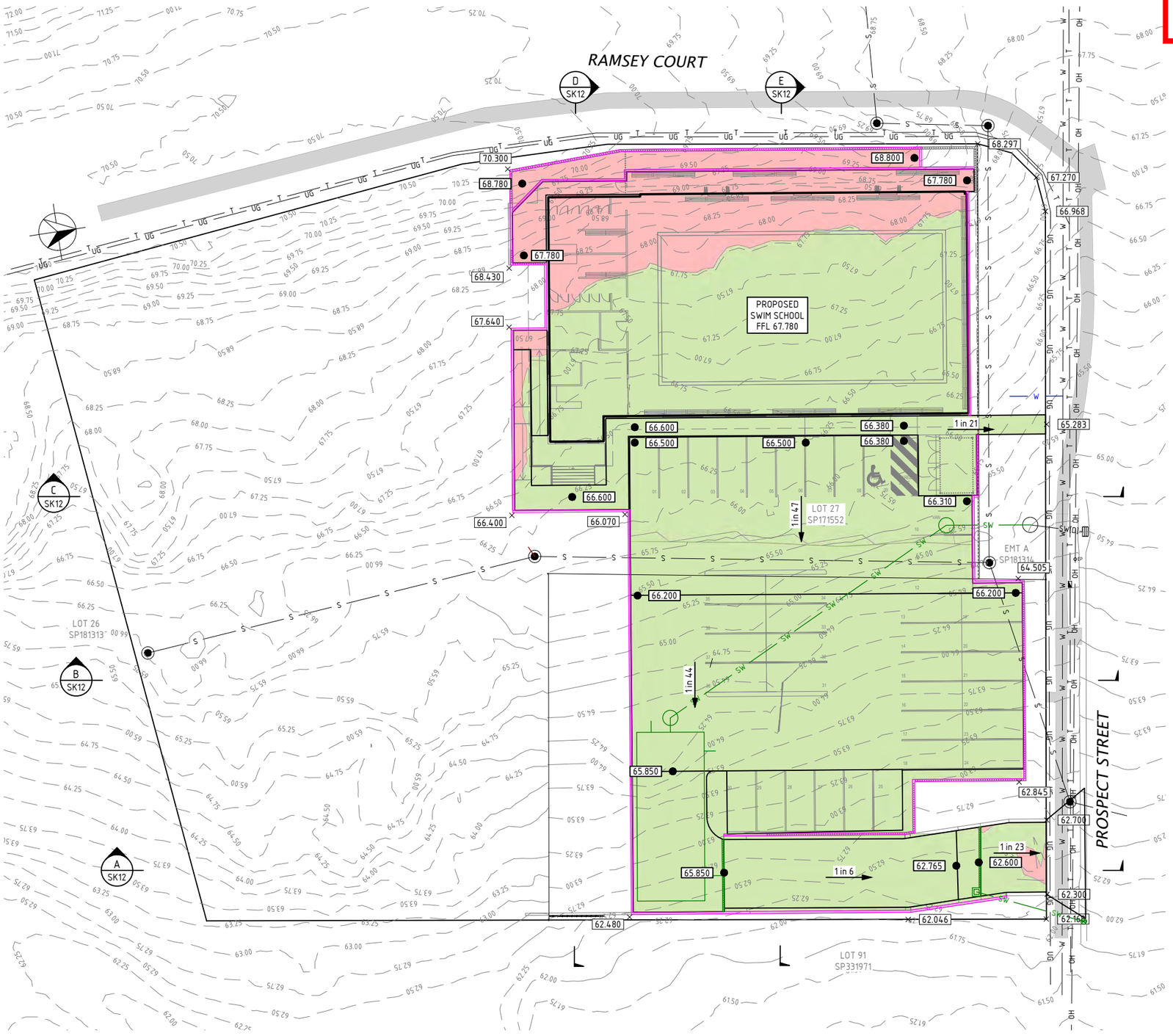

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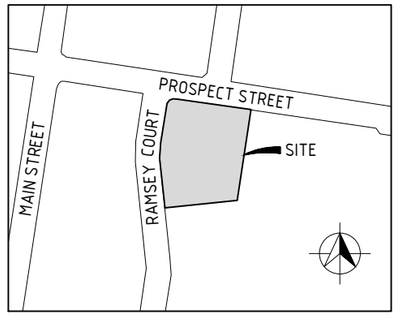

LOCALITY PLAN
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LEGEND

- OH — EXISTING ELECTRICAL OVERHEAD
- T — EXISTING TELECOMMUNICATION
- SW — EXISTING STORMWATER DRAINAGE
- S — EXISTING SEWERAGE MAIN
- W — EXISTING WATER MAIN
- 9.999 — EXISTING CONTOURS
- SW — PROPOSED STORMWATER DRAINAGE
- S — PROPOSED SEWERAGE MAIN
- W — PROPOSED WATER MAIN
- PROPOSED FILL
- PROPOSED CUT
- PROPOSED RETAINING WALL
- × ##.## — EXISTING SURFACE LEVEL
- ● ##.## — BULK EARTHWORKS LEVEL

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REAL PROPERTY DESCRIPTION
LOT 21 ON RP 65946 & LOT 27 ON SP 171552

REV.	DESCRIPTION	DATE	INIT.
A	PRLEIMINARY ISSUE	31.03.23	CA

MILANOVIC NEALE CONSULTING ENGINEERS
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CLIENT: QUEENSLAND CHILD CARE SERVICE CLUB 91

PROJECT: 38 & 40 PROSPECT STREET, LOWOOD

TITLE: PRELIMINARY BULK EARTHWORKS LAYOUT PLAN

DRAWN	DESIGNED	DATE
CA	CFR	FEB 2023
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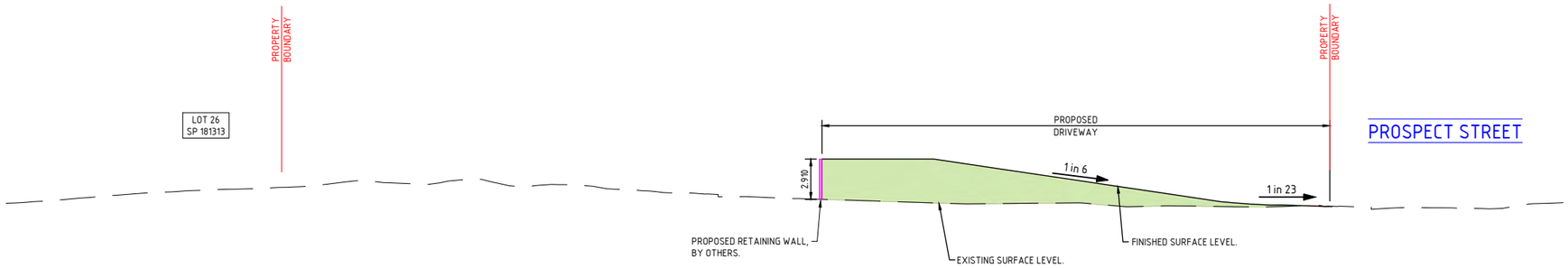

SECTION A
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SK11

SECTION B
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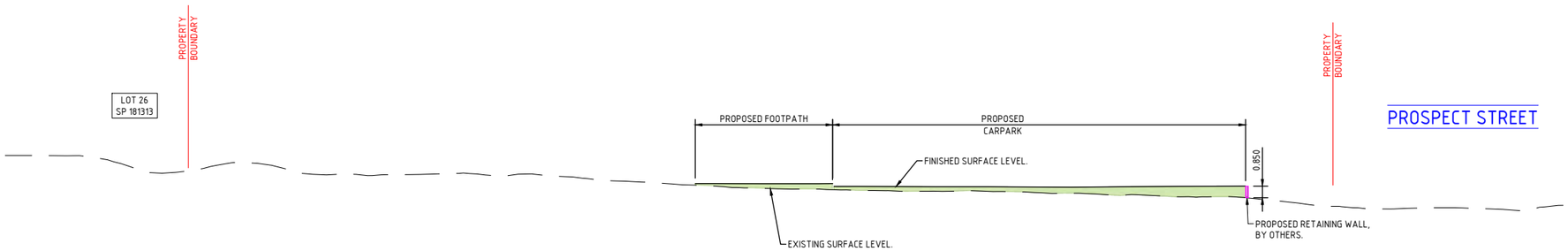
SK11



SECTION C
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LEGEND

- EXISTING SURFACE LEVEL
- PROPOSED SURFACE LEVEL
- PROPOSED FILL
- PROPOSED CUT

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CLIENT: QUEENSLAND CHILD CARE SERVICE CLUB 92

PROJECT: 38 & 40 PROSPECT STREET, LOWOOD

TITLE: PRELIMINARY BULK EARTHWORKS SECTIONS SHEET 1 OF 2

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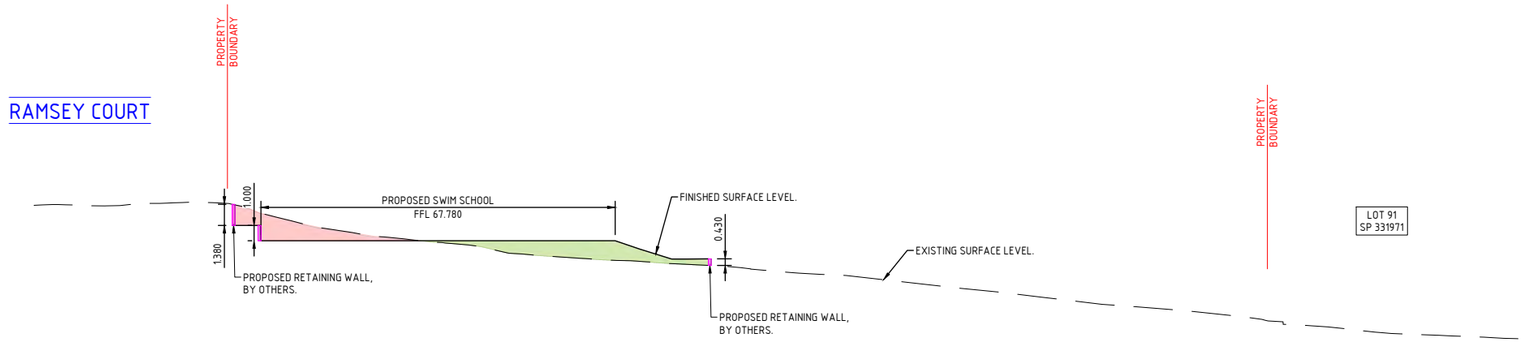

SECTION D
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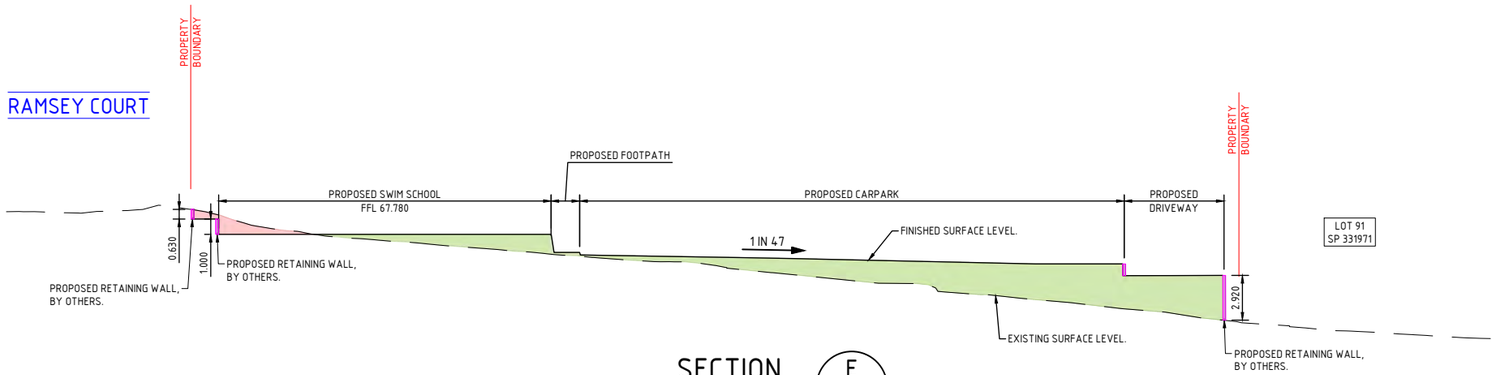

SECTION E
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LEGEND

- EXISTING SURFACE LEVEL
- PROPOSED SURFACE LEVEL
- PROPOSED FILL
- PROPOSED CUT

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CLIENT: QUEENSLAND CHILD CARE SERVICE CLUB 93

PROJECT: 38 & 40 PROSPECT STREET, LOWOOD

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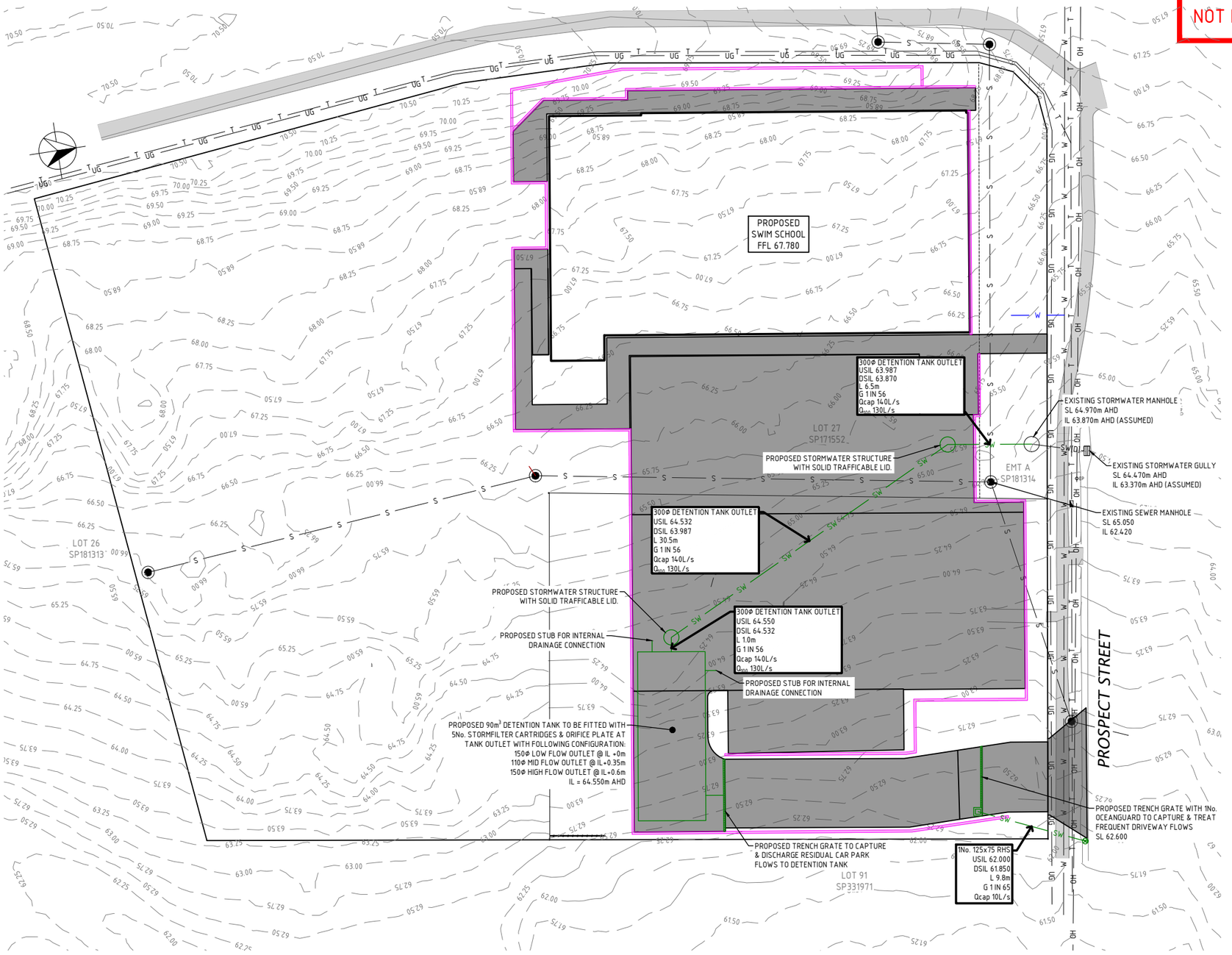

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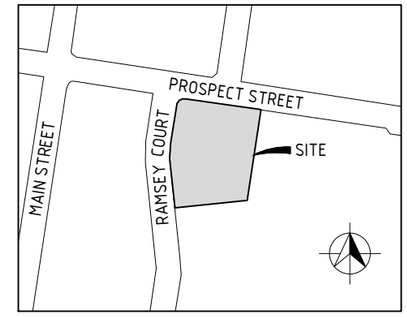

LOCALITY PLAN
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LEGEND

OH	EXISTING ELECTRICAL OVERHEAD
T	EXISTING TELECOMMUNICATION
SW	EXISTING STORMWATER DRAINAGE
S	EXISTING SEWERAGE MAIN
W	EXISTING WATER MAIN
9.999	EXISTING CONTOURS
SW	PROPOSED STORMWATER DRAINAGE

NOTES:
1. THIS DRAWING TO BE USED FOR DESIGN REVIEW AND ACCESS PERMISSION ONLY. NOT TO BE USED FOR CONSTRUCTION.
2. LEVELS ON SITE TO BE CONFIRMED BY DETAILED SURVEY AND DESIGN REVISED PRIOR TO CONSTRUCTION.
3. APPROPRIATE APPROVALS FROM THE LOCAL AUTHORITIES ARE REQUIRED PRIOR TO CONSTRUCTION.
4. PROPOSED SURFACE LEVELS & GRADIENTS AS PER ARCHITECTURAL PLANS.
5. INTERNAL PRIVATE STORMWATER DRAINAGE NETWORK SERVICING CAR PARKING AREA TO BE DOCUMENTED AT LATER STAGE OF DESIGN.
6. STORMWATER MANAGEMENT STRATEGY SUBJECT TO CONFIRMATION THAT EXISTING MUNICIPAL STORMWATER INFRASTRUCTURE WITHIN PROSPECT ST IS OF SUFFICIENT DEPTH & SIZE TO RECEIVE DEVELOPMENT FLOWS.
7. ALL GRATED STORMWATER INLETS WITHIN CAR PARKING AREA TO BE FITTED WITH OCEANGUARD.
8. LEVELS WITHIN PROPOSED VEHICULAR ACCESS AND MANOEUVERING AREA SUBJECT TO FURTHER OPTIMISATION AT LATER STAGE OF DESIGN.
9. NON-DEVELOPED AREAS TO THE WEST TO SHEET FLOW TO THE SOUTH AS PER EXISTING CONDITIONS.
10. PROPOSED WORKS OVER EXISTING SEWER SUBJECT TO STRUCTURAL DESIGN ADVICE & BUILD OVER SEWER APPROVAL.

EXISTING SERVICES NOTE:

THIS DESIGN HAS BEEN PREPARED BASED ON SERVICE AUTHORITY AS CONSTRUCTED INFORMATION OR FIELD SURVEY, IF MADE AVAILABLE TO MNCE AT THE TIME OF DESIGN. THE LOCATION OF UNDERGROUND SERVICES ARE NOTED WITH THEIR RESPECTIVE CLASS IN ACCORDANCE WITH AS5488:2019, THE AUSTRALIAN STANDARDS FOR CLASSIFICATION OF SUBSURFACE UTILITY INFORMATION (SUI). NO POT HOLING HAS BEEN UNDERTAKEN TO VERIFY EXISTING SERVICE LOCATIONS AND DEPTHS. IT IS THE CONTRACTORS RESPONSIBILITY TO UNDERTAKE FURTHER SURVEY AND POT HOLING AS REQUIRED, TO CONFIRM THE NATURE AND LOCATION OF THESE SERVICES AND VERIFY THE DESIGN.

SCALE 1:200 (A1) 0 4 8 12m (SCALE BEFORE REDUCTION)

SCALE 1:2500 (A1) 0 50 100 150m (SCALE BEFORE REDUCTION)

REAL PROPERTY DESCRIPTION
LOT 21 ON RP 65946 & LOT 27 ON SP 171552

REV.	DESCRIPTION	DATE	INIT.
A	PRLEIMINARY ISSUE	31.03.23	CA

MILANOVIC NEALE CONSULTING ENGINEERS
CIVIL
STRUCTURAL
TRAFFIC
PROJECT MANAGEMENT
BRISBANE PH No. (07) 3255 1877
IPSWICH PH No. (07) 3281 6603
SYDNEY PH No. 1300 827 901
GOLD COAST PH No. 1300 827 901
CONTACT DETAILS
E mail@mnce.com.au
W www.mnce.com.au

CLIENT: QUEENSLAND CHILD CARE SERVICE CLUB 94

PROJECT: 38 & 40 PROSPECT STREET, LOWOOD

TITLE: STORMWATER MANAGEMENT LAYOUT PLAN

DRAWN	DESIGNED	DATE
CA	CFR	FEB 2023
CHECKED	APPROVED	
JHU		

DRAWING No. C5569 - SK21 REV. A

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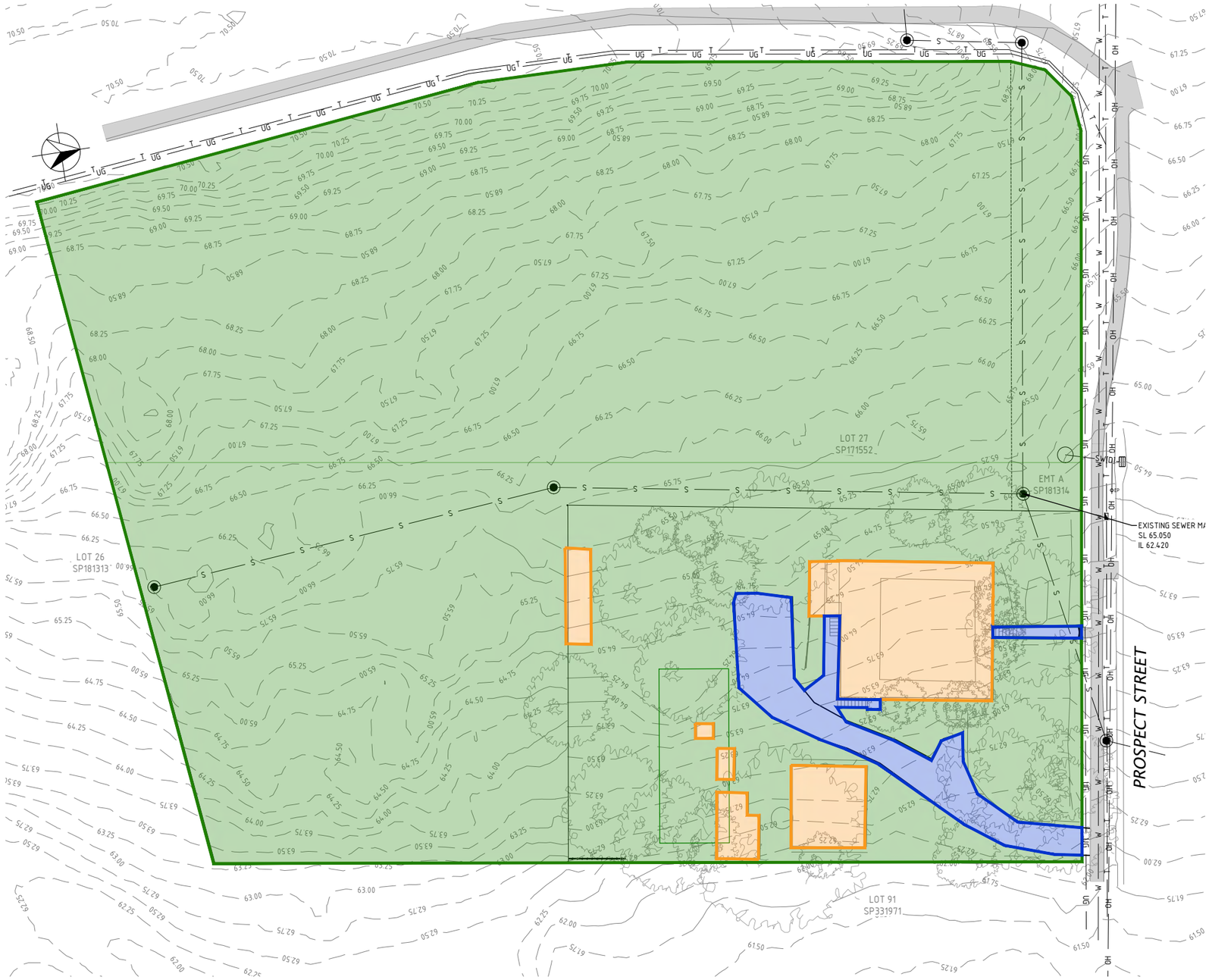

PLAN
SCALE 1:200

LEGEND

SW — EXISTING STORMWATER DRAINAGE

10.000 — EXISTING MAJOR CONTOURS

EXISTING CATCHMENT	
ROOF	
A	0.027ha
I	100%
S	17%
n	0.015
HARDSTAND	
A(I)	0.014ha
A(P)	0.001ha
I	90%
S	10%
n (I)	0.015
n(P)	0.050
VEGETATION	
A	0.506ha
I	0%
S	10%
n	0.050

NOTES:
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SCALE 1:200 (A1) 0 4 8 12m
(SCALE BEFORE REDUCTION)

REAL PROPERTY DESCRIPTION
LOT 21 ON RP 65946 & LOT 27 ON SP 171552

DO NOT SCALE FROM DRAWING
ALL SCALES ARE AS SHOWN (A1)

REV.	DESCRIPTION	DATE	INIT.
A	PRLEIMINARY ISSUE	31.03.23	CA

MILANOVIC NEALE CONSULTING ENGINEERS
CIVIL STRUCTURAL TRAFFIC PROJECT MANAGEMENT
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SYDNEY PH No. 1300 827 901
GOLD COAST PH No. 1300 827 901

CONTACT DETAILS
E mail@mnce.com.au
W www.mnce.com.au

JAS-ANZ SGS

CLIENT: QUEENSLAND CHILD CARE SERVICE CLUB 95

PROJECT: 38 & 40 PROSPECT STREET, LOWOOD

TITLE: STORMWATER MANAGEMENT PRE-DEVELOPMENT CATCHMENT PLAN

DRAWN	DESIGNED	DATE
CA	CFR	FEB 2023
CHECKED	APPROVED	
JHU		
DRAWING No.		REV.
C5569 - SK22		A

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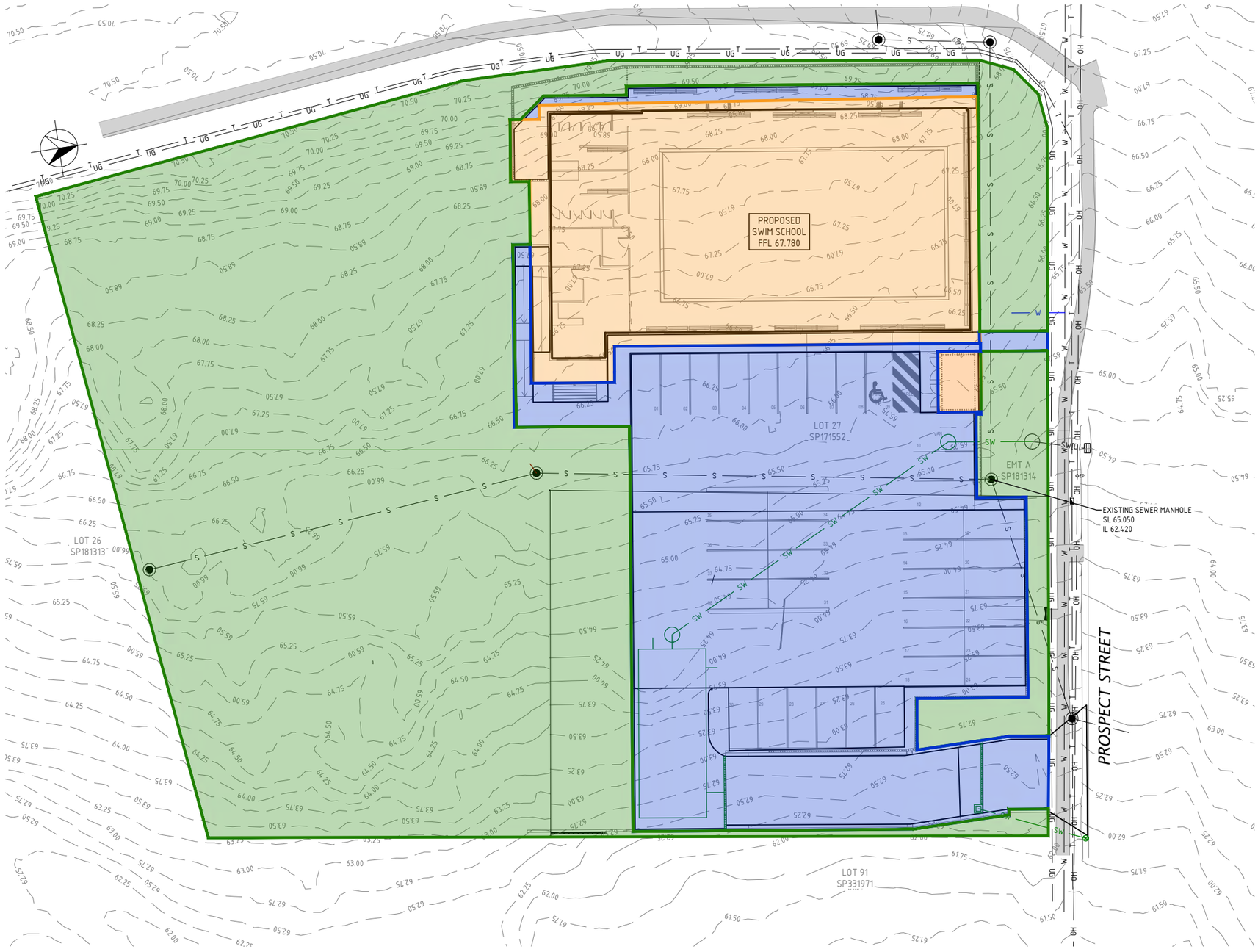

PLAN
SCALE 1:200

LEGEND

SW — EXISTING STORMWATER DRAINAGE

10.000 — EXISTING MAJOR CONTOURS

DEVELOPED CATCHMENT	
ROOF	
A	0.091ha
I	100%
S	17%
n	0.015
HARDSTAND	
A	0.153ha
I	100%
S	8%
n	0.015
VEGETATION	
A	0304ha
I	0%
S	10%
n	0.050

NOTES:
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SCALE 1:200 (A1) 0 4 8 12m
(SCALE BEFORE REDUCTION)

REAL PROPERTY DESCRIPTION
LOT 21 ON RP 65946 & LOT 27 ON SP 171552

DO NOT SCALE FROM DRAWING
ALL SCALES ARE AS SHOWN (A1)

REV.	DESCRIPTION	DATE	INIT.
A	PRLEIMINARY ISSUE	31.03.23	CA

MILANOVIC NEALE CONSULTING ENGINEERS
CIVIL STRUCTURAL TRAFFIC PROJECT MANAGEMENT
BRISBANE PH No. (07) 3255 1877
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SYDNEY PH No. 1300 827 901
GOLD COAST PH No. 1300 827 901
CONTACT DETAILS
E mail@mnce.com.au
W www.mnce.com.au

CLIENT: QUEENSLAND CHILD CARE SERVICE CLUB 96

PROJECT: 38 & 40 PROSPECT STREET, LOWOOD

TITLE: STORMWATER MANAGEMENT POST-DEVELOPMENT CATCHMENT PLAN

DRAWN	DESIGNED	DATE
CA	CFR	FEB 2023
CHECKED	APPROVED	
JHU		

DRAWING No. C5569 - SK23 REV. A

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PLAN
SCALE 1:200

LEGEND

- SW — EXISTING STORMWATER DRAINAGE
- 10.000 — EXISTING MAJOR CONTOURS
- MITIGATED CATCHMENT (A=0.347ha)
- NON-MITIGATED CATCHMENT (A=0.201ha)

NOTES:
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(SCALE BEFORE REDUCTION)

REAL PROPERTY DESCRIPTION
LOT 21 ON RP 65946 & LOT 27 ON SP 171552

DO NOT SCALE FROM DRAWING
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REV.	DESCRIPTION	DATE	INIT.
A	PRLEIMINARY ISSUE	31.03.23	CA

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CONTACT DETAILS
E mail@mnce.com.au
W www.mnce.com.au

CLIENT: QUEENSLAND CHILD CARE SERVICE CLUB 97

PROJECT: 38 & 40 PROSPECT STREET, LOWOOD

TITLE: STORMWATER MANAGEMENT MITIGATED CATCHMENT PLAN

DRAWN	DESIGNED	DATE
CA	CFR	FEB 2023
CHECKED	APPROVED	
JHU		

DRAWING No. C5569 – SK24 REV. A

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APPENDIX B: RATIONAL METHOD CALCULATION SUMMARY

Job Reference	C5569
Site Address	38 & 40 Prospect Street, Lowood
Council	Somerset Regional Council

Number of Sub-Catchments	3	
Minor Storm Event	10% AEP	(As per QUDM Table 7.02.1)
Major Storm Event	1% AEP	(As per QUDM Table 7.02.1)

Subcatchment Summary Table

Number	Catchment Name	Catchment Description	C_{10}	tc
1	ROOF	Impervious Roof	0.90	16
2	HARDSTAND	Significant paved areas	0.88	16
3	VEGETATION	Open Space (eg parks)	0.70	16

Site C_{10} 0.71

Catchment Calculations (Major and Minor Storm ARI's)

Number	Area	C10	I10	10% AEP	C100	I100	1% AEP
	ha		mm/hr	m³/s		mm/hr	m³/s
1	0.027	0.90	115	0.008	1.00	174	0.013
2	0.015	0.88	115	0.004	1.00	174	0.007
3	0.506	0.70	115	0.113	0.84	174	0.205

Total Runoff	Minor	0.125	m³/s
	Major	0.226	m³/s
Total Area		0.548	ha

Overland Flow Calculations		
Trunk SW Infrastructure		
Pipe Diameter	N/A	m
Number of Pipes		
Grade		m/m
mannings		
Pipe Capacity		m^3/s
Pipe Velocity		m/s
Capacity @ 3m/s		m^3/s
Overland Flow		m^3/s

Runoff Summary		
Freq.	Peak Discharge	
4 EY	0.027	m^3/s
63% AEP	0.053	m^3/s
39% AEP	0.064	m^3/s
15% AEP	0.100	m^3/s
10% AEP	0.125	m^3/s
5% AEP	0.151	m^3/s
2% AEP	0.195	m^3/s
1% AEP	0.226	m^3/s

Job Reference	C5569
Site Address	38 & 40 Prospect Street, Lowood
Council	Somerset Regional Council

Number of Sub-Catchments	3	
Minor Storm Event	10% AEP	(As per QUDM Table 7.02.1)
Major Storm Event	1% AEP	(As per QUDM Table 7.02.1)

Subcatchment Summary Table

Number	Catchment Name	Catchment Description	C_{10}	tc
1	ROOF	Impervious Roof	0.90	10
2	HARDSTAND	Significant paved areas	0.88	10
3	VEGETATION	Open Space (eg parks)	0.70	10

Site C_{10} 0.78

Catchment Calculations (Major and Minor Storm ARI's)

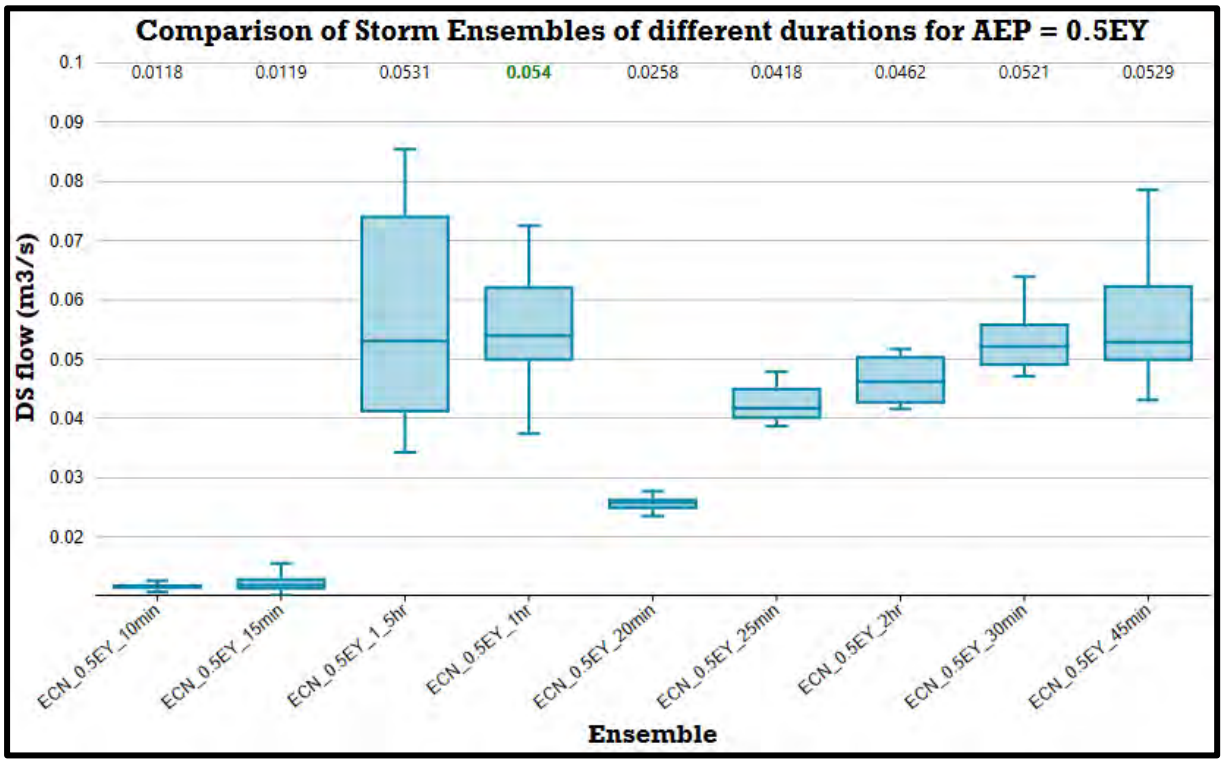
Number	Area	C10	I10	10% AEP	C100	I100	1% AEP
	ha		mm/hr	m³/s		mm/hr	m³/s
1	0.091	0.90	139	0.032	1.00	211	0.053
2	0.153	0.88	139	0.052	1.00	211	0.090
3	0.304	0.70	139	0.082	0.84	211	0.150

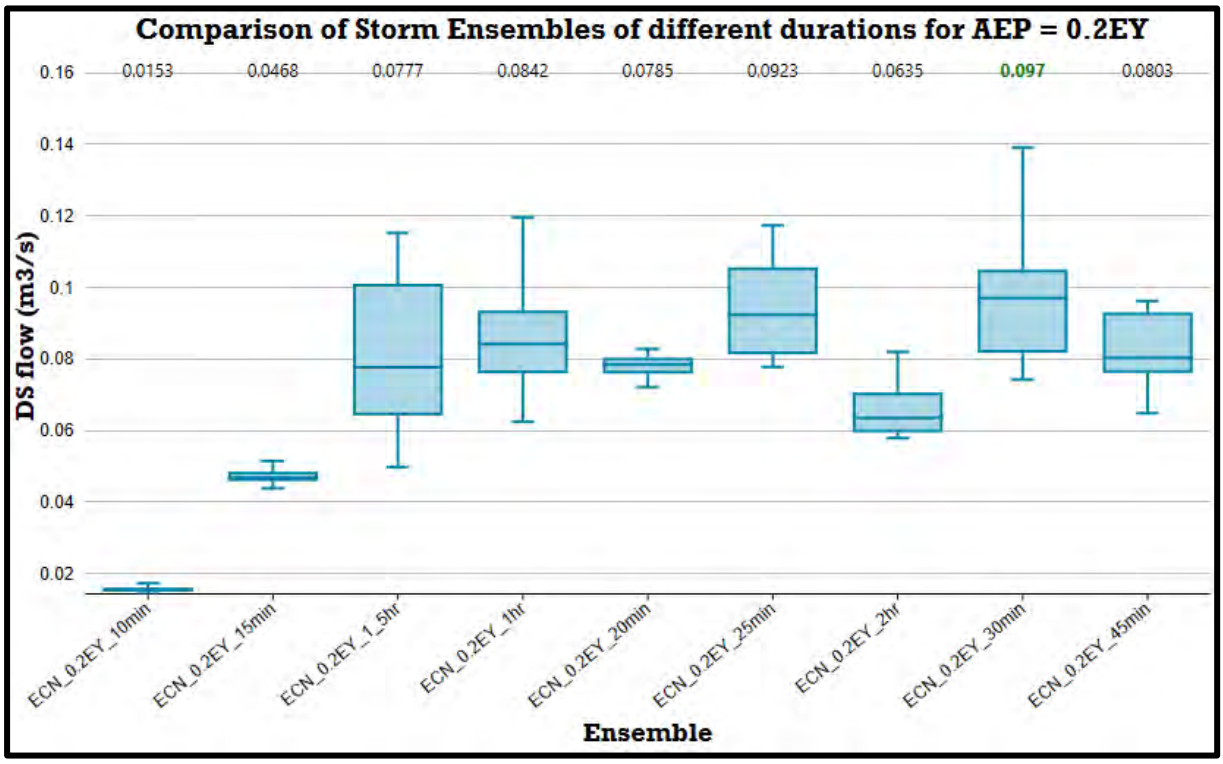
Total Runoff	Minor	0.166	m³/s
	Major	0.293	m³/s
Total Area		0.548	ha

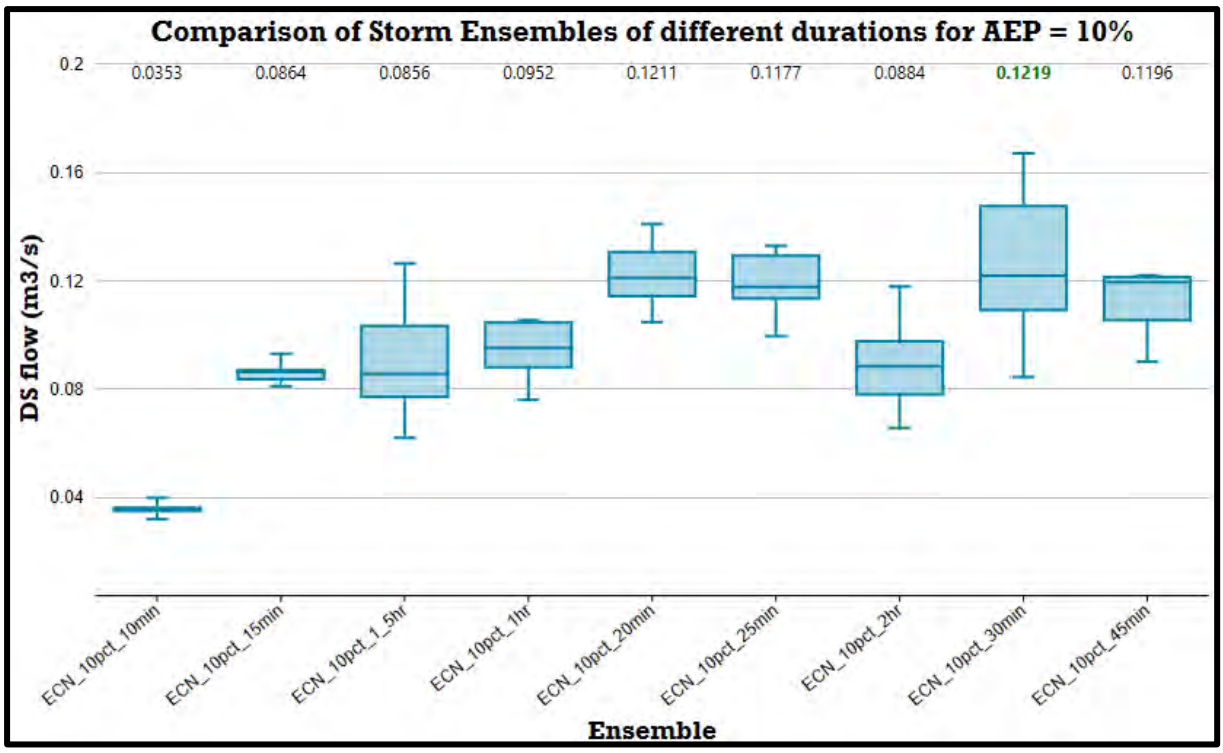
Overland Flow Calculations		
Trunk SW Infrastructure		
Pipe Diameter	N/A	m
Number of Pipes		
Grade		m/m
mannings		
Pipe Capacity		m^3/s
Pipe Velocity		m/s
Capacity @ 3m/s		m^3/s
Overland Flow		m^3/s

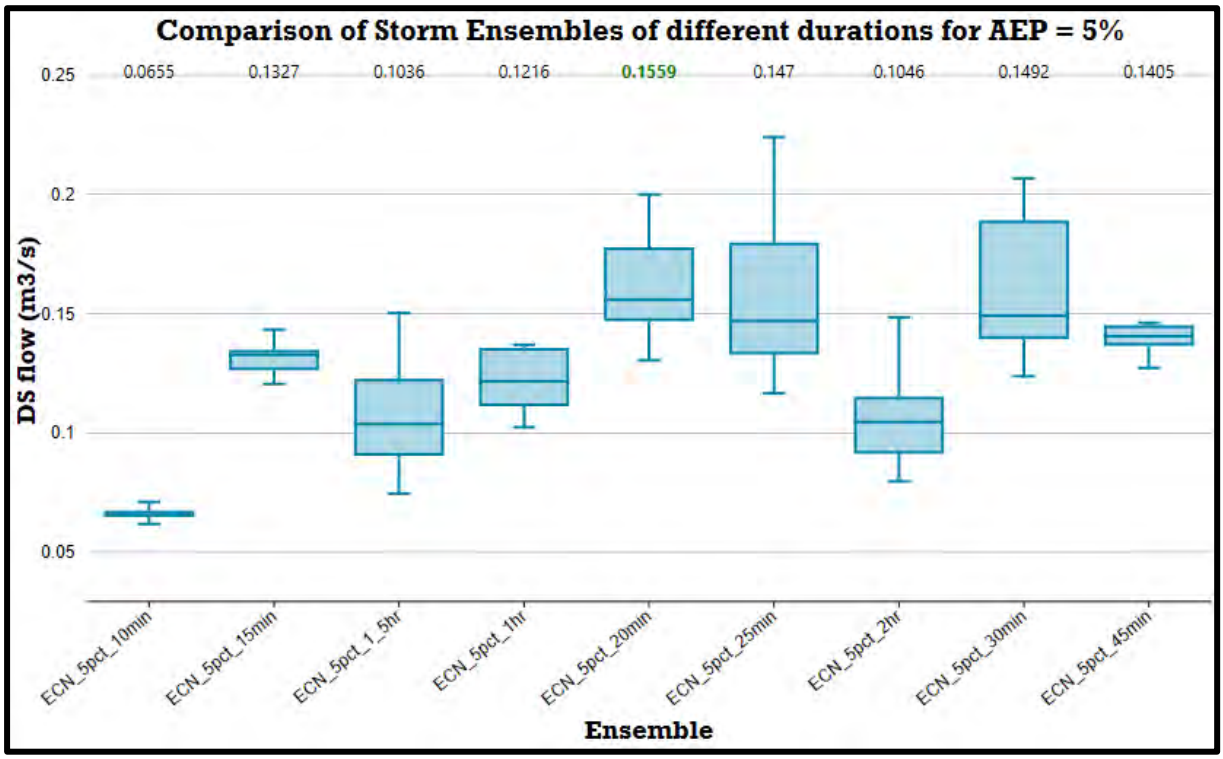
Runoff Summary		
Freq.	Peak Discharge	
4 EY	0.035	m^3/s
63% AEP	0.071	m^3/s
39% AEP	0.085	m^3/s
15% AEP	0.133	m^3/s
10% AEP	0.166	m^3/s
5% AEP	0.200	m^3/s
2% AEP	0.257	m^3/s
1% AEP	0.293	m^3/s

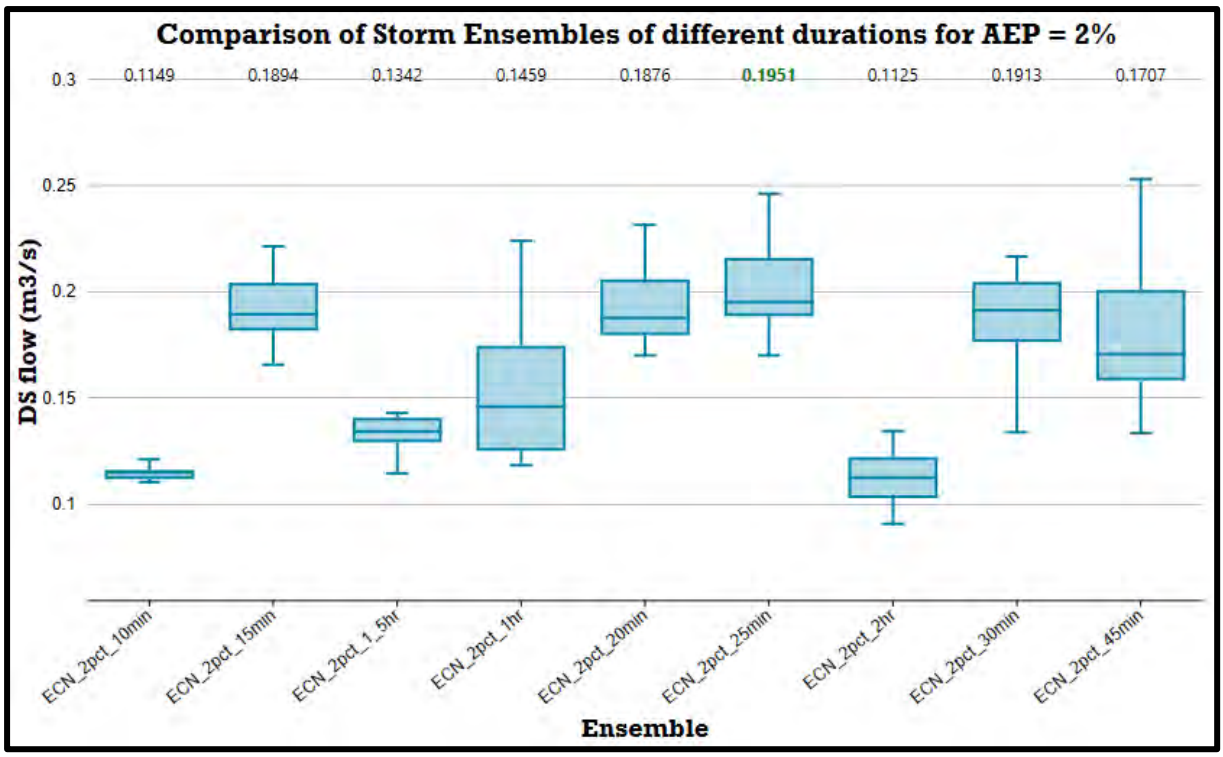
APPENDIX C: ICM MODEL OUTPUTS

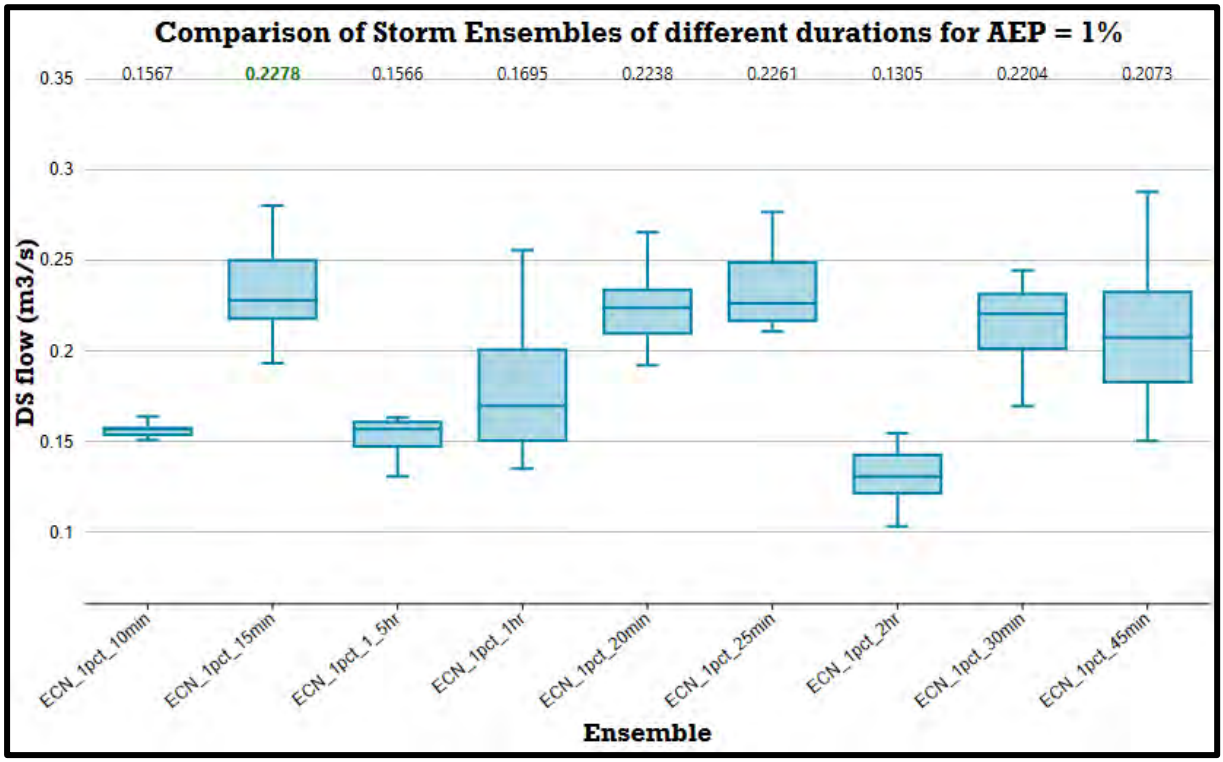

Comparison of Storm Ensembles of different durations for AEP = 0.5EY
0.0118
0.0119
0.0531
0.054
0.0258
0.0418
0.0462
0.0521
0.0529
DS flow (m3/s)
0.1
0.09
0.08
0.07
0.06
0.05
0.04
0.03
0.02
ECN_0.5EY_10min
ECN_0.5EY_15min
ECN_0.5EY_1_5hr
ECN_0.5EY_1hr
ECN_0.5EY_20min
ECN_0.5EY_25min
ECN_0.5EY_2hr
ECN_0.5EY_30min
ECN_0.5EY_45min
Ensemble


Comparison of Storm Ensembles of different durations for AEP = 0.2EY
0.0153
0.0468
0.0777
0.0842
0.0785
0.0923
0.0635
0.097
0.0803
DS flow (m3/s)
0.16
0.14
0.12
0.1
0.08
0.06
0.04
0.02
ECN_0.2EY_10min
ECN_0.2EY_15min
ECN_0.2EY_1_5hr
ECN_0.2EY_1hr
ECN_0.2EY_20min
ECN_0.2EY_25min
ECN_0.2EY_2hr
ECN_0.2EY_30min
ECN_0.2EY_45min
Ensemble

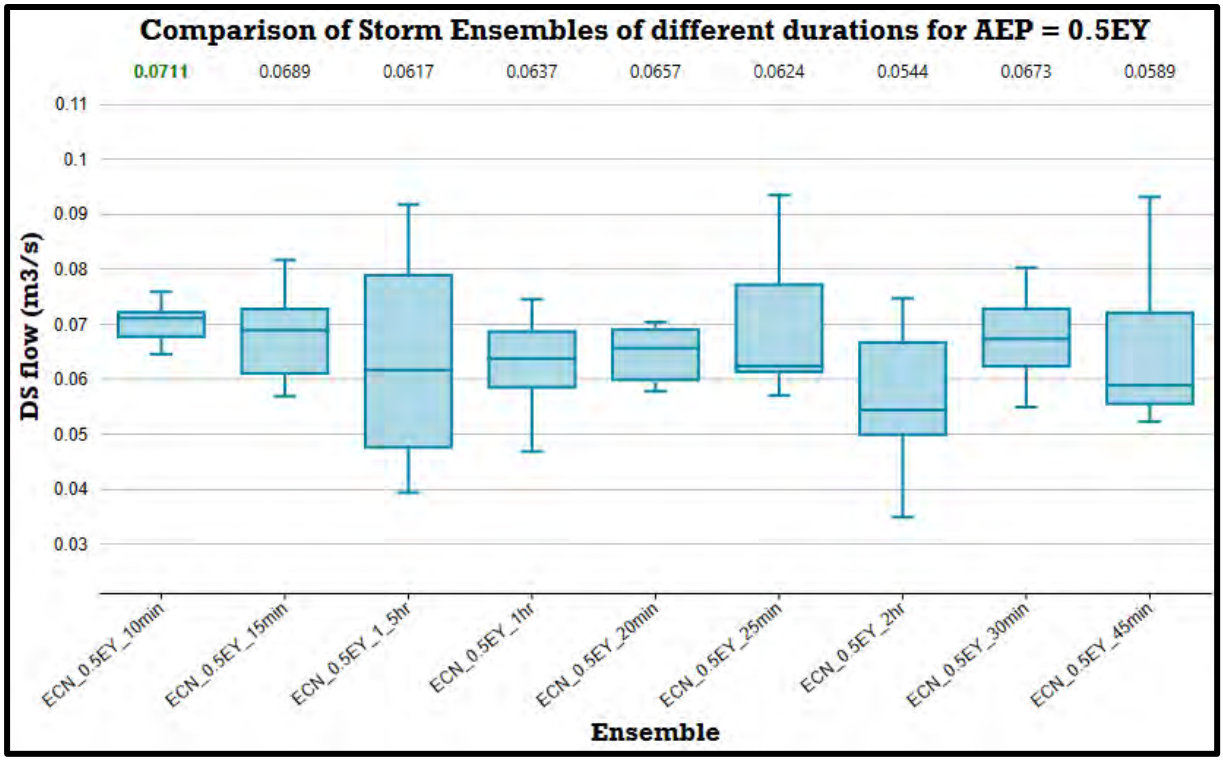

Comparison of Storm Ensembles of different durations for AEP = 10%
0.2
0.16
0.12
0.08
0.04
DS flow (m3/s)
0.0353
0.0864
0.0856
0.0952
0.1211
0.1177
0.0884
0.1219
0.1196
ECN_10pct_10min
ECN_10pct_15min
ECN_10pct_1_5hr
ECN_10pct_1hr
ECN_10pct_20min
ECN_10pct_25min
ECN_10pct_2hr
ECN_10pct_30min
ECN_10pct_45min
Ensemble

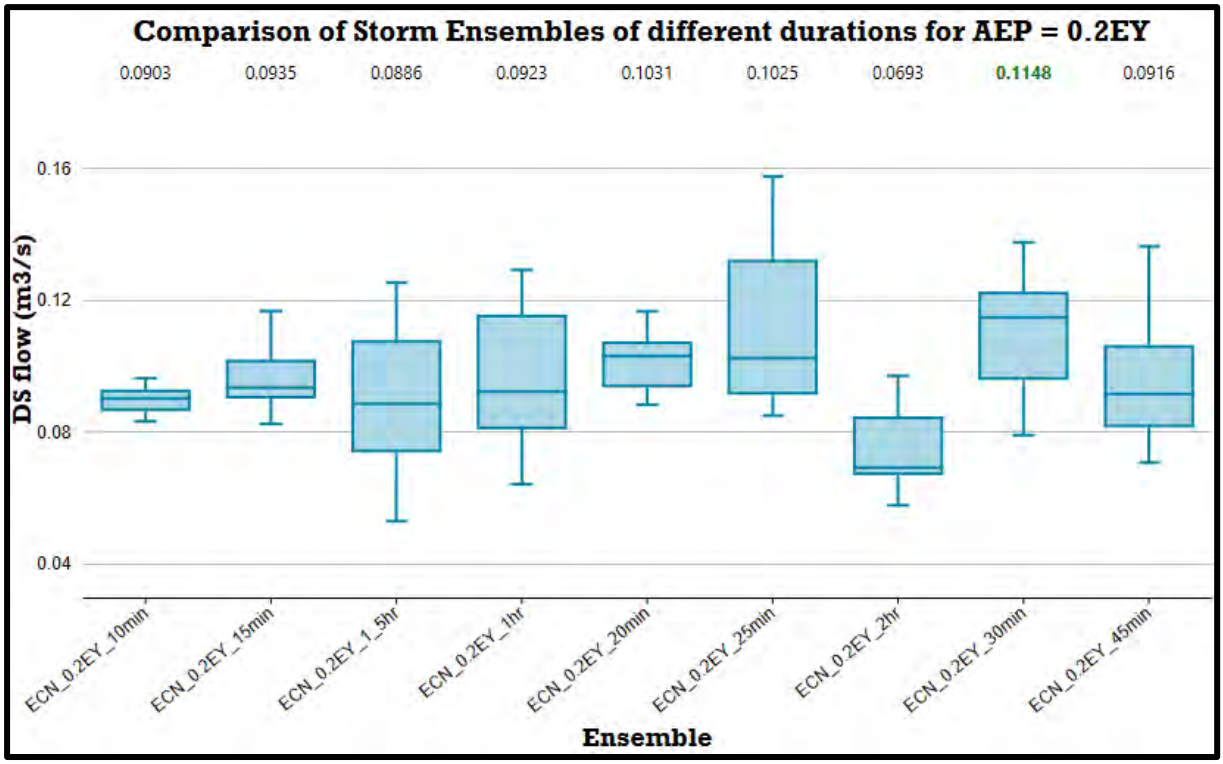

Comparison of Storm Ensembles of different durations for AEP = 5%
0.25
0.2
0.15
0.1
0.05
DS flow (m3/s)
0.0655
0.1327
0.1036
0.1216
0.1559
0.147
0.1046
0.1492
0.1405
ECN_5pct_10min
ECN_5pct_15min
ECN_5pct_1_5hr
ECN_5pct_1hr
ECN_5pct_20min
ECN_5pct_25min
ECN_5pct_2hr
ECN_5pct_30min
ECN_5pct_45min
Ensemble

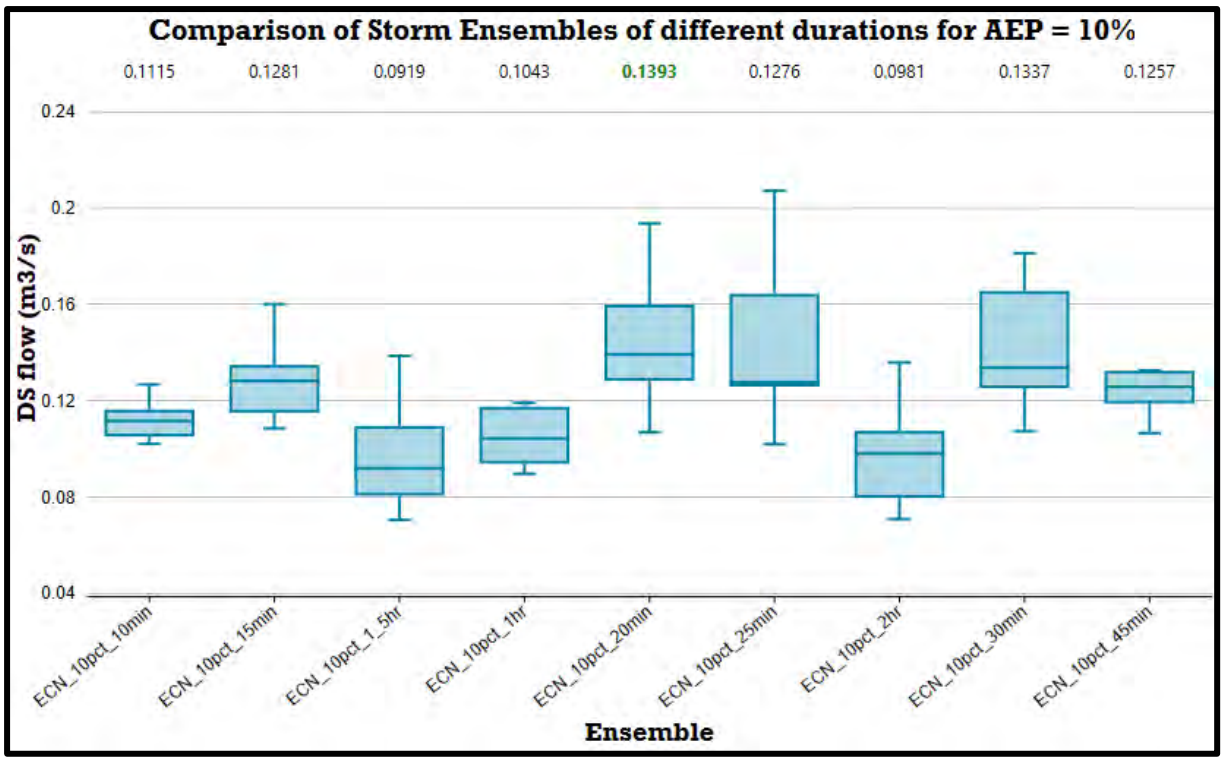

Comparison of Storm Ensembles of different durations for AEP = 2%
0.1149
0.1894
0.1342
0.1459
0.1876
0.1951
0.1125
0.1913
0.1707
DS flow (m3/s)
0.3
0.25
0.2
0.15
0.1
ECN_2pct_10min
ECN_2pct_15min
ECN_2pct_1_5hr
ECN_2pct_1hr
ECN_2pct_20min
ECN_2pct_25min
ECN_2pct_2hr
ECN_2pct_30min
ECN_2pct_45min
Ensemble

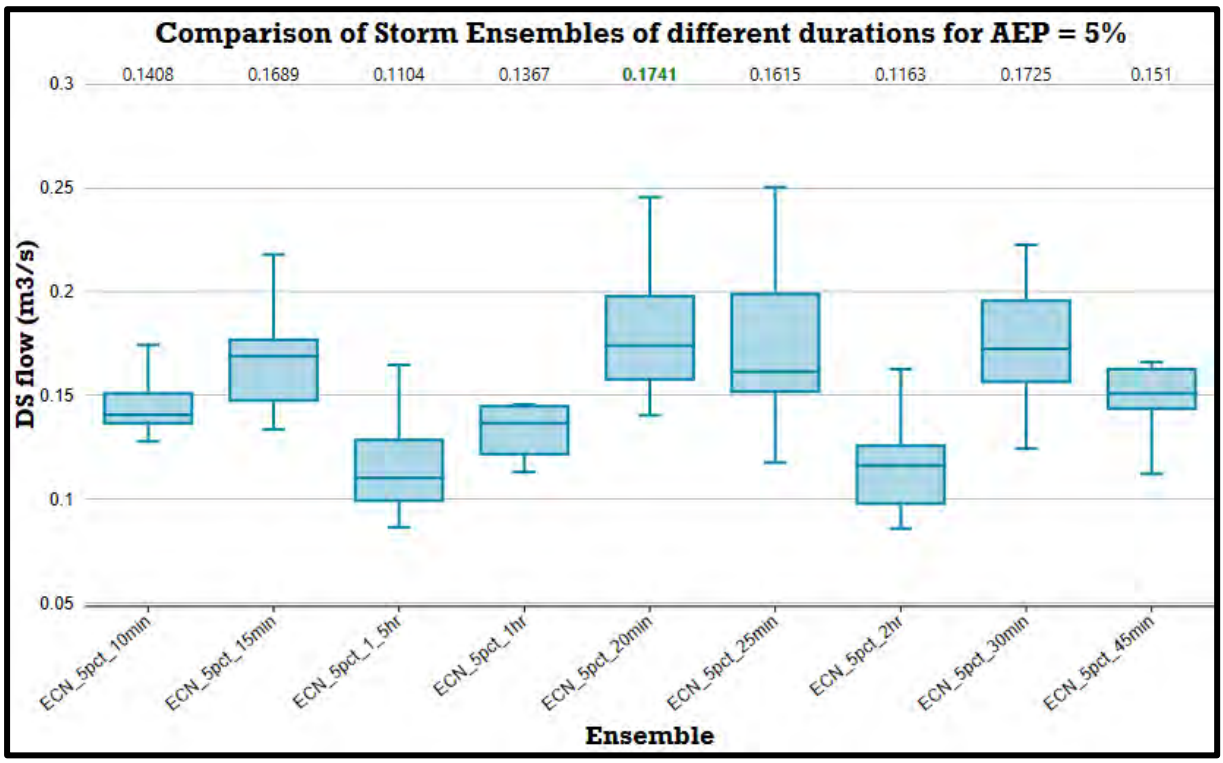

Comparison of Storm Ensembles of different durations for AEP = 1%
0.1567
0.2278
0.1566
0.1695
0.2238
0.2261
0.1305
0.2204
0.2073
DS flow (m3/s)
0.35
0.3
0.25
0.2
0.15
0.1
ECN_1pct_10min
ECN_1pct_15min
ECN_1pct_1_5hr
ECN_1pct_1hr
ECN_1pct_20min
ECN_1pct_25min
ECN_1pct_2hr
ECN_1pct_30min
ECN_1pct_45min
Ensemble

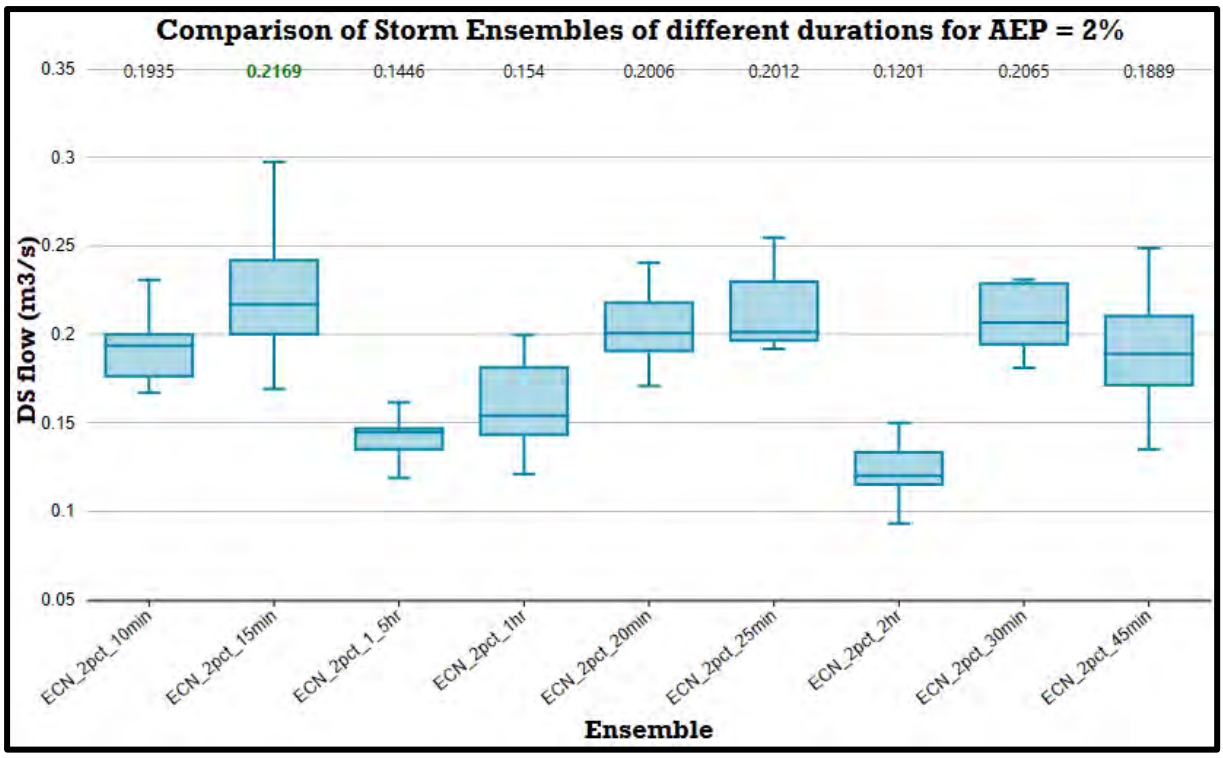
DEVELOPED SCENARIO

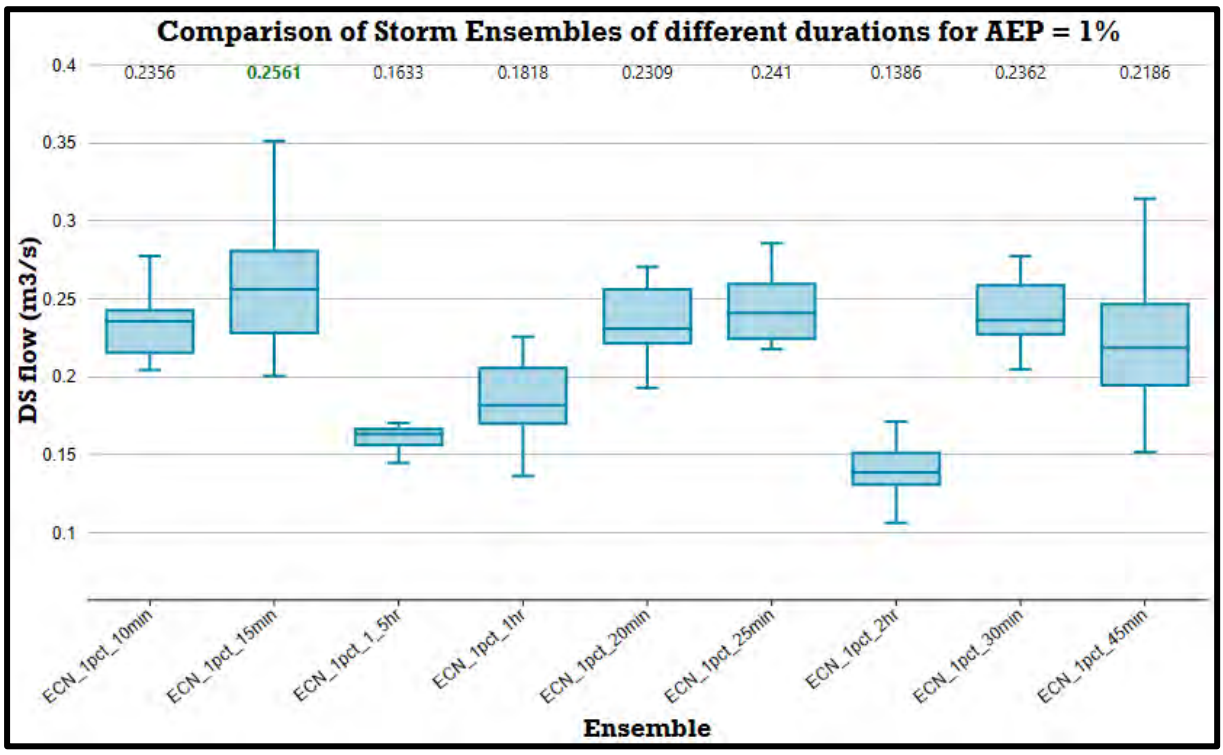





Comparison of Storm Ensembles of different durations for AEP = 10%
0.1115
0.1281
0.0919
0.1043
0.1393
0.1276
0.0981
0.1337
0.1257
DS flow (m3/s)
0.24
0.2
0.16
0.12
0.08
0.04
ECN_10pct_10min
ECN_10pct_15min
ECN_10pct_1_5hr
ECN_10pct_1hr
ECN_10pct_20min
ECN_10pct_25min
ECN_10pct_2hr
ECN_10pct_30min
ECN_10pct_45min
Ensemble


Comparison of Storm Ensembles of different durations for AEP = 5%
0.1408
0.1689
0.1104
0.1367
0.1741
0.1615
0.1163
0.1725
0.151
DS flow (m3/s)
0.3
0.25
0.2
0.15
0.1
0.05
ECN_5pct_10min
ECN_5pct_15min
ECN_5pct_1_5hr
ECN_5pct_1hr
ECN_5pct_20min
ECN_5pct_25min
ECN_5pct_2hr
ECN_5pct_30min
ECN_5pct_45min
Ensemble


Comparison of Storm Ensembles of different durations for AEP = 2%
0.35
0.3
0.25
0.2
0.15
0.1
0.05
0.1935
0.2169
0.1446
0.154
0.2006
0.2012
0.1201
0.2065
0.1889
DS flow (m3/s)
ECN_2pct_10min
ECN_2pct_15min
ECN_2pct_1_5hr
ECN_2pct_1hr
ECN_2pct_20min
ECN_2pct_25min
ECN_2pct_2hr
ECN_2pct_30min
ECN_2pct_45min
Ensemble


Comparison of Storm Ensembles of different durations for AEP = 1%
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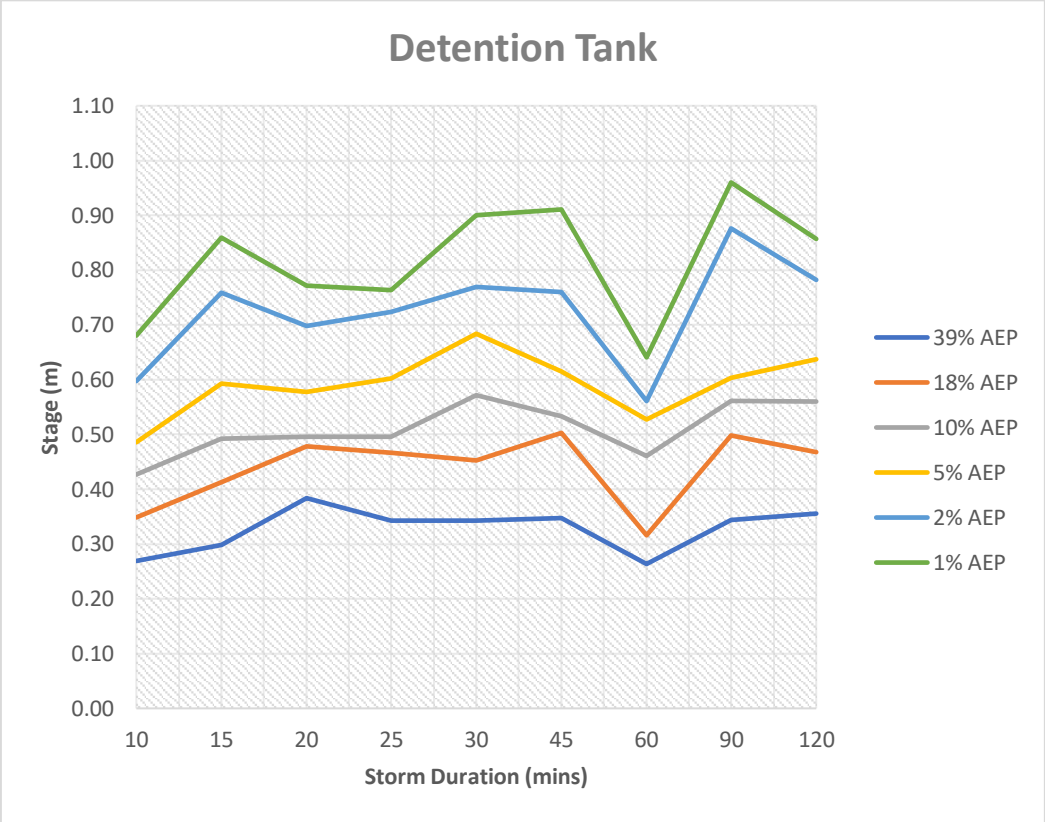
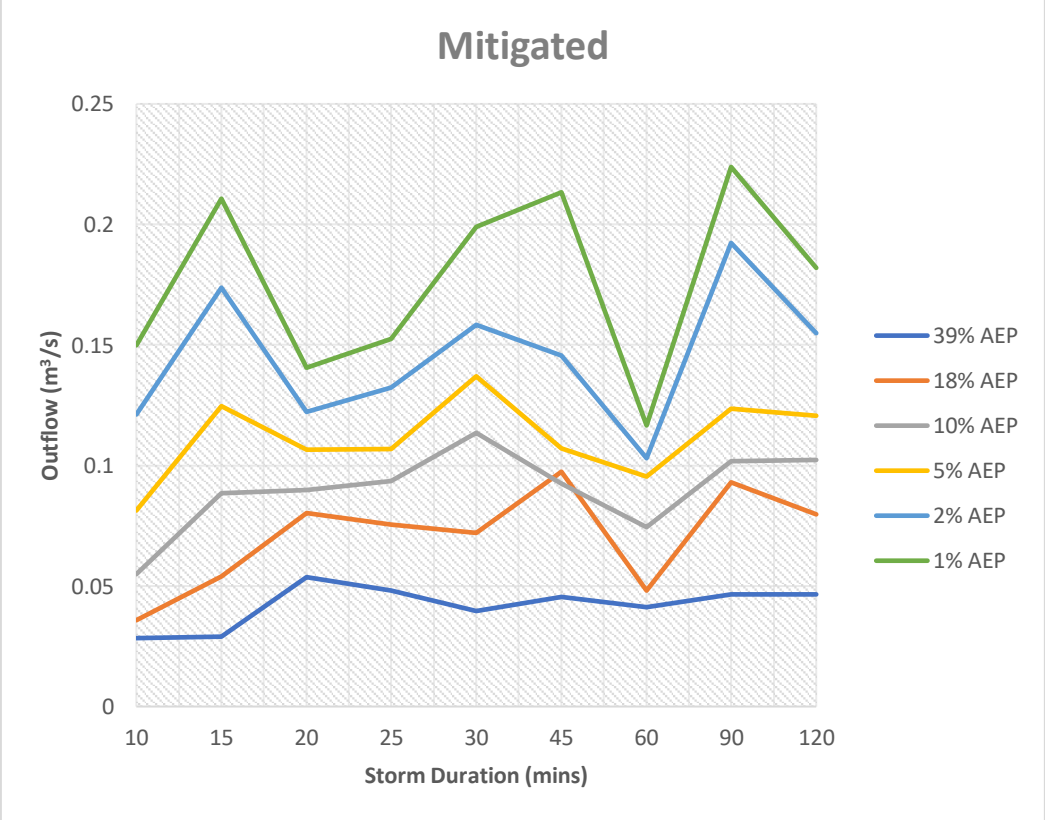
0.35
0.3
0.25
0.2
0.15
0.1
0.2356
0.2561
0.1633
0.1818
0.2309
0.241
0.1386
0.2362
0.2186
DS flow (m3/s)
ECN_1pct_10min
ECN_1pct_15min
ECN_1pct_1_5hr
ECN_1pct_1hr
ECN_1pct_20min
ECN_1pct_25min
ECN_1pct_2hr
ECN_1pct_30min
ECN_1pct_45min
Ensemble

MITIGATED SCENARIO





	Head (m)	Discharge (m3/s)	Power (kW)
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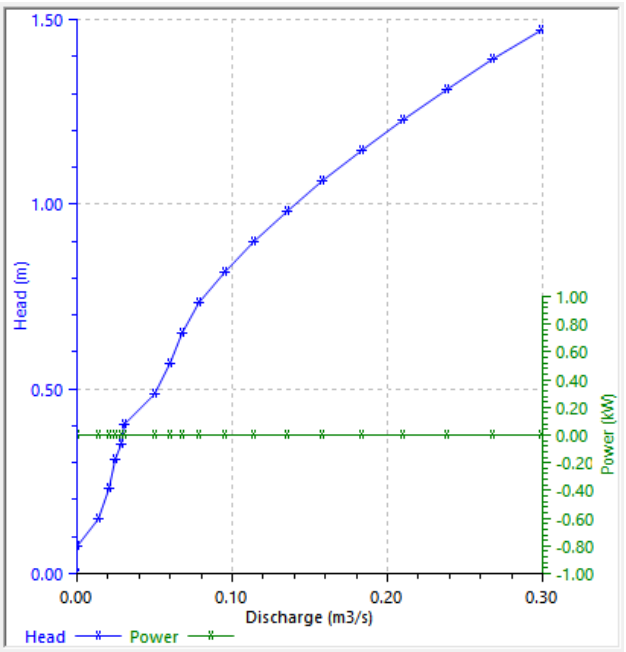
2	0.0750	0.0000	
3	0.1500	0.0140	
4	0.2300	0.0210	
5	0.3100	0.0250	
6	0.3500	0.0280	
7	0.4050	0.0300	
8	0.4870	0.0500	
9	0.5690	0.0600	
10	0.6510	0.0680	
11	0.7340	0.0780	
12	0.8160	0.0950	
13	0.8980	0.1140	
14	0.9800	0.1350	
15	1.0620	0.1580	
16	1.1440	0.1830	
17	1.2260	0.2100	
18	1.3090	0.2380	
19	1.3910	0.2680	
20	1.4730	0.2990	
*			



APPENDIX D: MUSIC MODEL OUTPUTS

Receiving Node

Treatment Train Effectiveness

	Flow (ML/yr)	TSS (kg/yr)	TP (kg/yr)	TN (kg/yr)	Gross Pollutants (kg/yr)
Sources	1.99	512	0.968	6.30	51.1
Residual Load	1.99	43.8	0.304	3.35	0.00
% Reduction	0.0	91.4	68.6	46.8	100.0

Traffic Engineering Report

Proposed Indoor Sport and Recreational Development

At 38 Prospect Street, Lowood

On behalf of Neylan Architecture

About TTM

For 30 years, we've been at the centre of the Australian development and infrastructure industry. Our unique combination of acoustics, data, traffic and waste services is fundamental to the success of any architectural or development project.

We have over 50 staff, with an unrivalled depth of experience. Our industry knowledge, technical expertise and commercial insight allow us to deliver an exceptional and reliable service.

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Revision Record

No.	Author	Reviewed/Approved		Description	Date
1.	M. Grierson J. Harrison	S. Crank RPEQ: 18360		DA Report	28/04/2023
2.					
3.					

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Contents

1 Introduction

1.1 Purpose

TTM Consulting Pty Ltd (TTM) has been engaged by Neylan Architecture to prepare a Traffic Engineering Report investigating a proposed Indoor Sport and Recreation development at 38 Prospect Street, Lowood. It is understood this report will accompany a Development Application to be lodged with Somerset Regional Council (SRC).

1.2 Scope

This report investigates the transport aspects associated with the proposed development. The scope of the transport aspects investigated includes:

- Parking supply required to cater for development demand.
- Parking layout to provide efficient and safe internal manoeuvring.
- Identification of likely traffic volumes and traffic distribution from the future development.
- Identification of likely traffic impact of development on the public road network.
- Access configuration to provide efficient and safe manoeuvring between the site and the public road network.
- Suitability of access and internal facilities to provide for pedestrian and cyclist operation.
- Access to suitable level of public transport.

To assess the proposed transport arrangements, the development plans have been assessed against the following guidelines and planning documents:

- Somerset Region Planning Scheme – Version 4, specifically:
  - Transport, Access and Parking Code (Part 8.3.6)
  - Local Government Infrastructure Plan (Part 4)
  - Infrastructure Overlay Code (Part 7.2.9)
  - Service, works and infrastructure code (Part 8.3.5)
- Somerset Regional Council Standard Drawings
- Australian Standards for Parking Facilities (AS2890 series), namely:
  - Part 1: Off- street car parking (AS2890.1:2004)
  - Part 2: Off-street commercial vehicle facilities (AS2890.2:2019)

- Part 3: Bicycle parking (AS2890.3:2015)
- Part 6: Off-street parking for people with disabilities (AS2890.6:2009)

- Department of Transport and Main Roads *'Road Planning and Design Manual' (RPDM)*
- Department of Transport and Main Roads 'Guide to Traffic Impact Assessment' (GTIA)
- Austroads *'Guide to Traffic Management'* (GTM)

2 Site Location

2.1 Site Location

The site is located at 38-40 Prospect Street, Lowood, as shown in Figure 2-1 and Figure 2-2. The site has road frontages to Ramsey Court and Prospect Street. The property description is Lot 27 on SP171552 and 21 on RP65946. Lowood State High School is located 30m to the east of the development site. The site is located in the 'General Residential' zone as defined by the SRC Planning Scheme.

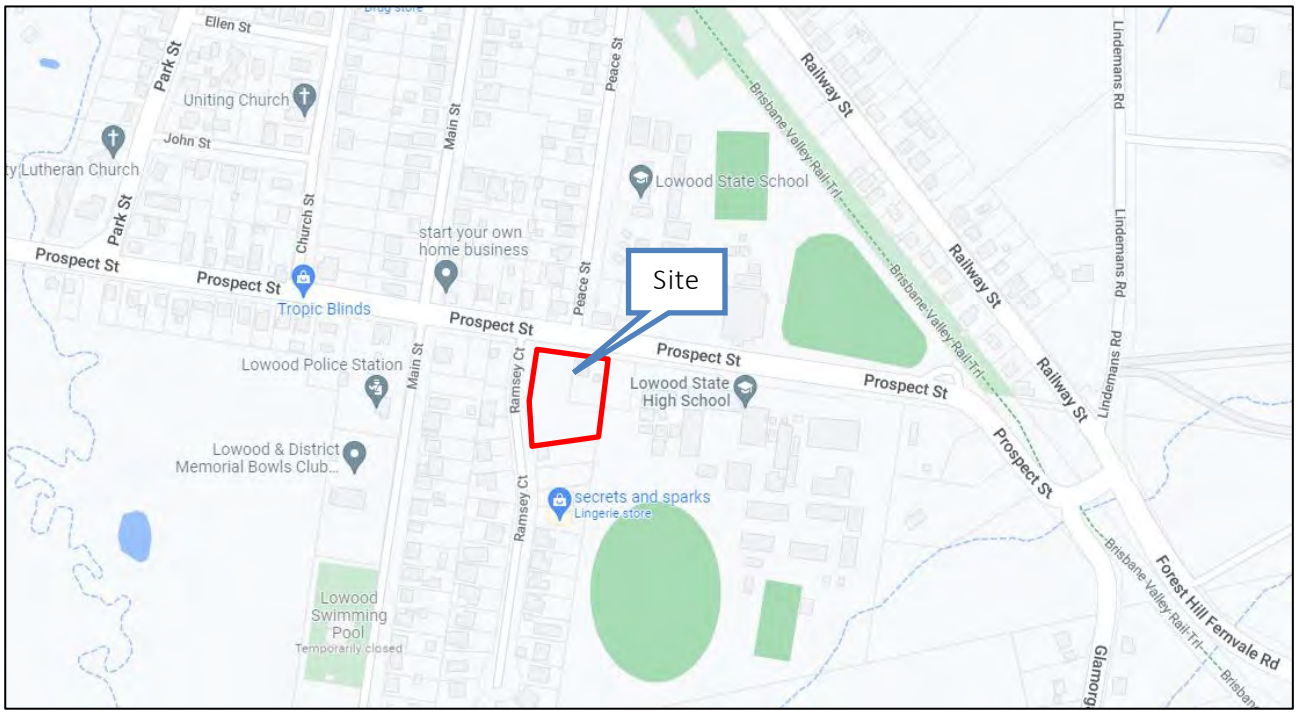


Figure 2-1 – Site location (Source: Google Maps)

Figure 2-2 – Site Area and Existing Site Access Arrangements (Source: QLD Globe)

The site is currently undeveloped on 27SP171552 and occupied by a single dwelling house on 21RP65946.

Key site characteristics from a planning perspective include:

- 5,480m² total site area
- General Residential zoning
- Located within the Priority Infrastructure Area and the Lowood (TR3) Transport Service Catchment

The site is located near to primary and secondary educational establishments, public transport, emergency services, shops, parks and recreation facilities.

3 Proposed Development

3.1 Development Profile

The development seeks to amalgamate two existing lots into one. Following this, the development seeks approval to construct a single storey Indoor Sport and Recreation facility (Swim School).

The Swim School use comprises 734m² GFA, with a swimming pool measuring 25m x 13m.

A copy of the development plans, prepared by Neylan Architecture is included in Appendix A.

3.1.1 Parking

The development plan includes 38 carparking spaces (incl. 1 PWD space)

Further details regarding the proposed parking provisions are included in Section 5.

3.1.2 Site Access

The existing driveway crossover will be removed as part of the development and access to the development site will be facilitated via a new single driveway crossover. The development plan includes the following access arrangements:

- Prospect Street access is provided at the eastern site boundary. The characteristics of this access include:
  - SRC Commercial Driveway modified Type A – SRC-ROAD-013
  - 6.8m wide at the property boundary
  - Priority controlled with all turns permitted
- Pedestrian access to the Prospect Street frontage via direct footpath linkages.
- Cyclist access to the Prospect Street frontage via footpath and vehicular driveway

Further details regarding the access arrangements are included in Section 6.

3.1.3 Servicing

On-site servicing will be undertaken by VANs utilising the 3.5m wide van parking space for loading and unloading. Refuse collection is proposed to be undertaken kerbside.

Further details regarding the proposed servicing arrangements are included in Section 7.

4 Site Travel Environment

4.1 The Road Network

4.1.1 Road Hierarchy

The hierarchy and characteristics of roads in the immediate vicinity of the site are shown in Figure 4-1.

Table 4-1 - Surrounding Road Hierarchy

Road	Speed Limit	Road Configuration			Road Hierarchy Classification
		Reserve Width	Carriageway Width	Lane Configuration	
Prospect Street	50km/h 40km/h school zone (7am-4pm)	20m	10m	2 traffic lanes plus informal kerbside parking. Parking lane on south side beginning mid-way through the site frontage. School zone parking arrangements.	Trunk Collector
Ramsey Court	50km/h	20m	9m	2 traffic lanes plus informal kerbside parking.	Access Place
Peace Street	50km/h 40km/h school zone (7-9am & 2-4pm)	20m	12.5m	2 traffic lanes plus informal kerbside parking. School zone parking arrangements.	Access Street
Main Street	50km/h[1]	20m	9.5m	2 traffic lanes plus informal kerbside parking.	Trunk Collector (south) / Collector Street (north)

[1]Default speed limit on unsigned roads in built up areas in Queensland.

All intersections within the immediate vicinity of the site are priority controlled.

4.1.2 Existing Traffic Volumes

TTM conducted traffic surveys on the surrounding road network to establish the base traffic conditions. These surveys were conducted on Tuesday 19th July 2022, from 7:00-9:00am and 2:30- 6:30pm, at the following intersections:

- Prospect Street & Peace Street
- Prospect Street & Ramsey Court

The peak hours were found to be between 8:00-9:00am for the AM peak hour and 2:45-3:45pm for the PM peak hour. A detailed network diagram showing the peak hour movement volumes at each of the above surveyed intersections is included in Section 8.

4.2 Road Planning

Review of Section SC3.2 Schedule of works –transport (Roads) schedule of works of Local Government Infrastructure Plan (LGIP) and associated maps (Figure 4-1) indicates that there are no plans to upgrade Prospect Street in the vicinity of the subject site.

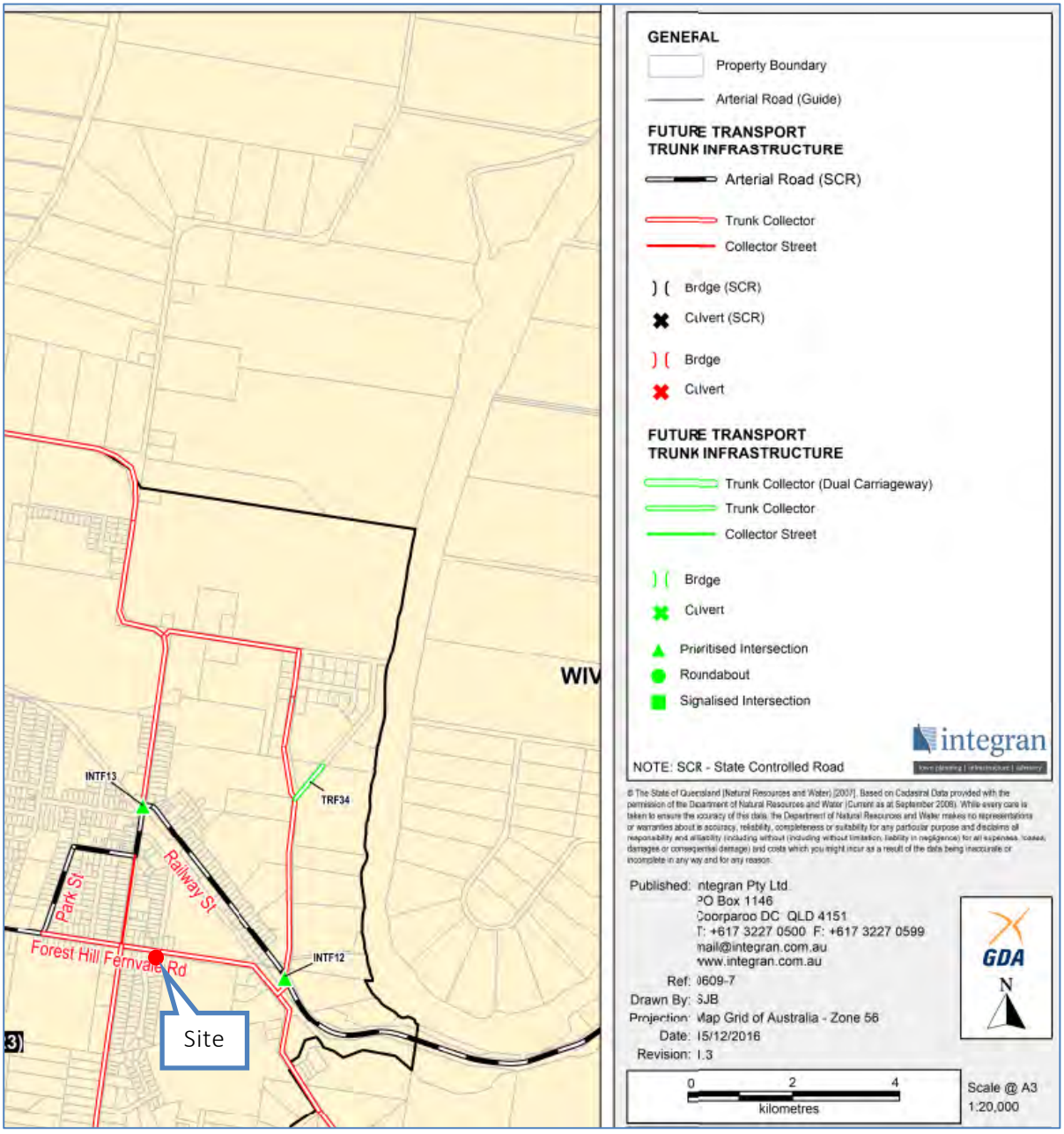


Figure 4-1 - Future Transport Trunk Infrastructure

4.3 Public and Active Transport

4.3.1 Buses

Bus stops are located on Railway Street approximately 750m to the north of the site. These bus stops service Translink Route 529. Route 529 runs between Toogoolawah and Ipswich, servicing Esk, Coominya Lowood, Fernvale, Fairney View, Wanora, Pine Mountain and Iron Bark.

The limited service runs three inbound and three outbound trips on weekdays and one trip from Toogoolawah departing in the AM and returning during the PM on Saturday.

4.3.2 Pedestrians

Formal pedestrian footpaths are located along both Prospect Street and Ramsey Court site frontages. The closest formal pedestrian crossing along Prospect Street is facilitated by Lowood State School and Lowood State High School's integrated controlled school crossing before/after school hours. Overall, the pedestrian provisions provide for acceptable accessibility when considering the site's greater location and surrounding land uses.

4.3.3 Cyclists

Department of Transport and Main Roads identifies Prospect Street as a Principal Cycle Route (Priority B) under the Principal Cycle Network Plan South East Queensland. This is an extensive walking and cycle route connecting to the greater network via Main Street and Railway Street. The site is close to Priority A cycle and tourism route (Brisbane Valley Rail Trail) running north-west and south-east through Railway Street.

In the more immediate surrounds, Prospect Street and Main Street provide cycle provisions in the form of shared on-road treatments. The Brisbane Valley Rail Trail provide cycle provisions in the form of dedicated off-road shared pedestrian/cycle paths.

The surrounding bicycle provisions are shown in Figure 4-2.

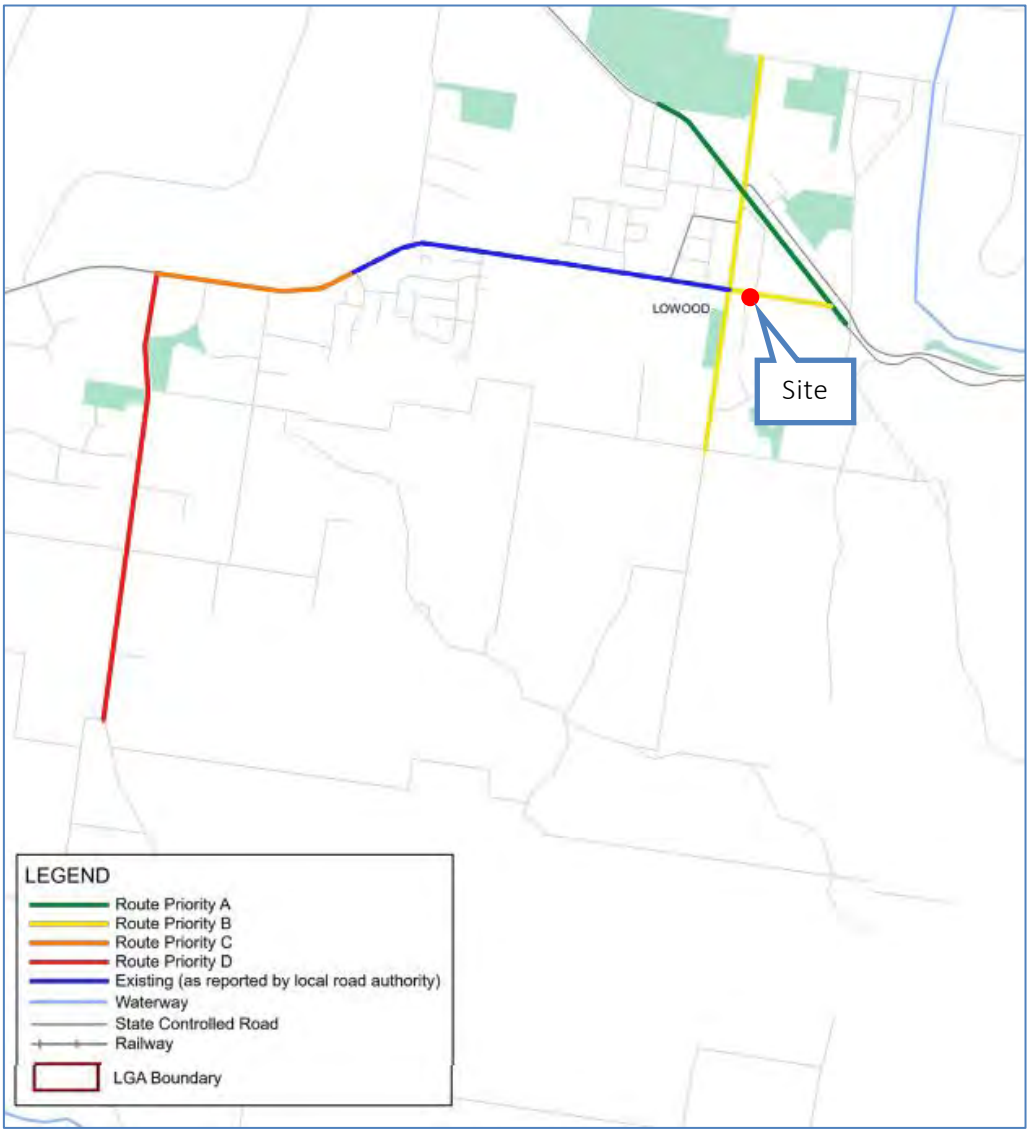


Figure 4-2 - Surrounding Bicycle Provisions (Source: SEQ Principal Cycle Network Plan)

The cycling provisions provide for acceptable accessibility for the site to the greater network. Footpath treatments along Prospect Street and Main Street improve the overall cycle accessibility and make it easy for site customers/employees to utilise.

5 Parking Arrangements

5.1 Parking Supply

5.1.1 Car parking

Table 8.3.6.3.B of SRC 'Access, Parking and Transport Code' provides guidance on the minimum parking space requirements for the proposed Indoor Sport and Recreation Code. Table 5-1 below outlines SRC 'Access, Parking and Transport Code' (TAP Code) parking requirement and proposed parking provisions.

Table 5-1 - Parking Supply Requirement

Land Use	SRC Requirement	Extent	Requirement	Provision
Indoor Sport and Recreation	One (1) space per 20m^2 GFA	734m^2	37 spaces	38 spaces
Total			**37 spaces**	**38 spaces**

The development provides a total of 38 parking spaces (including one (1) PWD space). Overall, the proposed development satisfies the SRC car parking supply requirements.

5.1.2 PWD parking

The proposed provision of one (1) PWD space does not meet the minimum SRC recommendation of two (2) spaces (for a site with 21-50 car spaces) outlined in Somerset Region Planning Scheme SC6.5.8.3.2.2.

However, under the Building Code Australia (BCA), a Class 9b building requires one (1) space for every 50 car parking spaces. Therefore, the provision of one (1) PWD space is considered appropriate.

5.1.3 Bicycle Parking

Table 8.3.6.3.B of SRC 'Access, Parking and Transport Code' provides guidance on the minimum bicycle parking supply requirements for the proposed development. Table 5-2 below outlines SRC 'Access, Parking and Transport Code' (TAP Code) bicycle parking requirements.

Table 5-2 - TAP Code Bicycle Parking Supply Requirement

Land Use / Component	TAP Code Requirement	Extent	Requirement
Indoor Sport and Recreation	One (1) space per 100m^2 GFA	734m^2 GFA	8 spaces
Total			**8 spaces**

As seen in Table 5-2, the requirement is for eight (8) bicycle parking spaces to be provided on site. While the location of the spaces is to be confirmed, sufficient space is available to provide on-site bicycle parking to meet the minimum recommendations.

5.2 Car Park Layout

SC6.5.8.31 of SRC 'Roadworks Design Standards' refers to Austroads for the design of car parking areas. Austroads refers to AS/NZS 2890.1:2004 for the design of the car parking area.

The carparking arrangements are designed to be at grade and located to the north-east of the site accessible from Prospect Street.

Table 5-3 identifies the characteristics of the proposed parking area with respect to AS2890.1:2004 requirements. The last column identifies the compliance of each design aspect.

Table 5-3 – Parking Layout Design Requirements

Design Aspect	AS2890 Provision	Proposed Provision	Compliance
Car Parking			
Parking space length: – General space – PWD bay	 5.4m (min) 5.4m (min)	 5.4m (min) 5.4m (min)	 Compliant Compliant
Parking space width: – General space – PWD bay	 2.6m (min) 2.4m (min) + 2.4m shared area	 2.6m (min) 2.4m (min) + 2.4m shared area	 Compliant Compliant
Aisle Width: – Parking aisle (Class 3a) – Circulation Aisle	 6.6m (min) 5.5m (min)	 6.5m (min) 6.6m (min)	 Compliant Compliant
Maximum Gradient: – PWD parking – Parking bay – Parking aisle – Ramp Grading	 1:40 (2.5%) (max) 1:20 (5.0%) (max) 1:16 (6.7%) (max) 1:6.5 (16.67%) (max)	 1:40 (2.5%) (max) 1:37 (2.7%) (max) 1:37 (2.7%) 1:6.5 (16.67%) (max)	 Compliant Compliant Compliant Compliant
Parking Envelope Clearance – space adjacent to obstructions	Space 0.3m clear of obstructions higher than 150mm	Space 0.3m clear of obstructions higher than 150mm	Compliant

The ramp grading has been limited to a maximum of 1:6.5(16.67%), to accommodate future on site servicing by larger design vehicles if required at a later date.

Based on the above, the proposed car parking layout complies with the SRC and AS2890.1 requirements.

6 Site Access Arrangements

The site proposes to provide a single vehicle crossover on Prospect Street. It is proposed that the existing residential vehicle access is to be replaced by a single 6.8m wide crossover with all turns permitted. The details regarding the proposed access arrangements are discussed below.

6.1 SRC Requirements

The key design parameters of this access are to be provided in accordance with SRC 'Access, Parking and Transport Code' requirements which refers to Austroads. Austroads generally refers to AS2890.1:2004 for the design of the driveway. These key design parameters are set out in Table 6-1 below.

Table 6-1 - Typical Driveway Requirements for Prospect Street Access

Design Aspect	SRC Requirement	Proposed Provision	Compliance
Design Type	Type A – SRC-Road-013	Type A – SRC-Road-013	Compliant
Entry and Exit Widths	Cars - 6m – 9m Service Vehicle - 6m – 9m	6.8m	Compliant
Sight Distance (50km/h)	Desirable – 69m Min – 45m	More than 70m towards east More than 70m towards west	Compliant
Ped Visibility Splays	2.0m x 2.5m	2.0m x 2.5m adjacent to crossover at boundary. Area kept clear of visual obstructions. (Low height landscaping permitted)	Compliant
Gradient of first 6m into the site	1:20 (5%)	1:20 (5%) for the first 6m into the site.	Compliant
Minimum Queuing Provisions	2 cars (12.0m)	>2 cars (12.0m)	Compliant
Distance from intersections	6m from the tangent point of the intersection	6m from the tangent point of the intersection	Compliant

Based on the information provided above, TTM considers the proposed access arrangements acceptable and 'fit for purpose'.

6.2 Active Transport Access

Pedestrian access is provided to the Prospect Street frontage via an internal footpath linkage. The linkage facilitates access between Prospect Street pedestrian footpath, the car park and Swim School entry. The access arrangements allow pedestrians safe and easy movement within the site.

Cyclists have the choice to access the site from the pedestrian or vehicle accesses.

7 Service Vehicle Arrangements

To assess the required servicing arrangements for the development, TTM has referred to Table 8.3.6.3.B of SRC 'Transport, Access and Parking Code' for service vehicle requirements.

7.1 SRC Requirements

For the proposed development, SRC 'Parking & Access Code' outlines the following service vehicle requirements:

- The service vehicle can enter and leave the site in forward gear.
- Service vehicles stand entirely within the site while unloading/ loading.
- No specific minimum service vehicle is recommended for indoor sport and recreation.

SRC does not specify the required allocation of service vehicle bays for the development. As such, the service vehicle arrangements will be based upon the practical operational requirements of the site.

7.2 General Servicing Arrangements

It is proposed that on-site servicing will be undertaken by VANs utilising the 3.5m wide van parking for loading and unloading. It is considered that on-site servicing by VAN will not impact the availability of visitor/staff car parking spaces as it is envisaged that servicing will occur outside of peak carpark operations hours for a short duration.

The on-site servicing arrangements for the development are therefore considered adequate.

7.3 Waste Collection Arrangements

Refuse collection is proposed to be undertaken kerbside. It is envisaged that on collection days, mobile bins will be placed along Prospect Street where there is sufficient kerbside space for presentation and collection of all necessary bins for the development.

7.4 Conclusion

Overall, TTM considers that the proposed on-site servicing provisions are sufficient to cater for the expected demands generated by the development.

8 Existing Traffic Volumes

8.1 Peak Hour

TTM has conducted an intersection movement survey at Prospect Street / Peace Street and Prospect Street / Ramsey Court intersections from 7:00am to 9:00am and 2:30pm to 6:30pm on Tuesday 19th July 2022.

The road peak hours were observed as follows:

- 8:00 to 9:00am
- 2:45 to 3:45pm

The peak hours and the results of the survey are shown below in Figure 8-1.

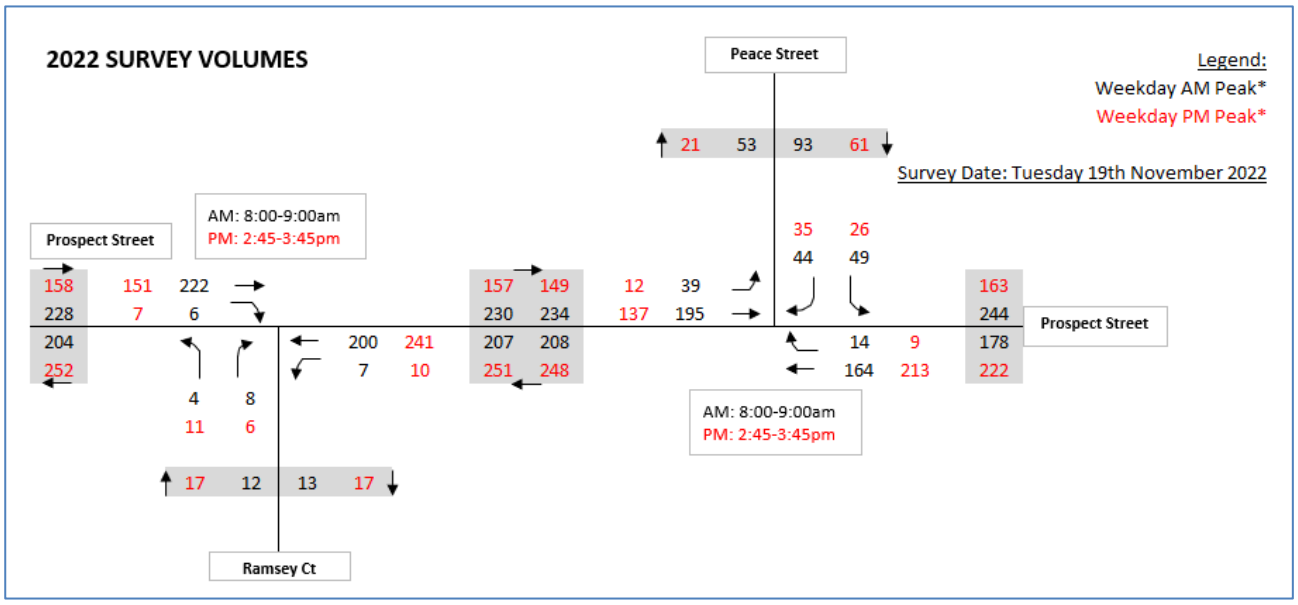


Figure 8-1 - Peak Hour Traffic Volumes – 2022 Survey

9 Estimated Future Transport Demands

9.1 Background Traffic Growth

TTM has adopted a growth rate based on population assumptions detailed in Table 4.2.1.1 of the Somerset Region Planning Scheme. A net population growth of 5,690 has been estimated between 2021 and 2031, which equates to a 2% growth rate per annum. TTM has adopted an annual growth rate of 2% along the road network to assess the future traffic demands.

TTM has identified three assessment periods for the road network as follows:

Current Traffic Scenario

This scenario includes the 2022 traffic volumes modelled over the existing road network. This analysis has been performed for the AM and PM Peaks.

Opening Year (2025) Traffic Scenario

This analysis incorporates a 2% per annum increase in the background traffic volume for a period of three years from the 2022 survey.

Design Horizon Year (2035) Traffic Scenario

This analysis incorporates a 2% per annum increase in the background traffic volume for a period of 10 years past the opening year.

9.2 Estimated Development Traffic Generation

9.2.1 Trip Generation Rate

Swim School

Trip generation rates for swim schools are not specified in the RTA's 'Guide to Traffic Generating Developments'. As such, assessment of the expected trip generation has been undertaken using a first principles approach. The following assumptions have been made:

- Parking requirement = 37 spaces (based on SRC TAP Code rates).
- Car park conservatively assumed to fill prior to class and empty following classes.
- Trip generation = 37 vehicles arriving prior to class and departing following class.
- Estimated peak hour trip generation = 74 vehicle movements (assuming overlap of arrivals / departures for consecutive classes).

In summary, the proposed swim school is anticipated to generate in the order of 74 vehicle trips in the peak period. However, the peak period is expected to occur on Saturday morning, when the adjacent road is not expected to be as busy. The traffic generation of the swim school during the weekday peak periods has been estimated as follows:

- Weekday AM Peak: Car park conservatively assumed to 25% fill (i.e. 20 vehicle trips)
- Weekday PM Peak: Car park conservatively assumed to 50% fill (i.e. 38 vehicle trips)

Childcare Centre (Potential Future Use)

There are potential future plans to develop a childcare centre adjacent the swim school, within the site area. To represent a conservative assessment and future proof the access design, TTM has included an allowance of potential traffic generation associated with this possible future development into the traffic impact assessment.

As per the RTA's 'Guide to Traffic Generating Developments', TTM consider it appropriate that a rate of 0.8 vehicular trips per child be adopted during the AM peak (7am – 9am). During the PM peak (4pm-6pm), a rate of 0.7 vehicular trips per child has been adopted.

Section 8.2.3 of the DTMR GTIA suggests that the new development should allow for drop-in trips. The distribution of development traffic is based on the following:

- 80% new trips with the remaining 20% as drop-in trips during the peak periods
- 50% of development traffic is inbound, with the remaining 50% outbound in the AM and PM Peak

Current Site Use

The current use on the site (which is a single residential dwelling) is estimated to generate 9 vehicles per day and 1 vehicle per hour during peak hours. Once the existing dwelling is removed these trips will no longer occur and have therefore been deducted from future development generation.

Based on the above rates, the expected proposed development site traffic generation is shown in Table 9-1.

Table 9-1 - Estimated Traffic Generation

Use	Extent	Traffic Generation Rate (Weekday AM)	Peak Generation (Weekday AM)	Traffic Generation Rate (Weekday PM)	Peak Generation (Weekday PM)
Proposed Swim School	37 spaces (Parking requirement)	First principles	20vph	First principles	38vph
Future Childcare Centre	113 children (Estimated)	0.8vph / child (80% considered new trips)	91vph (73vph New)	0.7vph / child (80% considered new trips)	79vph (64vph New)
Existing Dwelling	-1 dwelling	1.0 per dwelling	-1	1.0 per dwelling	-1
Total			**112vph (in+ out)**		**116vph (in + out)**

9.3 Estimated Development Traffic Distribution

The distribution of the traffic is based on the following:

- Existing traffic movements as per the traffic survey data
- Anticipated travel route and population catchment area

The 2022 survey data indicates an approximate 50/50 split of eastbound/westbound traffic at the site frontage during the AM and PM peak periods. However, TTM has weighted the western distribution slightly heavier based on the higher residential density in that area.

Peace Street provides linkage to neighbouring Clarendon northwest of the subject site. However, the primary route for vehicles traveling to and from this area is via Prospect Street and Main Street as indicated via google maps. A nominal distribution of development traffic has been assigned to Peace Street.

Ramsey Court is a no through road (servicing 28 lots) and is unlikely to generate significant development traffic. The maximum walking time from the furthest dwelling in Ramsey Court (from the site) is five minutes. It is therefore considered unlikely any users of the swim school would elect to drive to site from a residence on Ramsay Court. As such, no traffic generation has been allocated to Ramsey Court.

The estimated percentage distribution of development generated traffic is shown in Figure 9-1 to Figure 9-3.

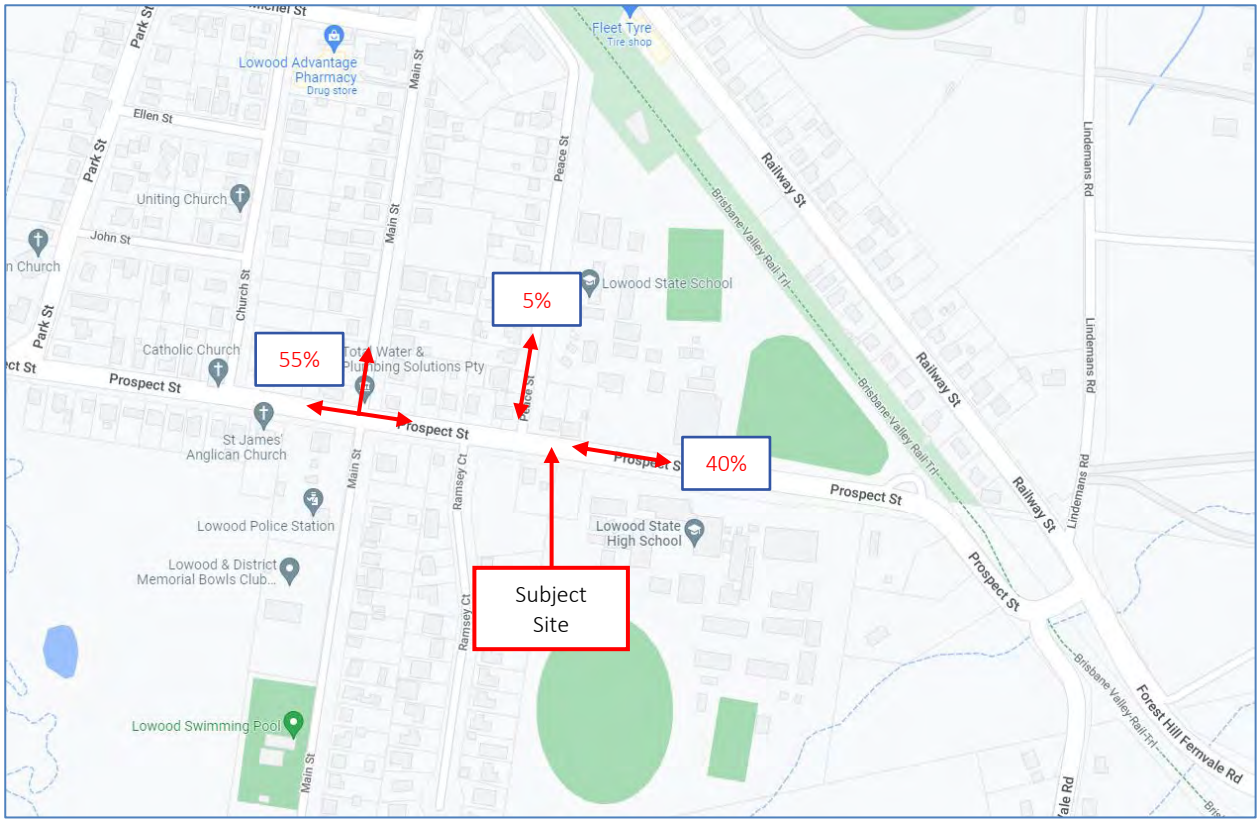


Figure 9-1 - Estimated Distribution (%) of Development Generated Traffic (New Trips)

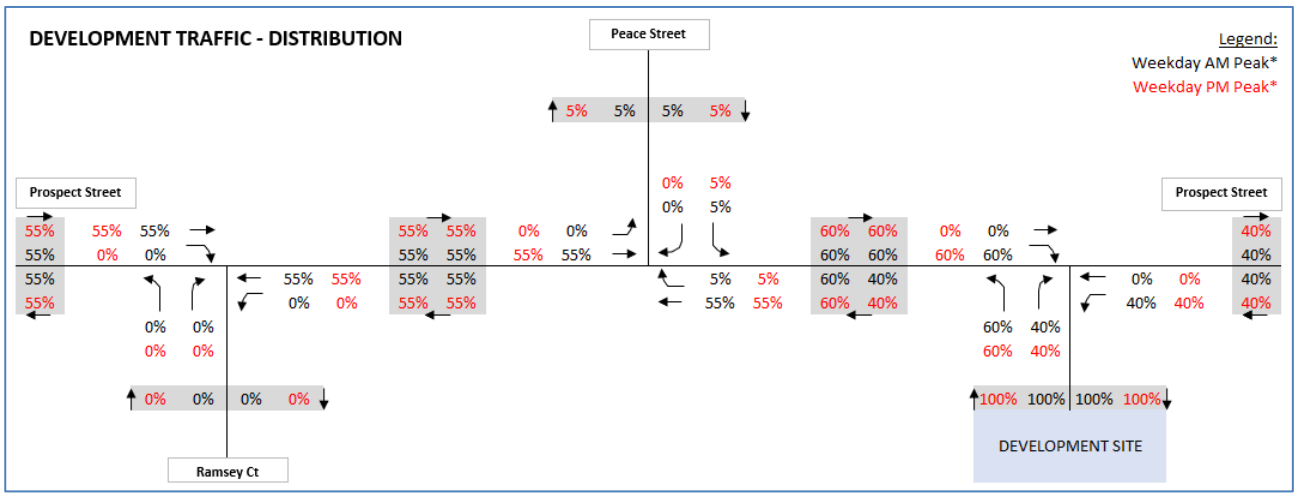


Figure 9-2 - Estimated Distribution (%) of Development Generated Traffic

The traffic distribution shown above will result in local traffic movements generated by the proposed development as shown in Figure 9-3.

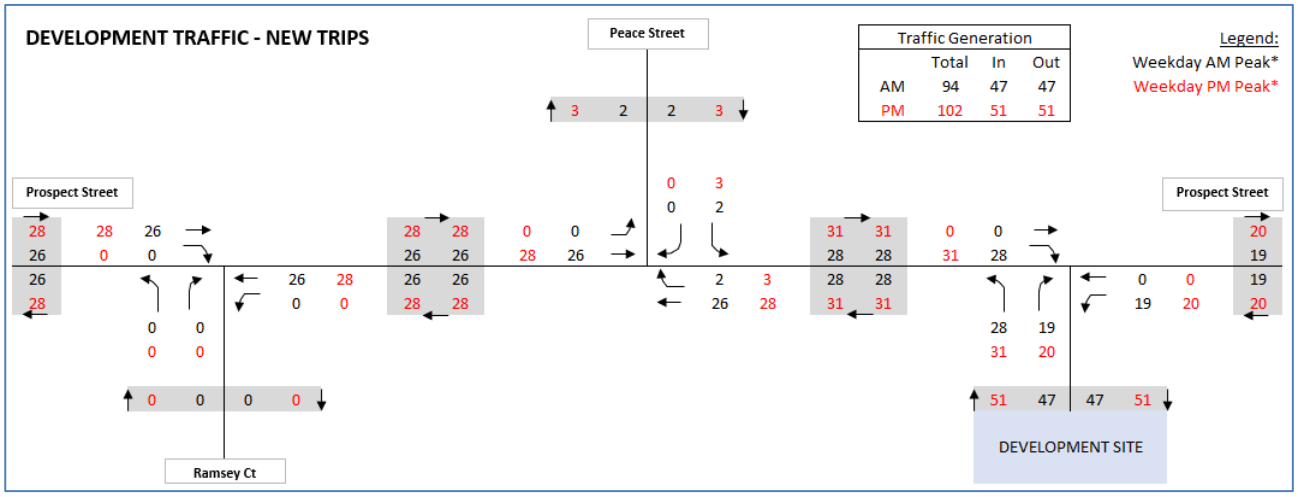


Figure 9-3 - Development Traffic Movements

9.4 Opening Day (2025) Base Traffic Demands

Figure 9-4 shows the opening day (2025) base traffic demands, based on an application of an annual growth rate of 2% for 3 years (i.e. 3 years past the date of the traffic surveys) to the 2022 traffic survey volumes.

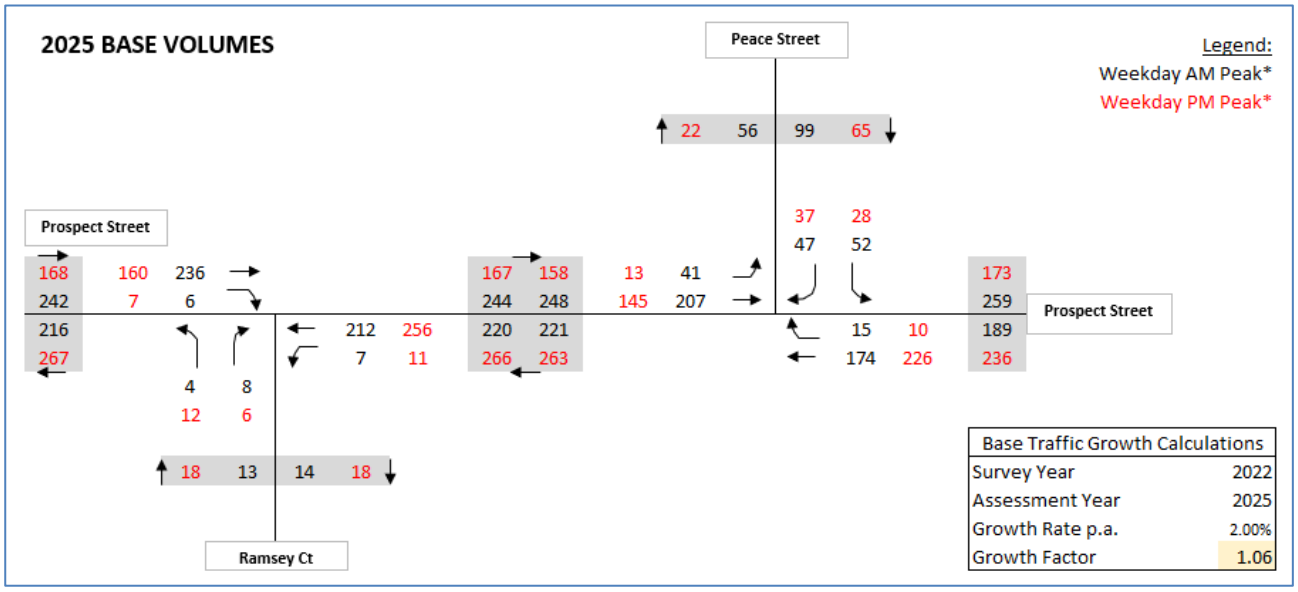


Figure 9-4 - Estimated 2025 Peak Hour Traffic, Without Development (2%pa growth)

9.5 Opening Day (2025) Project Traffic Demands

The opening day project case scenario is obtained by the addition of development traffic generation shown in Figure 9-3 to the base traffic volumes shown in Figure 9-4. These expected traffic movements are shown in Figure 9-5.

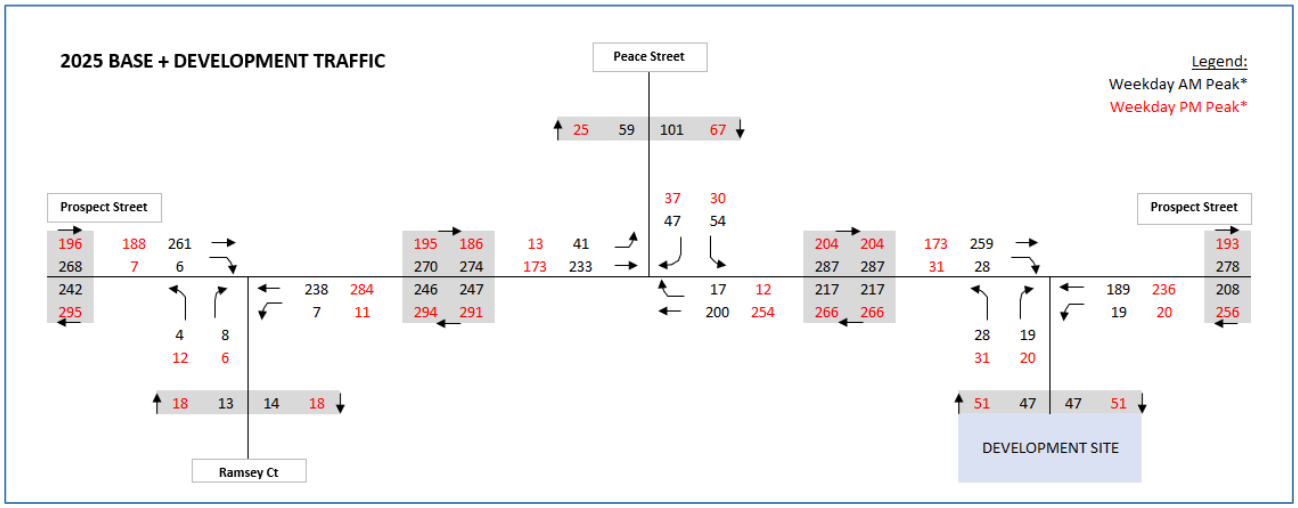


Figure 9-5 - Estimated 2025 Peak Hour Traffic, With Development

9.6 Future (2035) Base Traffic Demands

Figure 9-6 shows the future (2035) base traffic demands, based on an application of an annual growth rate of 2% for a period of 13 years (i.e. 10 years past an assumed 2025 completion date of the project) to the 2022 traffic volumes.

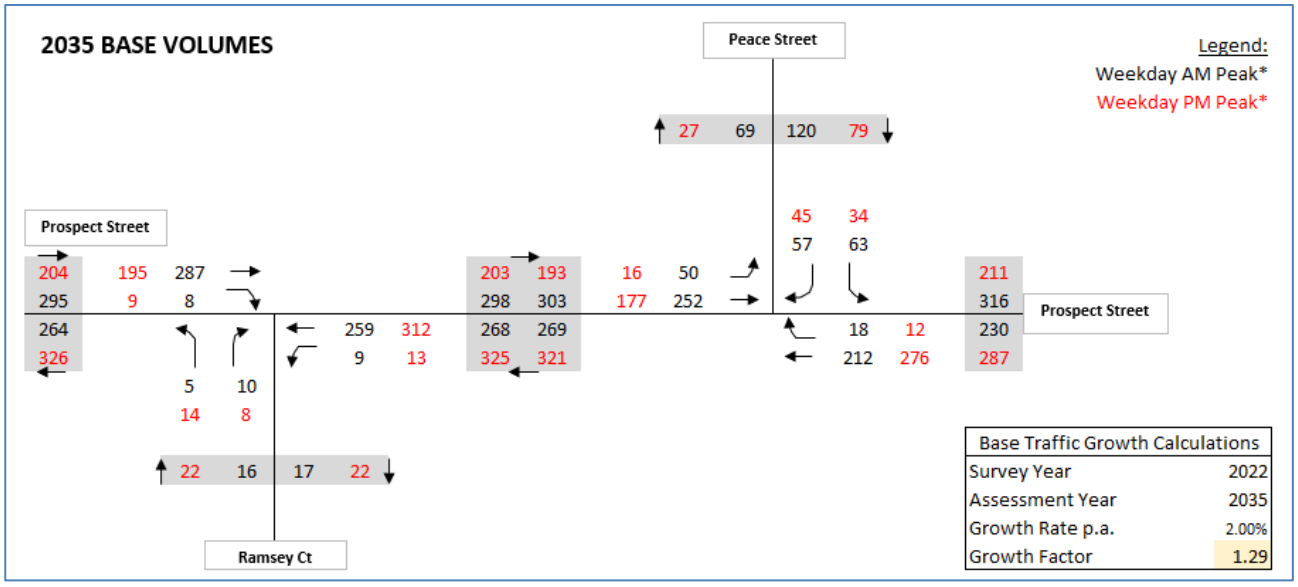


Figure 9-6 - Estimated 2035 Peak Hour Traffic, Without Development (2%pa growth)

9.7 Future (2035) Project Traffic Demands

The future project case scenario is obtained by the addition of development traffic generation shown in Figure 9-3 to the base traffic volumes shown in Figure 9-6. These expected traffic movements are shown in Figure 9-7.

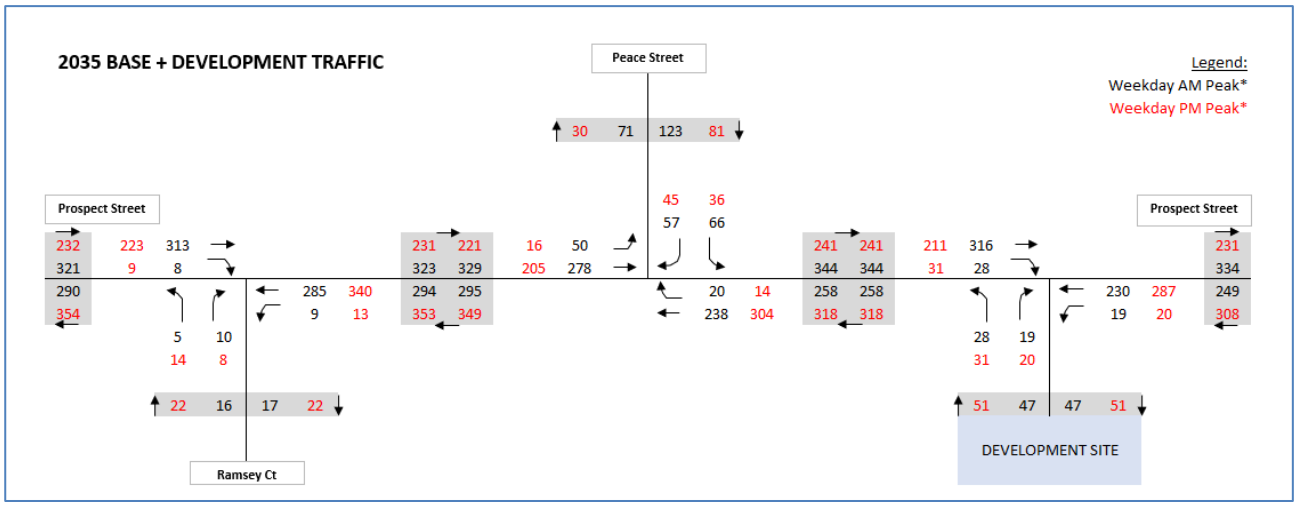


Figure 9-7 - Estimated 2035 Peak Hour Traffic, With Development

10 Traffic Impact Assessment

10.1 Scope of Assessment

The applicant has indicated that the targeted completion date for the development is 2025. On this basis, the following assessment years have been considered:

- Opening Year (Full Completion): 2025
- Design Horizon (Opening + 10 years): 2035

In accordance with Council and DTMR GTIA requirements, the respective assessment years for the development access and surrounding intersections are as follows:

- Prospect Street / Ramsey Court Opening Year (2025) and Design Horizon (2035)
- Prospect Street / Peace Street Opening Year (2025) and Design Horizon (2035)
- Prospect Street/Development Access Opening Year (2025) and Design Horizon (2035)

The operation assessment of the intersections is undertaken with default SIDRA parameters.

10.2 SIDRA Analysis

TTM has assessed the performance of the proposed development access and existing intersection utilising SIDRA Intersection 9.0 software package. TTM has assessed operations of the AM and PM peak periods for the 2025 and 2035 scenarios. The SIDRA layouts and a summary of the outputs for the various traffic cases applied to the site access and intersections are shown in Figure 10-1 to Figure 10-3 and Table 10-1 to Table 10-3.

The detailed outputs for this analysis are provided in Appendix B.

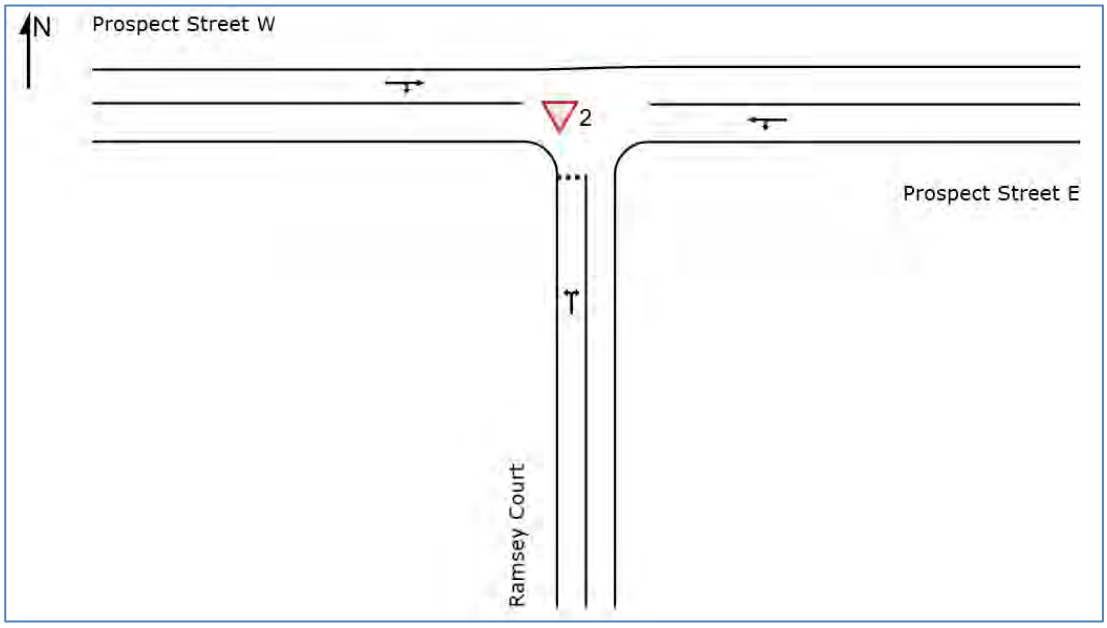


Figure 10-1 - Prospect Street/Ramsey Court Intersection

Table 10-1 - Prospect Street/Ramsey Court Intersection – SIDRA Results Summary

Case	Degree of Saturation (DoS)	Average Delay (sec)	Worst Level of Service (LOS)	95th Percentile Critical Queue (m)		
				South	East	West
AM Peak						
2025 Base	12.9%	0.4	A	0.3	0.0	0.4
2025 Base + Development	14.2%	0.3	A	0.3	0.0	0.4
2035 Base	15.7	0.4	A	0.4	0.0	0.5
2035 Base + Development	17.1%	0.4	A	0.5	0.0	0.6
PM Peak						
2025 Base	13.9%	0.5	A	0.4	0.0	0.4
2025 Base + Development	15.3%	0.5	A	0.4	0.0	0.5
2035 Base	16.9	0.6	A	0.6	0.0	0.6
2035 Base + Development	18.3%	0.6	A	0.6	0.0	0.7

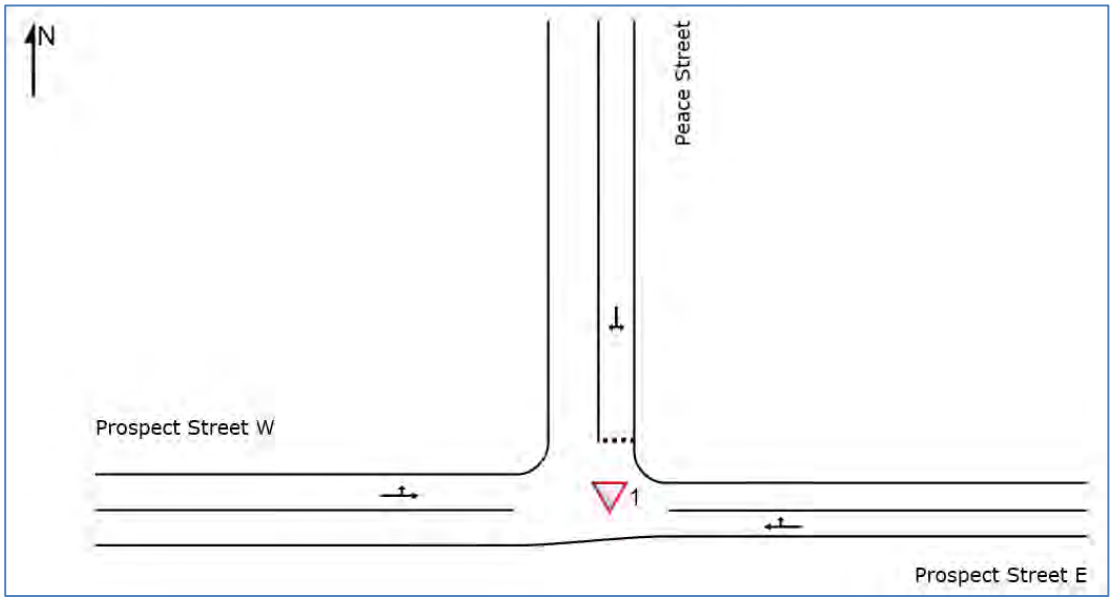


Figure 10-2 - Prospect Street/Peace Street Intersection

Table 10-2 - Prospect Street/Peace Street Intersection – SIDRA Results Summary

Case	Degree of Saturation (DoS)	Average Delay (sec)	Worst Level of Service (LOS)	95th Percentile Critical Queue (m)		
				East	North	West
AM Peak						
2025 Base	12.9%	1.9	A	0.9	2.8	0.0
2025 Base + Development	14.2%	1.9	A	1.1	2.9	0.0
2035 Base	15.7%	2.1	A	1.2	3.6	0.0
2035 Base + Development	17.0%	2.0	A	1.4	3.9	0.0
PM Peak						
2025 Base	13.3%	1.3	A	0.6	1.7	0.0
2025 Base + Development	15.0%	1.2	A	0.7	1.8	0.0
2035 Base	16.3%	1.3	A	0.7	2.2	0.0
2035 Base + Development	18.0%	1.3	A	0.9	2.4	0.0

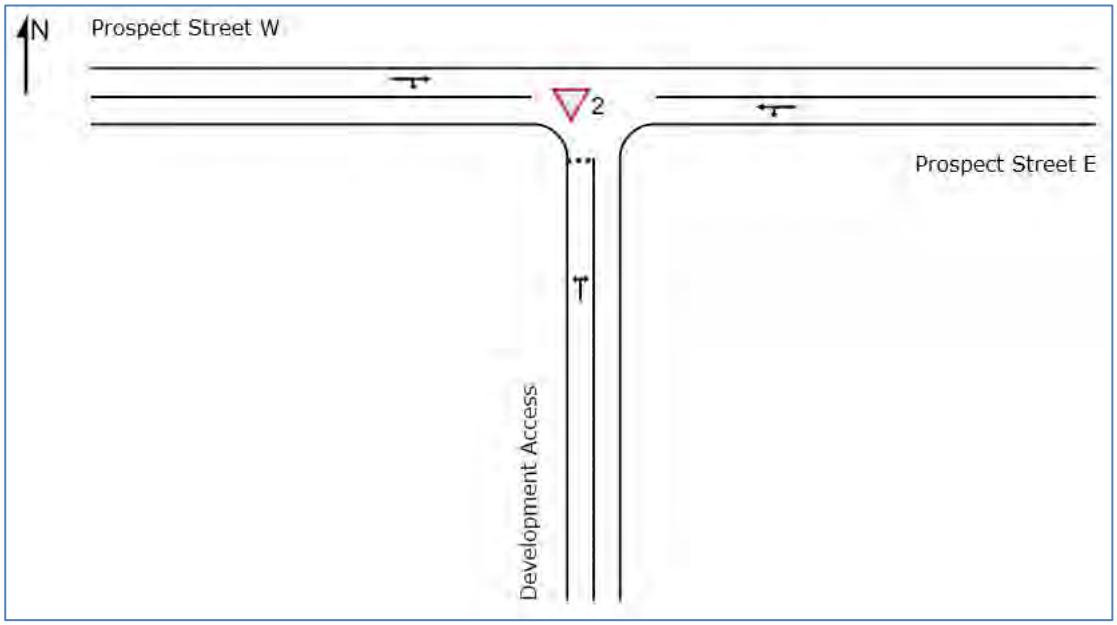


Figure 10-3 - Prospect Street/Development Access

Table 10-3 - Prospect Street/Development Access – SIDRA Results Summary

Case	Degree of Saturation (DoS)	Average Delay (sec)	Worst Level of Service (LOS)	95th Percentile Critical Queue (m)		
				South	East	West
AM Peak						
2025 Project	16.3%	0.9	A	1.2	0.0	1.7
2035 Project	19.6%	0.8	A	1.3	0.0	1.9
PM Peak						
2025 Project	14.3%	1.1	A	1.3	0.0	1.9
2035 Project	17.2%	1.0	A	1.4	0.0	2.1

The analysis indicates that the access and both of the assessed intersections will perform suitably up to the 2035 design horizon, including development traffic demands, with the LOS A. The worst-case DOS is well below the applicable performance criteria for a priority-controlled intersection (80%). All delays and queuing are well within acceptable limits.

Additionally the right turn queue for turning movements into the site is expected to be less than 1 vehicle for all assessed scenarios.

11 Summary and Conclusions

11.1 Car Parking Arrangements

The development provides 38 on-site parking spaces which satisfy the parking supply requirements outlined in SRC 'Access, Parking and Transport Code'.

The design of the car parking area is consistent with AS2890.1:2004 requirements.

Overall, the car parking arrangements for the development are considered acceptable.

11.2 Access Arrangements

The development is accessed via a 6.8m wide crossover onto Prospect Street. The proposed access arrangements are consistent with the requirements outlined in SRC.

The development provides pedestrian access via Prospect Street frontage.

Overall, the access arrangement for the development is considered adequate.

11.3 Service Vehicle Arrangements

On-site servicing for the development will be undertaken by VAN utilising the general parking spaces for loading and unloading. Refuse collection is proposed to be undertaken kerbside.

Overall, the proposed servicing and waste collection arrangements are considered adequate to meet the practical needs of the proposed development.

11.4 Impact on Surrounding Road Network

The Site Access/Prospect Street, Peace Street/Prospect Street and Ramsey Court/Prospect Street all perform with acceptable degree of saturation and level of service up to the year 2025 and 2035, respectively. The additional development traffic to the surrounding road network and intersection has a negligible impact. This is based on a highly conservative assessment which incorporates a potential additional adjacent development of a child care centre.

Therefore, no further road works and traffic impact assessments are necessary for the road network.

11.5 Active Transport Facilities

The public transport infrastructure and existing pedestrian and cycling facilities are considered limited within the vicinity of the development. Given the nature of the land use demand for active and public transport is not anticipated.

11.6 Conclusion

Based on the assessment contained within this report, TTM sees no traffic engineering reason why the relevant approvals should not be granted.

Appendix A Proposed Site Plan

LOWOOD SWIM SCHOOL

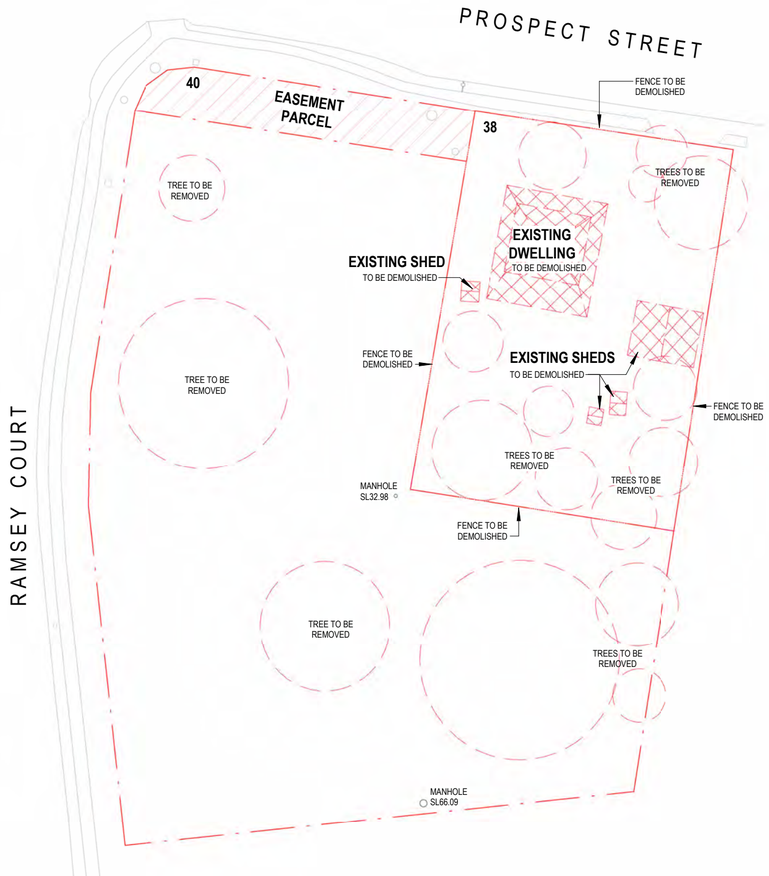
SITE INFORMATION

ADDRESS	38 - 40 PROSPECT STREET, LOWOOD QLD 4311
RPD	LOT 21 RP66946 & LOT 27 SP171552
LOCAL COUNCIL	SOMERSET REGIONAL COUNCIL
LOCALITY	LOWOOD
SITE AREA	5483m²
SITE COVER	m² - %
CARPARKING	38 SPACES, INCLUDING 1 x PWD AND 1 x VAN

SHEET LIST

LOCALITY PLAN

1 : 500



EXISTING SITE & DEMOLITION PLAN

1 : 500

REVISIONS		
REV.	DESCRIPTION	DATE
A	DA ISSUE	18.04.2023

NEYLAN ARCHITECTURE
"The Albion Fire Station" 42 Bridge Street Albion Queensland 4010
P: +61 7 3857 2044 F: +61 7 3857 0004 www.neylan.com.au

Client:
QUEENSLAND CHILD CARE SERVICES

Project:
LOWOOD SWIM SCHOOL

Location:
38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:
COVER SHEET

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Drawn by	EB
Checked by	KL
Sheet size	A2

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Issue No: A

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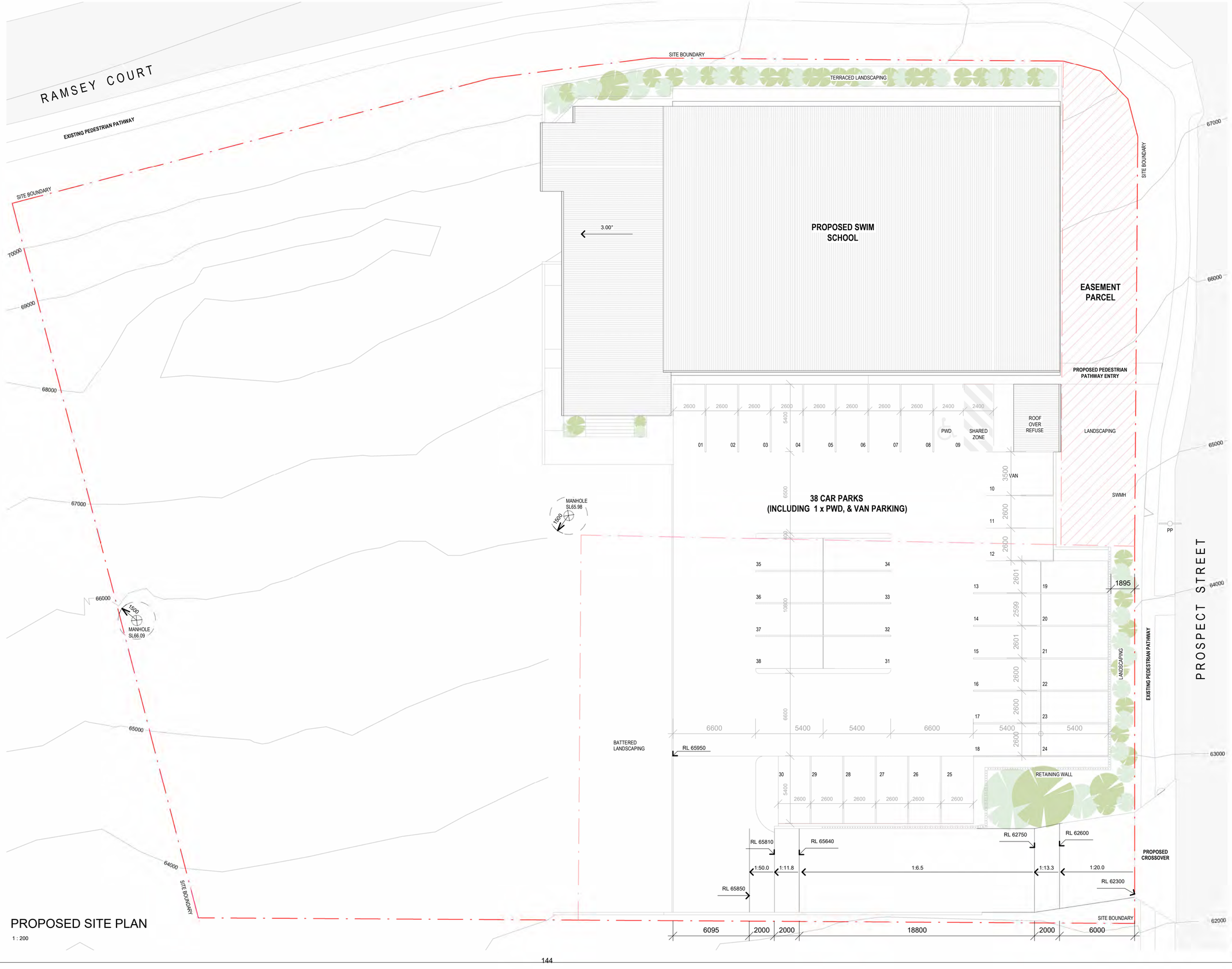

PROPOSED SITE PLAN

1 : 200

REVISIONS		
REV.	DESCRIPTION	DATE
A	DA ISSUE	18.04.2023

NEYLAN ARCHITECTURE
"The Albion Fire Station" 42 Bridge Street Albion Queensland 4010
P: +61 7 3857 2044 F: +61 7 3857 0004 www.neylan.com.au

Client:

QUEENSLAND CHILD CARE SERVICES

Project:

LOWOOD SWIM SCHOOL

Location:

38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:

PROPOSED SITE PLAN

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Checked by	KL
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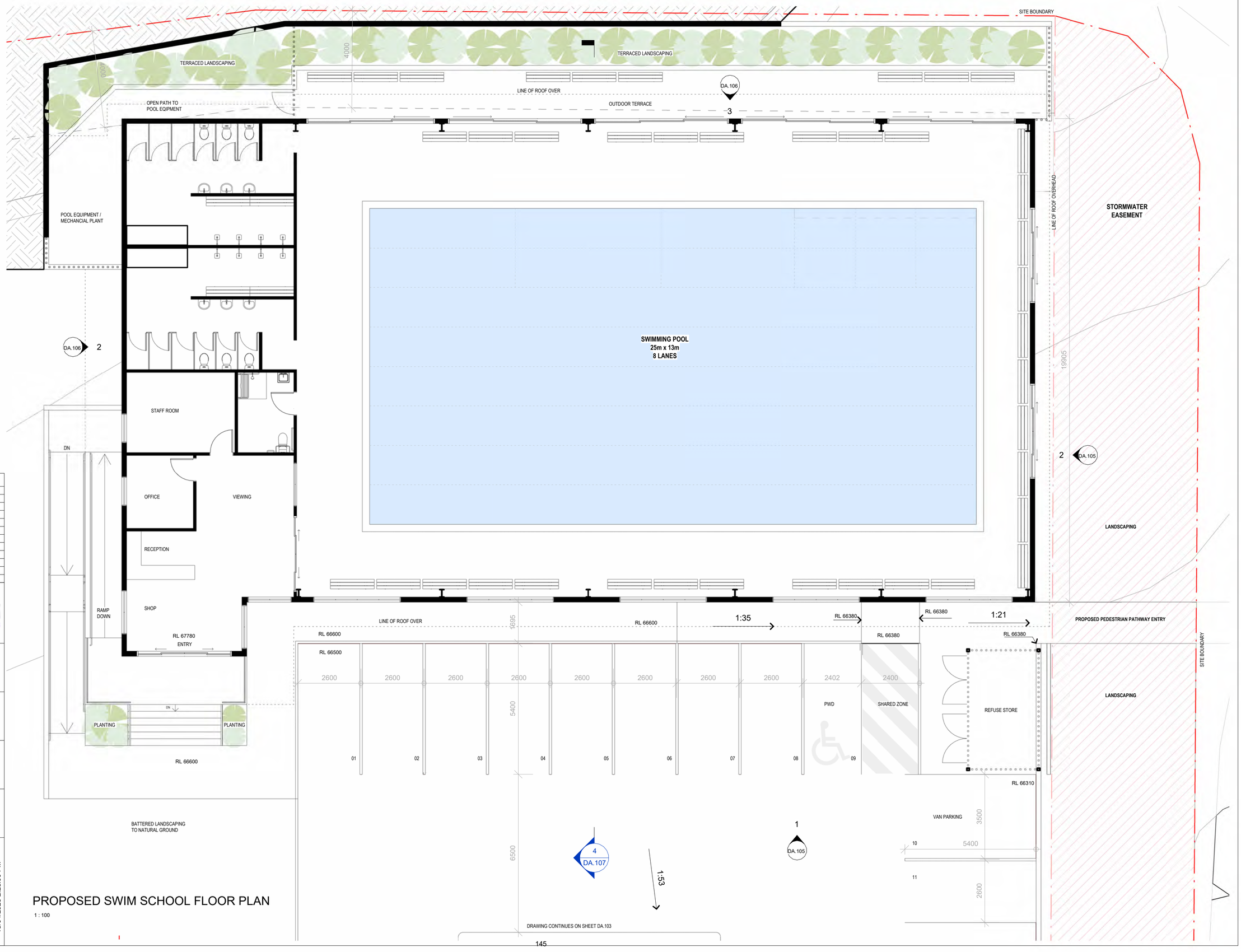

REVISIONS		
REV.	DESCRIPTION	DATE
A	DA ISSUE	18.04.2023

NEYLAN ARCHITECTURE
"The Albion Fire Station" 42 Bridge Street Albion Queensland 4010
P: +61 7 3857 2044 F: +61 7 3857 0004 www.neylan.com.au

Client:

QUEENSLAND CHILD CARE SERVICES

Project:

LOWOOD SWIM SCHOOL

Location:

38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:

PROPOSED SWIM SCHOOL FLOOR PLAN

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Scale	1 : 100
Date	FEB 2023
Drawn by	SM
Checked by	KL
Sheet size	A2

Drawing No: DA.102

Issue No: A

18/04/2023 2:25:00 PM

PROPOSED SWIM SCHOOL FLOOR PLAN

1 : 100

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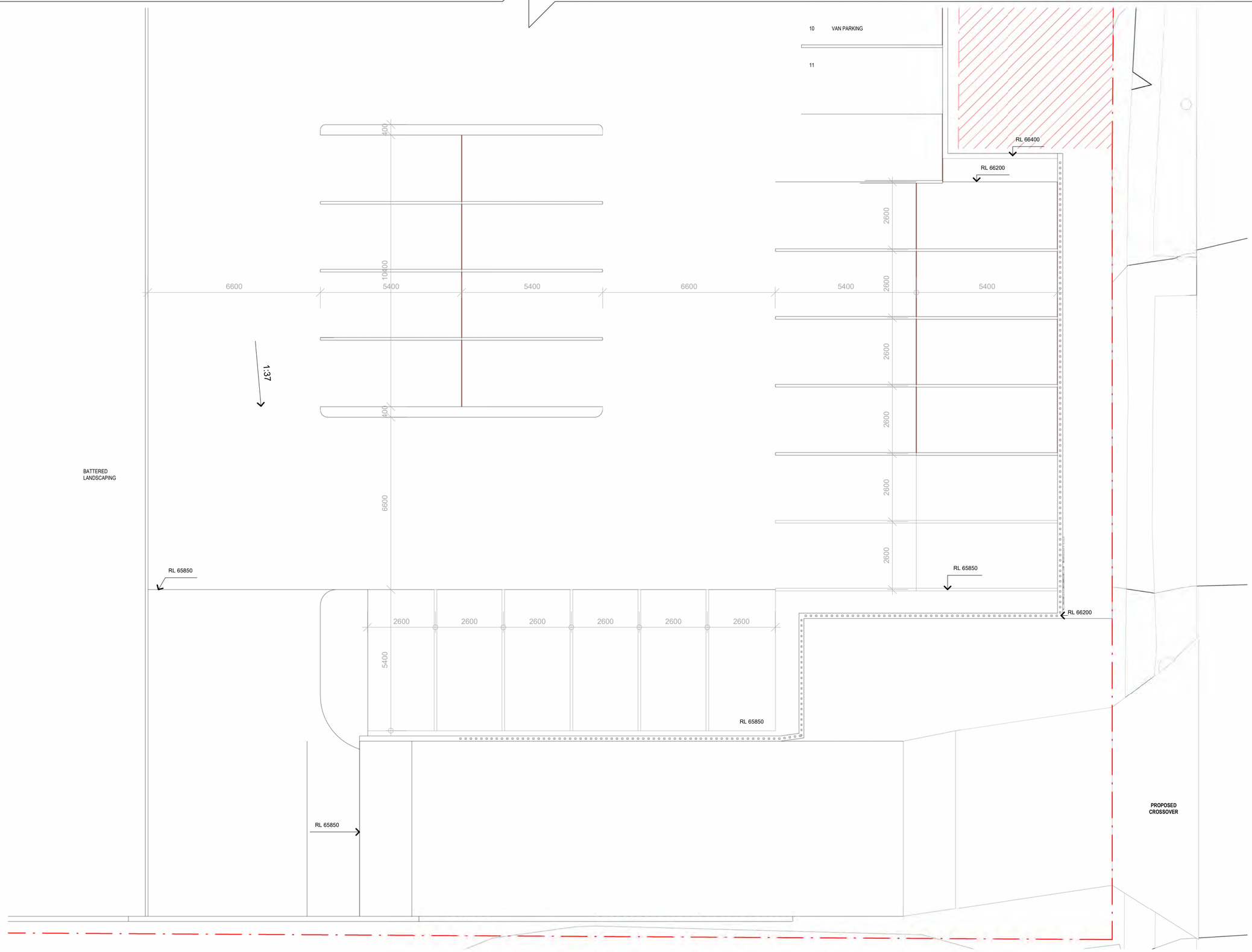

PROPOSEDCAR PARK PLAN

1 : 100

REVISIONS		
REV.	DESCRIPTION	DATE
A	DA ISSUE	18.04.2023

NEYLAN ARCHITECTURE
"The Albion Fire Station" 42 Bridge Street Albion Queensland 4010
P: +61 7 3857 2044 F: +61 7 3857 0004 www.neylan.com.au

Client:
QUEENSLAND CHILD CARE SERVICES

Project:
LOWOOD SWIM SCHOOL

Location:
38 - 40 PROSPECT STREET, LOWOOD QLD 4311

Sheet Name:
PROPOSED CAR PARK PLAN

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Date	FEB 2023
Drawn by	KL
Checked by	KL
Sheet size	A2

Drawing No: DA.103

Issue No: A

18/04/2023 2:25:07 PM

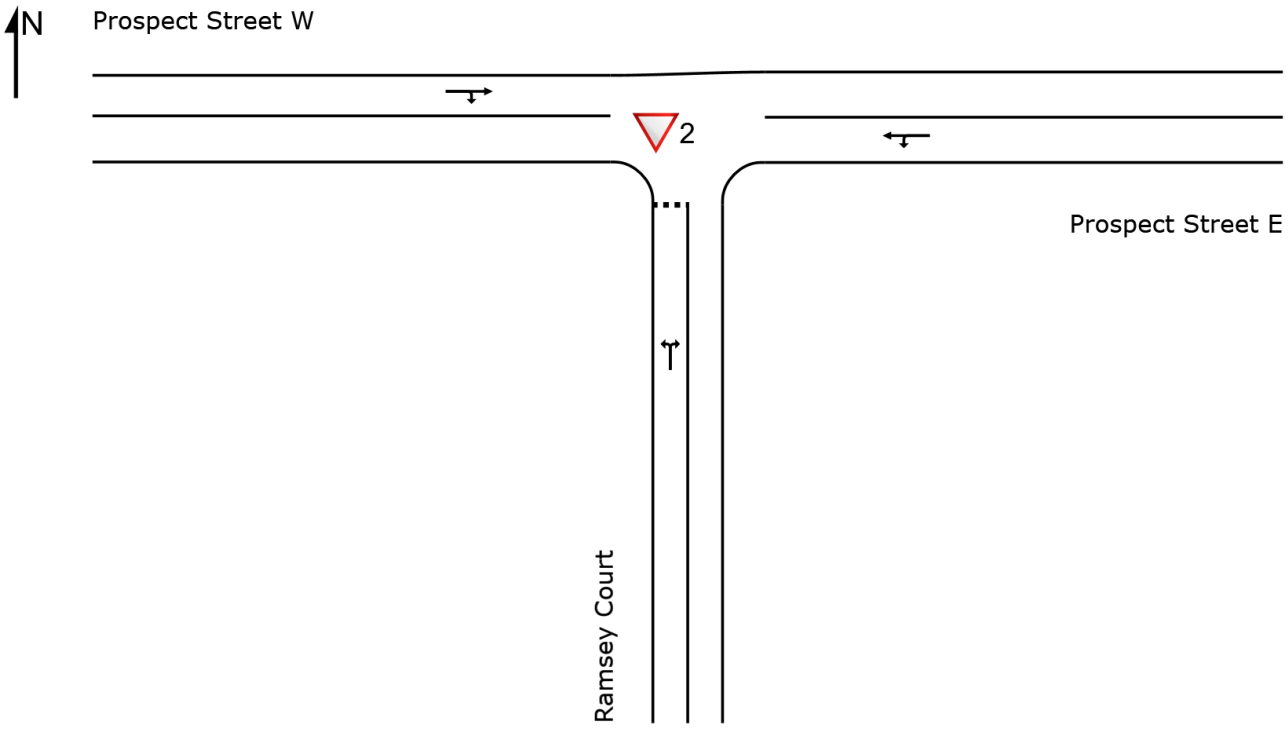
Appendix B Sidra Output Summary

SITE LAYOUT

Site: 2 [ProspectRamsey_AM_2022 Survey (Site Folder: 2022 Survey)]

Prospect Street / Ramsey Court
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: L:\Synergy\Projects\2022\22BRT0373 38 Prospect Street Lowood Childcare\6 - Analysis\22BRT0373 SA01_2_230426.sip9

MOVEMENT SUMMARY

Site: 2 [ProspectRamsey_AM_2022 Survey (Site Folder: 2022 Survey)]

Prospect Street / Ramsey Court
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ramsey Court														
1	L2	4	0	4	0.0	0.013	6.2	LOS A	0.0	0.3	0.35	0.60	0.35	51.1
3	R2	8	0	8	0.0	0.013	7.3	LOS A	0.0	0.3	0.35	0.60	0.35	50.9
Approach		12	0	13	0.0	0.013	7.0	LOS A	0.0	0.3	0.35	0.60	0.35	51.0
East: Prospect Street E														
4	L2	7	0	7	0.0	0.111	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.7
5	T1	200	21	211	10.5	0.111	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		207	21	218	10.1	0.111	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Prospect Street W														
11	T1	222	9	234	4.1	0.121	0.0	LOS A	0.1	0.4	0.02	0.02	0.02	59.8
12	R2	6	0	6	0.0	0.121	6.3	LOS A	0.1	0.4	0.02	0.02	0.02	57.5
Approach		228	9	240	3.9	0.121	0.2	NA	0.1	0.4	0.02	0.02	0.02	59.7
All Vehicles		447	30	471	6.7	0.121	0.4	NA	0.1	0.4	0.02	0.03	0.02	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2 [ProspectRamsey_PM_2022 Survey (Site Folder: 2022 Survey)]

Prospect Street / Ramsey Court
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ramsey Court														
1	L2	11	0	12	0.0	0.016	6.3	LOS A	0.1	0.4	0.34	0.58	0.34	51.2
3	R2	6	0	6	0.0	0.016	7.2	LOS A	0.1	0.4	0.34	0.58	0.34	51.0
Approach		17	0	18	0.0	0.016	6.6	LOS A	0.1	0.4	0.34	0.58	0.34	51.1
East: Prospect Street E														
4	L2	10	0	11	0.0	0.130	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.7
5	T1	241	14	254	5.8	0.130	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		251	14	264	5.6	0.130	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.6
West: Prospect Street W														
11	T1	151	10	159	6.6	0.086	0.1	LOS A	0.1	0.4	0.04	0.03	0.04	59.6
12	R2	7	0	7	0.0	0.086	6.5	LOS A	0.1	0.4	0.04	0.03	0.04	57.3
Approach		158	10	166	6.3	0.086	0.3	NA	0.1	0.4	0.04	0.03	0.04	59.5
All Vehicles		426	24	448	5.6	0.130	0.5	NA	0.1	0.4	0.03	0.05	0.03	59.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2 [ProspectRamsey_AM_2025 Base (Site Folder: 2025 Base)]

Prospect Street / Ramsey Court
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ramsey Court														
1	L2	4	0.0	4	0.0	0.014	6.2	LOS A	0.0	0.3	0.36	0.60	0.36	51.0
3	R2	8	0.0	8	0.0	0.014	7.5	LOS A	0.0	0.3	0.36	0.60	0.36	50.8
Approach		12	0.0	13	0.0	0.014	7.1	LOS A	0.0	0.3	0.36	0.60	0.36	50.9
East: Prospect Street E														
4	L2	7	0.0	7	0.0	0.117	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.8
5	T1	212	10.5	223	10.5	0.117	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		219	10.2	231	10.2	0.117	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Prospect Street W														
11	T1	236	4.1	248	4.1	0.129	0.0	LOS A	0.1	0.4	0.02	0.01	0.02	59.8
12	R2	6	0.0	6	0.0	0.129	6.4	LOS A	0.1	0.4	0.02	0.01	0.02	57.5
Approach		242	4.0	255	4.0	0.129	0.2	NA	0.1	0.4	0.02	0.01	0.02	59.7
All Vehicles		473	6.7	498	6.7	0.129	0.4	NA	0.1	0.4	0.02	0.03	0.02	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: L:\Synergy\Projects\2022\22BRT0373 38 Prospect Street Lowood Childcare\6 - Analysis\22BRT0373 SA01_2_230426.sip9

MOVEMENT SUMMARY

Site: 2 [ProspectRamsey_PM_2025 Base (Site Folder: 2025 Base)]

Prospect Street / Ramsey Court
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ramsey Court														
1	L2	12	0.0	13	0.0	0.017	6.4	LOS A	0.1	0.4	0.35	0.59	0.35	51.2
3	R2	6	0.0	6	0.0	0.017	7.4	LOS A	0.1	0.4	0.35	0.59	0.35	50.9
Approach		18	0.0	19	0.0	0.017	6.7	LOS A	0.1	0.4	0.35	0.59	0.35	51.1
East: Prospect Street E														
4	L2	11	0.0	12	0.0	0.139	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.7
5	T1	256	5.8	269	5.8	0.139	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		267	5.6	281	5.6	0.139	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.6
West: Prospect Street W														
11	T1	160	6.6	168	6.6	0.091	0.1	LOS A	0.1	0.4	0.04	0.03	0.04	59.6
12	R2	7	0.0	7	0.0	0.091	6.5	LOS A	0.1	0.4	0.04	0.03	0.04	57.3
Approach		167	6.3	176	6.3	0.091	0.3	NA	0.1	0.4	0.04	0.03	0.04	59.5
All Vehicles		452	5.6	476	5.6	0.139	0.5	NA	0.1	0.4	0.03	0.05	0.03	59.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2 [ProspectRamsey_AM_2025 Base + Dev (Site Folder: 2025 Base + Dev)]

Prospect Street / Ramsey Court
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ramsey Court														
1	L2	4	0	4	0.0	0.014	6.3	LOS A	0.0	0.3	0.39	0.62	0.39	50.8
3	R2	8	0	8	0.0	0.014	7.8	LOS A	0.0	0.3	0.39	0.62	0.39	50.6
Approach		12	0	13	0.0	0.014	7.3	LOS A	0.0	0.3	0.39	0.62	0.39	50.7
East: Prospect Street E														
4	L2	7	0	7	0.0	0.130	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.8
5	T1	238	22	251	9.4	0.130	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		245	22	258	9.1	0.130	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Prospect Street W														
11	T1	261	10	275	3.7	0.142	0.0	LOS A	0.1	0.4	0.02	0.01	0.02	59.8
12	R2	6	0	6	0.0	0.142	6.5	LOS A	0.1	0.4	0.02	0.01	0.02	57.5
Approach		267	10	281	3.6	0.142	0.2	NA	0.1	0.4	0.02	0.01	0.02	59.7
All Vehicles		524	32	552	6.1	0.142	0.3	NA	0.1	0.4	0.02	0.03	0.02	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: L:\Synergy\Projects\2022\22BRT0373 38 Prospect Street Lowood Childcare\6 - Analysis\22BRT0373 SA01_2_230426.sip9

MOVEMENT SUMMARY

Site: 2 [ProspectRamsey_PM_2025 Base + Dev (Site Folder: 2025 Base + Dev)]

Prospect Street / Ramsey Court
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ramsey Court														
1	L2	12	0	13	0.0	0.018	6.5	LOS A	0.1	0.4	0.37	0.60	0.37	51.1
3	R2	6	0	6	0.0	0.018	7.7	LOS A	0.1	0.4	0.37	0.60	0.37	50.9
Approach		18	0	19	0.0	0.018	6.9	LOS A	0.1	0.4	0.37	0.60	0.37	51.0
East: Prospect Street E														
4	L2	11	0	12	0.0	0.153	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.7
5	T1	284	15	299	5.2	0.153	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		295	15	311	5.0	0.153	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Prospect Street W														
11	T1	188	11	198	5.6	0.106	0.1	LOS A	0.1	0.5	0.04	0.02	0.04	59.6
12	R2	7	0	7	0.0	0.106	6.7	LOS A	0.1	0.5	0.04	0.02	0.04	57.3
Approach		195	11	205	5.4	0.106	0.3	NA	0.1	0.5	0.04	0.02	0.04	59.6
All Vehicles		508	25	535	5.0	0.153	0.5	NA	0.1	0.5	0.03	0.04	0.03	59.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2 [ProspectRamsey_AM_2035 Base (Site Folder: 2035 Base)]

Prospect Street / Ramsey Court
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ramsey Court														
1	L2	5	0.0	5	0.0	0.019	6.4	LOS A	0.1	0.4	0.41	0.64	0.41	50.6
3	R2	10	0.0	11	0.0	0.019	8.2	LOS A	0.1	0.4	0.41	0.64	0.41	50.4
Approach		15	0.0	16	0.0	0.019	7.6	LOS A	0.1	0.4	0.41	0.64	0.41	50.5
East: Prospect Street E														
4	L2	9	0.0	9	0.0	0.143	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.7
5	T1	259	10.5	273	10.5	0.143	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		268	10.1	282	10.1	0.143	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Prospect Street W														
11	T1	287	4.1	302	4.1	0.157	0.0	LOS A	0.1	0.5	0.03	0.02	0.03	59.7
12	R2	8	0.0	8	0.0	0.157	6.7	LOS A	0.1	0.5	0.03	0.02	0.03	57.4
Approach		295	3.9	311	3.9	0.157	0.2	NA	0.1	0.5	0.03	0.02	0.03	59.7
All Vehicles		578	6.7	608	6.7	0.157	0.4	NA	0.1	0.5	0.03	0.03	0.03	59.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [ProspectRamsey_PM_2035 Base (Site Folder: 2035 Base)]

Prospect Street / Ramsey Court
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ramsey Court														
1	L2	14	0.0	15	0.0	0.024	6.6	LOS A	0.1	0.6	0.40	0.62	0.40	51.0
3	R2	8	0.0	8	0.0	0.024	8.0	LOS A	0.1	0.6	0.40	0.62	0.40	50.8
Approach		22	0.0	23	0.0	0.024	7.1	LOS A	0.1	0.6	0.40	0.62	0.40	50.9
East: Prospect Street E														
4	L2	13	0.0	14	0.0	0.169	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.7
5	T1	312	5.8	328	5.8	0.169	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		325	5.6	342	5.6	0.169	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.6
West: Prospect Street W														
11	T1	195	6.6	205	6.6	0.112	0.1	LOS A	0.1	0.6	0.05	0.03	0.05	59.5
12	R2	9	0.0	9	0.0	0.112	6.9	LOS A	0.1	0.6	0.05	0.03	0.05	57.2
Approach		204	6.3	215	6.3	0.112	0.4	NA	0.1	0.6	0.05	0.03	0.05	59.4
All Vehicles		551	5.6	580	5.6	0.169	0.6	NA	0.1	0.6	0.03	0.05	0.03	59.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2 [ProspectRamsey_AM_2035 Base + Dev (Site Folder: 2035 Base + Dev)]

Prospect Street / Ramsey Court
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ramsey Court														
1	L2	5	0	5	0.0	0.020	6.5	LOS A	0.1	0.5	0.44	0.65	0.44	50.4
3	R2	10	0	11	0.0	0.020	8.5	LOS A	0.1	0.5	0.44	0.65	0.44	50.1
Approach		15	0	16	0.0	0.020	7.9	LOS A	0.1	0.5	0.44	0.65	0.44	50.2
East: Prospect Street E														
4	L2	9	0	9	0.0	0.156	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.8
5	T1	285	27	300	9.5	0.156	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		294	27	309	9.3	0.156	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Prospect Street W														
11	T1	313	11	329	3.6	0.171	0.1	LOS A	0.1	0.6	0.03	0.02	0.03	59.7
12	R2	8	0	8	0.0	0.171	6.8	LOS A	0.1	0.6	0.03	0.02	0.03	57.4
Approach		321	11	338	3.5	0.171	0.2	NA	0.1	0.6	0.03	0.02	0.03	59.7
All Vehicles		630	39	663	6.1	0.171	0.4	NA	0.1	0.6	0.02	0.03	0.02	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2 [ProspectRamsey_PM_2035 Base + Dev (Site Folder: 2035 Base + Dev)]

Prospect Street / Ramsey Court
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ramsey Court														
1	L2	14	0	15	0.0	0.025	6.8	LOS A	0.1	0.6	0.42	0.63	0.42	50.8
3	R2	8	0	8	0.0	0.025	8.4	LOS A	0.1	0.6	0.42	0.63	0.42	50.6
Approach		22	0	23	0.0	0.025	7.3	LOS A	0.1	0.6	0.42	0.63	0.42	50.7
East: Prospect Street E														
4	L2	13	0	14	0.0	0.183	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.7
5	T1	340	18	358	5.3	0.183	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		353	18	372	5.1	0.183	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.6
West: Prospect Street W														
11	T1	223	13	235	5.8	0.126	0.1	LOS A	0.1	0.7	0.05	0.02	0.05	59.6
12	R2	9	0	9	0.0	0.126	7.0	LOS A	0.1	0.7	0.05	0.02	0.05	57.3
Approach		232	13	244	5.6	0.126	0.4	NA	0.1	0.7	0.05	0.02	0.05	59.5
All Vehicles		607	31	639	5.1	0.183	0.6	NA	0.1	0.7	0.03	0.04	0.03	59.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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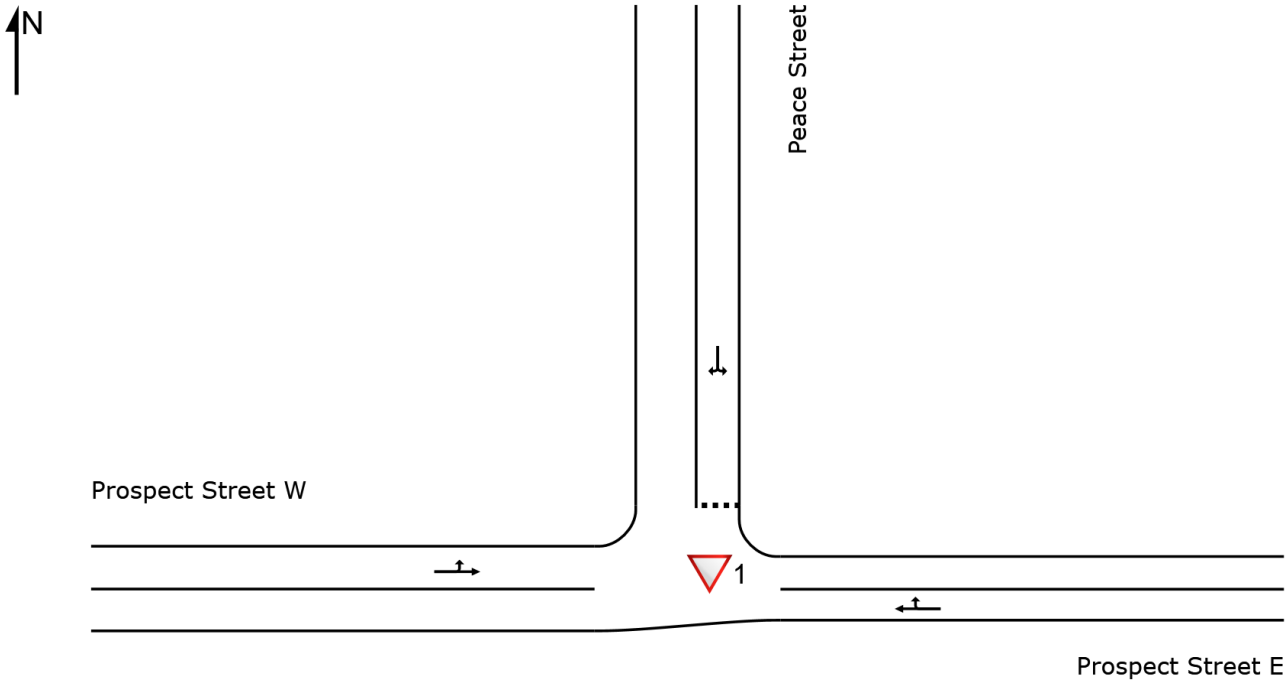
SITE LAYOUT

Site: 1 [ProspectPeace_AM_2022 Survey (Site Folder: 2022 Survey)]

Prospect Street / Peace Street
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 1 [ProspectPeace_AM_2022 Survey (Site Folder: 2022 Survey)]

Prospect Street / Peace Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Prospect Street E														
5	T1	164	21	173	12.8	0.105	0.1	LOS A	0.1	0.9	0.07	0.05	0.07	59.2
6	R2	14	0	15	0.0	0.105	6.4	LOS A	0.1	0.9	0.07	0.05	0.07	57.5
Approach		178	21	187	11.8	0.105	0.6	NA	0.1	0.9	0.07	0.05	0.07	59.1
North: Peace Street														
7	L2	49	6	52	12.2	0.094	6.5	LOS A	0.3	2.5	0.34	0.62	0.34	52.0
9	R2	44	0	46	0.0	0.094	7.4	LOS A	0.3	2.5	0.34	0.62	0.34	52.7
Approach		93	6	98	6.5	0.094	6.9	LOS A	0.3	2.5	0.34	0.62	0.34	52.4
West: Prospect Street W														
10	L2	39	0	41	0.0	0.122	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	57.4
11	T1	195	9	205	4.6	0.122	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.0
Approach		234	9	246	3.8	0.122	1.0	NA	0.0	0.0	0.00	0.10	0.00	58.7
All Vehicles		505	36	532	7.1	0.122	1.9	NA	0.3	2.5	0.09	0.18	0.09	57.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [ProspectPeace_PM_2022 Survey (Site Folder: 2022 Survey)]

Prospect Street / Peace Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Prospect Street E														
5	T1	213	14	224	6.6	0.125	0.0	LOS A	0.1	0.5	0.03	0.02	0.03	59.6
6	R2	9	0	9	0.0	0.125	6.1	LOS A	0.1	0.5	0.03	0.02	0.03	57.9
Approach		222	14	234	6.3	0.125	0.3	NA	0.1	0.5	0.03	0.02	0.03	59.6
North: Peace Street														
7	L2	26	3	27	11.5	0.061	6.2	LOS A	0.2	1.6	0.29	0.59	0.29	52.2
9	R2	35	0	37	0.0	0.061	7.2	LOS A	0.2	1.6	0.29	0.59	0.29	52.9
Approach		61	3	64	4.9	0.061	6.8	LOS A	0.2	1.6	0.29	0.59	0.29	52.6
West: Prospect Street W														
10	L2	12	0	13	0.0	0.079	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.9
11	T1	137	10	144	7.3	0.079	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach		149	10	157	6.7	0.079	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.4
All Vehicles		432	27	455	6.3	0.125	1.3	NA	0.2	1.6	0.06	0.11	0.06	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [ProspectPeace_AM_2025 Base (Site Folder: 2025 Base)]

Prospect Street / Peace Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Prospect Street E														
5	T1	174	12.8	183	12.8	0.112	0.1	LOS A	0.1	0.9	0.07	0.05	0.07	59.2
6	R2	15	0.0	16	0.0	0.112	6.5	LOS A	0.1	0.9	0.07	0.05	0.07	57.5
Approach		189	11.8	199	11.8	0.112	0.6	NA	0.1	0.9	0.07	0.05	0.07	59.1
North: Peace Street														
7	L2	52	12.2	55	12.2	0.102	6.5	LOS A	0.4	2.8	0.35	0.63	0.35	52.0
9	R2	47	0.0	49	0.0	0.102	7.6	LOS A	0.4	2.8	0.35	0.63	0.35	52.7
Approach		99	6.4	104	6.4	0.102	7.0	LOS A	0.4	2.8	0.35	0.63	0.35	52.3
West: Prospect Street W														
10	L2	41	0.0	43	0.0	0.129	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	57.4
11	T1	207	4.6	218	4.6	0.129	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.0
Approach		248	3.9	261	3.9	0.129	0.9	NA	0.0	0.0	0.00	0.10	0.00	58.8
All Vehicles		536	7.1	564	7.1	0.129	1.9	NA	0.4	2.8	0.09	0.18	0.09	57.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [ProspectPeace_PM_2025 Base (Site Folder: 2025 Base)]

Prospect Street / Peace Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Prospect Street E														
5	T1	226	6.6	238	6.6	0.133	0.0	LOS A	0.1	0.6	0.03	0.03	0.03	59.6
6	R2	10	0.0	11	0.0	0.133	6.1	LOS A	0.1	0.6	0.03	0.03	0.03	57.9
Approach		236	6.3	248	6.3	0.133	0.3	NA	0.1	0.6	0.03	0.03	0.03	59.5
North: Peace Street														
7	L2	28	11.5	29	11.5	0.067	6.2	LOS A	0.2	1.7	0.30	0.60	0.30	52.2
9	R2	37	0.0	39	0.0	0.067	7.3	LOS A	0.2	1.7	0.30	0.60	0.30	52.8
Approach		65	5.0	68	5.0	0.067	6.8	LOS A	0.2	1.7	0.30	0.60	0.30	52.6
West: Prospect Street W														
10	L2	13	0.0	14	0.0	0.083	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.9
11	T1	145	7.3	153	7.3	0.083	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach		158	6.7	166	6.7	0.083	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.4
All Vehicles		459	6.2	483	6.2	0.133	1.3	NA	0.2	1.7	0.06	0.12	0.06	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: L:\Synergy\Projects\2022\22BRT0373 38 Prospect Street Lowood Childcare\6 - Analysis\22BRT0373 SA01_2_230426.sip9

MOVEMENT SUMMARY

Site: 1 [ProspectPeace_AM_2025 Base + Dev (Site Folder: 2025 Base + Dev)]

Prospect Street / Peace Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Prospect Street E														
5	T1	200	22	211	11.1	0.128	0.1	LOS A	0.1	1.1	0.08	0.05	0.08	59.2
6	R2	17	0	18	0.0	0.128	6.6	LOS A	0.1	1.1	0.08	0.05	0.08	57.5
Approach		217	22	228	10.3	0.128	0.6	NA	0.1	1.1	0.08	0.05	0.08	59.1
North: Peace Street														
7	L2	54	6	57	11.8	0.109	6.6	LOS A	0.4	2.9	0.38	0.64	0.38	51.9
9	R2	47	0	49	0.0	0.109	7.9	LOS A	0.4	2.9	0.38	0.64	0.38	52.6
Approach		101	6	106	6.3	0.109	7.2	LOS A	0.4	2.9	0.38	0.64	0.38	52.2
West: Prospect Street W														
10	L2	41	0	43	0.0	0.142	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	57.5
11	T1	233	10	245	4.1	0.142	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.1
Approach		274	10	288	3.5	0.142	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.9
All Vehicles		592	38	623	6.5	0.142	1.9	NA	0.4	2.9	0.09	0.17	0.09	57.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [ProspectPeace_PM_2025 Base + Dev (Site Folder: 2025 Base + Dev)]

Prospect Street / Peace Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Prospect Street E														
5	T1	254	15	267	5.8	0.150	0.0	LOS A	0.1	0.7	0.04	0.03	0.04	59.6
6	R2	12	0	13	0.0	0.150	6.3	LOS A	0.1	0.7	0.04	0.03	0.04	57.9
Approach		266	15	280	5.6	0.150	0.3	NA	0.1	0.7	0.04	0.03	0.04	59.5
North: Peace Street														
7	L2	30	3	32	10.8	0.072	6.3	LOS A	0.3	1.8	0.33	0.62	0.33	52.1
9	R2	37	0	39	0.0	0.072	7.7	LOS A	0.3	1.8	0.33	0.62	0.33	52.7
Approach		67	3	71	4.8	0.072	7.1	LOS A	0.3	1.8	0.33	0.62	0.33	52.4
West: Prospect Street W														
10	L2	13	0	14	0.0	0.097	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	58.0
11	T1	173	11	182	6.1	0.097	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		186	11	196	5.7	0.097	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.4
All Vehicles		519	29	546	5.5	0.150	1.2	NA	0.3	1.8	0.06	0.11	0.06	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [ProspectPeace_AM_2035 Base (Site Folder: 2035 Base)]

Prospect Street / Peace Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Prospect Street E														
5	T1	212	12.8	223	12.8	0.137	0.1	LOS A	0.2	1.2	0.08	0.05	0.08	59.2
6	R2	18	0.0	19	0.0	0.137	6.8	LOS A	0.2	1.2	0.08	0.05	0.08	57.5
Approach		230	11.8	242	11.8	0.137	0.7	NA	0.2	1.2	0.08	0.05	0.08	59.0
North: Peace Street														
7	L2	63	12.2	66	12.2	0.134	6.8	LOS A	0.5	3.6	0.40	0.67	0.40	51.7
9	R2	57	0.0	60	0.0	0.134	8.2	LOS A	0.5	3.6	0.40	0.67	0.40	52.4
Approach		120	6.4	126	6.4	0.134	7.5	LOS A	0.5	3.6	0.40	0.67	0.40	52.0
West: Prospect Street W														
10	L2	50	0.0	53	0.0	0.157	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	57.4
11	T1	252	4.6	265	4.6	0.157	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.0
Approach		302	3.9	318	3.9	0.157	1.0	NA	0.0	0.0	0.00	0.10	0.00	58.7
All Vehicles		652	7.1	686	7.1	0.157	2.1	NA	0.5	3.6	0.10	0.19	0.10	57.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [ProspectPeace_PM_2035 Base (Site Folder: 2035 Base)]

Prospect Street / Peace Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Prospect Street E														
5	T1	276	6.6	291	6.6	0.163	0.0	LOS A	0.1	0.7	0.03	0.03	0.03	59.6
6	R2	12	0.0	13	0.0	0.163	6.3	LOS A	0.1	0.7	0.03	0.03	0.03	57.9
Approach		288	6.3	303	6.3	0.163	0.3	NA	0.1	0.7	0.03	0.03	0.03	59.5
North: Peace Street														
7	L2	34	11.5	36	11.5	0.087	6.4	LOS A	0.3	2.2	0.35	0.63	0.35	51.9
9	R2	45	0.0	47	0.0	0.087	7.9	LOS A	0.3	2.2	0.35	0.63	0.35	52.6
Approach		79	5.0	83	5.0	0.087	7.2	LOS A	0.3	2.2	0.35	0.63	0.35	52.3
West: Prospect Street W														
10	L2	16	0.0	17	0.0	0.102	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.9
11	T1	177	7.3	186	7.3	0.102	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach		193	6.7	203	6.7	0.102	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.3
All Vehicles		560	6.2	589	6.2	0.163	1.3	NA	0.3	2.2	0.07	0.12	0.07	58.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [ProspectPeace_AM_2035 Base + Dev (Site Folder: 2035 Base + Dev)]

Prospect Street / Peace Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Prospect Street E														
5	T1	238	27	251	11.4	0.153	0.2	LOS A	0.2	1.4	0.09	0.05	0.09	59.2
6	R2	20	0	21	0.0	0.153	7.0	LOS A	0.2	1.4	0.09	0.05	0.09	57.5
Approach		258	27	272	10.5	0.153	0.7	NA	0.2	1.4	0.09	0.05	0.09	59.0
North: Peace Street														
7	L2	66	8	69	11.7	0.144	6.9	LOS A	0.5	3.9	0.43	0.68	0.43	51.6
9	R2	57	0	60	0.0	0.144	8.7	LOS A	0.5	3.9	0.43	0.68	0.43	52.2
Approach		123	8	129	6.3	0.144	7.7	LOS A	0.5	3.9	0.43	0.68	0.43	51.9
West: Prospect Street W														
10	L2	50	0	53	0.0	0.170	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	57.5
11	T1	278	12	293	4.2	0.170	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.1
Approach		328	12	345	3.5	0.170	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.8
All Vehicles		709	46	746	6.6	0.170	2.0	NA	0.5	3.9	0.11	0.18	0.11	57.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [ProspectPeace_PM_2035 Base + Dev (Site Folder: 2035 Base + Dev)]

Prospect Street / Peace Street
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Prospect Street E														
5	T1	304	18	320	6.0	0.180	0.1	LOS A	0.1	0.9	0.04	0.03	0.04	59.6
6	R2	14	0	15	0.0	0.180	6.5	LOS A	0.1	0.9	0.04	0.03	0.04	57.9
Approach		318	18	335	5.7	0.180	0.3	NA	0.1	0.9	0.04	0.03	0.04	59.5
North: Peace Street														
7	L2	36	4	38	10.9	0.094	6.5	LOS A	0.3	2.4	0.37	0.65	0.37	51.7
9	R2	45	0	47	0.0	0.094	8.3	LOS A	0.3	2.4	0.37	0.65	0.37	52.4
Approach		81	4	85	4.8	0.094	7.5	LOS A	0.3	2.4	0.37	0.65	0.37	52.1
West: Prospect Street W														
10	L2	16	0	17	0.0	0.116	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.9
11	T1	205	13	216	6.3	0.116	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
Approach		221	13	233	5.8	0.116	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.4
All Vehicles		620	35	653	5.6	0.180	1.3	NA	0.3	2.4	0.07	0.11	0.07	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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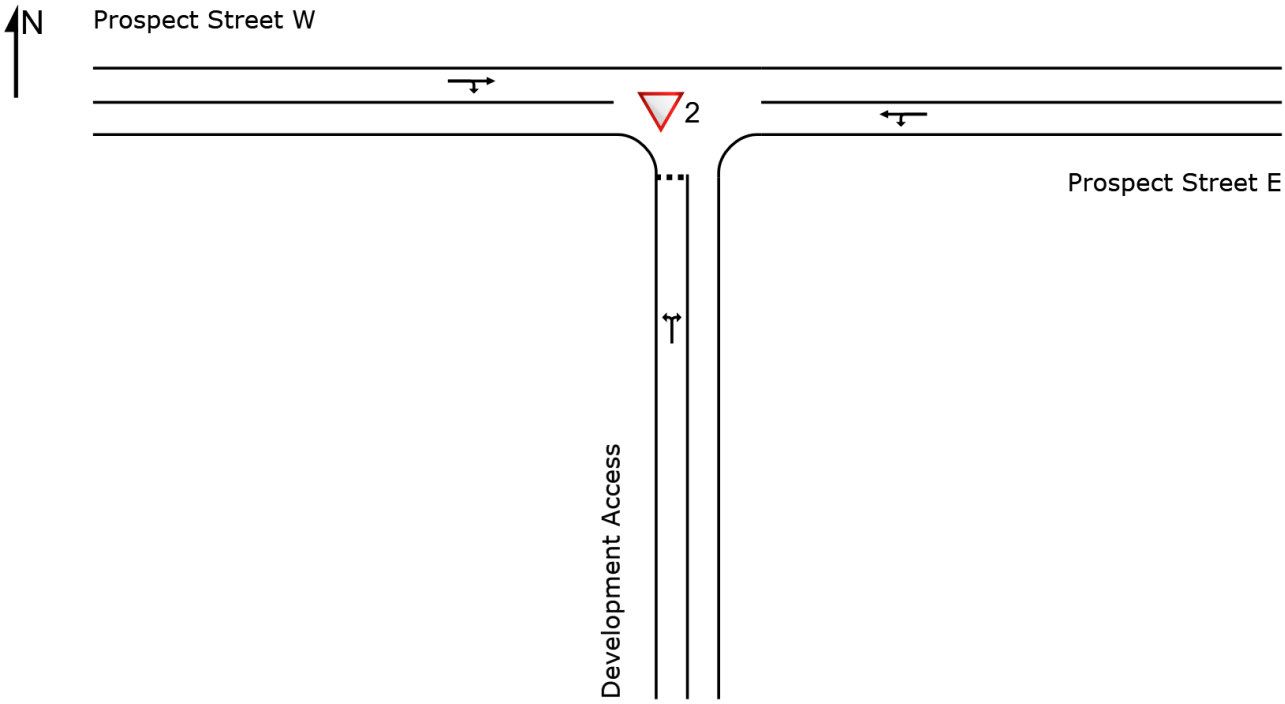
SITE LAYOUT

Site: 2 [ProspectAccess_AM_2025 Base + Dev (Site Folder: 2025 Base + Dev)]

Prospect Street / Development Access
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 2 [ProspectAccess_AM_2025 Base + Dev (Site Folder: 2025 Base + Dev)]

Prospect Street / Development Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Development Access														
1	L2	28	0.0	29	0.0	0.047	3.0	LOS A	0.2	1.2	0.32	0.55	0.32	51.4
3	R2	19	0.0	20	0.0	0.047	4.5	LOS A	0.2	1.2	0.32	0.55	0.32	50.5
Approach		47	0.0	49	0.0	0.047	3.6	LOS A	0.2	1.2	0.32	0.55	0.32	51.0
East: Prospect Street E														
4	L2	19	0.0	20	0.0	0.120	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	56.9
5	T1	189	12.0	199	12.0	0.120	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.4
Approach		208	10.9	219	10.9	0.120	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.3
West: Prospect Street W														
11	T1	259	6.1	273	6.1	0.163	0.1	LOS A	0.2	1.7	0.08	0.06	0.08	59.1
12	R2	28	0.0	29	0.0	0.163	6.3	LOS A	0.2	1.7	0.08	0.06	0.08	56.0
Approach		287	5.5	302	5.5	0.163	0.7	NA	0.2	1.7	0.08	0.06	0.08	58.9
All Vehicles		542	7.1	571	7.1	0.163	0.9	NA	0.2	1.7	0.07	0.10	0.07	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [ProspectAccess_PM_2025 Base + Dev (Site Folder: 2025 Base + Dev)]

Prospect Street / Development Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Development Access														
1	L2	31	0.0	33	0.0	0.051	3.2	LOS A	0.2	1.3	0.35	0.56	0.35	51.4
3	R2	20	0.0	21	0.0	0.051	4.2	LOS A	0.2	1.3	0.35	0.56	0.35	50.5
Approach		51	0.0	54	0.0	0.051	3.6	LOS A	0.2	1.3	0.35	0.56	0.35	51.0
East: Prospect Street E														
4	L2	20	0.0	21	0.0	0.143	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.1
5	T1	236	6.3	248	6.3	0.143	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach		256	5.8	269	5.8	0.143	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.4
West: Prospect Street W														
11	T1	173	8.0	182	8.0	0.120	0.2	LOS A	0.3	1.9	0.14	0.09	0.14	58.6
12	R2	31	0.0	33	0.0	0.120	6.5	LOS A	0.3	1.9	0.14	0.09	0.14	55.1
Approach		204	6.8	215	6.8	0.120	1.2	NA	0.3	1.9	0.14	0.09	0.14	58.3
All Vehicles		511	5.6	538	5.6	0.143	1.1	NA	0.3	1.9	0.09	0.12	0.09	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [ProspectAccess_AM_2035 Base + Dev (Site Folder: 2035 Base + Dev)]

Prospect Street / Development Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Development Access														
1	L2	28	0	29	0.0	0.052	3.2	LOS A	0.2	1.3	0.37	0.58	0.37	50.8
3	R2	19	0	20	0.0	0.052	5.2	LOS A	0.2	1.3	0.37	0.58	0.37	50.0
Approach		47	0	49	0.0	0.052	4.0	LOS A	0.2	1.3	0.37	0.58	0.37	50.5
East: Prospect Street E														
4	L2	19	0	20	0.0	0.144	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.1
5	T1	230	27	242	11.8	0.144	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach		249	27	262	10.9	0.144	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.4
West: Prospect Street W														
11	T1	316	19	333	6.1	0.196	0.1	LOS A	0.3	1.9	0.08	0.05	0.08	59.2
12	R2	28	0	29	0.0	0.196	6.6	LOS A	0.3	1.9	0.08	0.05	0.08	56.2
Approach		344	19	362	5.6	0.196	0.7	NA	0.3	1.9	0.08	0.05	0.08	59.1
All Vehicles		640	46	674	7.3	0.196	0.8	NA	0.3	1.9	0.07	0.09	0.07	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [ProspectAccess_PM_2035 Base + Dev (Site Folder: 2035 Base + Dev)]

Prospect Street / Development Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Development Access														
1	L2	31	0	33	0.0	0.055	3.4	LOS A	0.2	1.4	0.40	0.59	0.40	50.9
3	R2	20	0	21	0.0	0.055	4.8	LOS A	0.2	1.4	0.40	0.59	0.40	50.0
Approach		51	0	54	0.0	0.055	4.0	LOS A	0.2	1.4	0.40	0.59	0.40	50.5
East: Prospect Street E														
4	L2	20	0	21	0.0	0.172	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.2
5	T1	287	18	302	6.3	0.172	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
Approach		307	18	323	5.9	0.172	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.5
West: Prospect Street W														
11	T1	210	17	221	8.0	0.142	0.3	LOS A	0.3	2.1	0.13	0.08	0.13	58.7
12	R2	31	0	33	0.0	0.142	6.7	LOS A	0.3	2.1	0.13	0.08	0.13	55.4
Approach		241	17	254	7.0	0.142	1.1	NA	0.3	2.1	0.13	0.08	0.13	58.5
All Vehicles		599	35	631	5.8	0.172	1.0	NA	0.3	2.1	0.09	0.10	0.09	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

38 Prospect Street, Lowood – Swim School

TTM Code Response

8.3.6 Transport, Access and Parking Code

8.3.6.1 Application

This code applies to assessing development where the Transport, access and parking code has been identified as an applicable code.

8.3.6.2 Purpose

1) The purpose of the transport, access and parking code is to ensure the safety and efficiency of the transport network is maintained and the appropriate transport and end of trip facilities are provided by development.
2) The purpose of the code will be achieved through the following overall outcomes:
   a) development provides safe, efficient and accessible movement networks for vehicles, public transport, pedestrians and cyclists;
   b) development is consistent with the transport network and functional road hierarchy;
   c) the efficiency and safety of identified transport network is not diminished by incompatible development;
   d) development enhances accessibility to, and connectivity with active and public transport modes, wherever practicable;
   e) adequate provision for service vehicles and on-site parking is provided to meet the reasonable needs of the development;
   f) access, parking, servicing and associated manoeuvring areas are designed to be safe, functional, and avoid modal conflict;
   g) car parking areas do not dominate the street or detract from the streetscape character; and
   h) adverse impacts on the environment and sensitive land uses are avoided.

8.3.6.3 Assessment benchmarks

Part A – Requirements for accepted development and assessment benchmarks for assessable development

Table 8.3.6.3.A—Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Comments
For accepted development subject to requirements and assessable development		
Parking of non-domestic vehicles associated with a dwelling house		
PO1 The parking of non-domestic vehicles in association with a dwelling house does not: (a) occur in urban residential areas; (b) detrimentally impact on the visual amenity of the residential street; (c) cause environmental nuisance to nearby sensitive land uses; and (d) impact on the safe operation of the road network.	AO1.1 A maximum of one (1) non-domestic vehicle is parked on the premises at any time in the following zones: (a) Centre zone; (b) General residential zone—Park residential precinct only; (c) Rural residential zone; and (d) Township zone. AO1.2 Non-domestic vehicles must be parked on premises where: (a) the site area is a minimum 2,000 square metres; (b) the vehicle is parked behind the rear building line of dwelling house; and (c) the vehicle can enter and leave the premises in a forward gear	**Complies with AO1.2** Vehicles are to be parked on site. Vehicles can enter and exit the site in a forward gear.
All weather access in the Rural zone		
PO2 A suitable standard of access is provided to the dwelling house	**AO2** All weather access is provided to each dwelling house in the Rural zone.	**N/A** The site is not a rural dwelling.
Vehicle parking and servicing		
PO3 The amount of on-site car parking and service vehicle loading/ unloading is consistent with: (a) the nature of the use; (b) the traffic generation of the use; (c) the loading/ unloading needs of the	**AO3.1** The minimum number of car parking spaces complies with **Table 8.3.6.3.B– Minimum car parking requirements.** **AO3.2** The service vehicle complies with **Table 8.3.6.3.B– Minimum loading vehicle**	**Complies with AO3.1** The site provides the recommended minimum number of spaces. **Complies with AO3.2** The site provides a Van loading bay. No specific requirements are noted in the transport code.

use; (d) the availability of street parking in the Centre zone; and (e) the impact of the road network. Car parks, service vehicle access, loading and manoeuvring areas are of suitable standard for the intended use.	**requirements.** **AO3.3** The service vehicle is able to enter and leave the site in forward gear. **AO3.4** Service vehicles stand entirely within the site while unloading/ loading.	**Complies with AO3.3** The adopted Service vehicles are able to enter and exit the site in a forward gear. **Complies with AO3.4** Service vehicles can stand wholly on site while loading and unloading.
For assessable development		
Impacts on residential streets		
PO4 Non-residential activities do not impact on the amenity of land zoned or intended for residential purposes.	**AO4** Non-residential activities do not use residential streets for access or haulage purposes.	**Complies with AO4** The development does not use minor residential roads for access or haulage
Site access		
PO5 Vehicular access points are positioned along the frontage where they do not impact on the safety, capacity and operation of the existing road network having regard to: (a) the amount and type of vehicular traffic; (b) the type of use and traffic generation; (c) the current and future on-street parking arrangements; (d) proximity to intersections; and (e) available sight distances.	**AO5.1** Where the site has two street frontages, vehicular access is provided from the minor street. **AO5.2** Direct access is not provided to an arterial or higher order road.	**Complies with PO5** Vehicle access is located to minimize the safety or operations of the adjacent road network. As detailed in the traffic engineering report the access is expected to operate appropriately
PO6 The number of crossovers and design standard is appropriate to the use, expected traffic volumes, vehicle types, and function of the road.	**AO6** The maximum number of crossovers is two for non-residential activities and one for residential activities.	**Complies with AO6** The development provides access to the site via one crossover.
Car parking locations and treatments		
PO7 Car parking location minimises impacts on	**AO7.1** Car parking is located behind or within a	**Complies with PO7**

the streetscape and contributes to the intended character of the zone and locality.	building. **AO7.2** The location of visitor parking is discernible from the street or alternatively appropriate signage is provided.	The carparking is located behind the pool building relative to the residential street frontage.
PO8 Car parking areas are sensitively designed to minimise impacts on sensitive land uses and visually soften and provide shade to ground parking.	**AO8** Screen fencing is provided next to any vehicle movement or vehicle parking areas along the side or rear boundary of a site.	**Complies with PO8** Refer to the landscaping plans. The site includes landscaping adjacent to the parking areas.
Bicycle parking		
PO9 The provision of bicycle parking, storage and end of trip facilities is appropriate having regard to the nature and scale of the development activity.	**AO9** Bicycle parking is provided in accordance with the Australian Standards AS2890.3 and AUSTROADS Guide to Traffic Management Part 11: Parking.	**Complies with AO9** Bicycle parking on site is to be provided in accordance with AS2890.3.
Vehicle standing and manoeuvring areas		
PO10 Vehicle standing and manoeuvring areas are of suitable standard for the intended use and the areas are constructed to a standard that avoids environmental nuisance.	**AO10** Internal manoeuvring and standing areas of the site are sealed.	**Complies with AO10** All parking areas are sealed.
PO11 Long driveways are designed and treated to soften their visual appearance when viewed from the street frontage.	**AO11** Internal driveways (except in the Rural zone) do not exceed 50 metres in length.	**Complies with AO11** Driveways are less than 50m
Refuse storage and collection		
PO12 On-site facilities are located in areas that: (a) provide reasonable standards of amenity to sensitive land uses; (b) maintains the amenity of adjoining premises; (c) are not visually obtrusive when viewed from the street; (d) are carefully sited so as to promote a cohesive streetscape in the Centre	**AO12.1** In the Centre zone refuse storage areas are located behind the front building line and are screened from view. **AO12.2** For multiple dwellings refuse storage consists of: (a) wheelie bins for up to 10 dwellings; or (b) a suitably sized bulk refuse bin(s) where there is more than 10 dwellings.	**Complies AO12.3** Bins are to be located within a roofed and screened enclosure. Bins are to be relocated kerbside to be collected.

zone; and (e) can be conveniently accessed by contractors.	**AO12.3** The refuse storage area: (a) is provided within the building and situated close to the point of collection; or (b) is an outdoor area that is: (i) no closer than 3 metres to any frontage and 1.5 metres to any other site boundary; (ii) enclosed on three sides with a screen wall extending 0.2 metres above the height of the refuse receptacles; (iii) screened by dense planting with or without mounding; and (iv) separated from sensitive land uses by a minimum of 10m so as to avoid any undesirable impact of odour or noise from refuse storage and collection services.	
Loading and unloading		
PO13 Loading and unloading activities do not impact on the amenity of the sensitive land uses.	**AO13** Where there are adjoining sensitive land uses, refuse collection and other loading and unloading activities occurs during the following period: (a) 7.00am and 6.00pm Monday to Friday; and (b) 8.00am to 5.00pm Saturday and Sunday.	**Complies with AO13** Loading and unloading of vehicles are to be contained on site.
Pick up/ set-down areas		
PO14 Car parking and pick-up/set-down areas are located in areas and designed in a way that does not detract from the amenity of streetscape and maintains the safety of users.	**AO14** Car parking and pick-up/set-down areas are located so that: (a) they are visible from the road; (b) they can be overlooked from the use's buildings or associated outdoor spaces; (c) they maintain the amenity of the street and adjacent properties; and (d) pedestrians are not required to cross the pick-up/set-down areas to gain access to the building.	**Complies with AO14** Carparking drop off areas are to be visible from the main access. The spaces will be visible from the main buildings. Pedestrian paths are located clear of drop off and parking areas.
Vehicular and pedestrian conflict minimisation		

PO15 The design and arrangement of access, car parking and vehicle movements on the site facilitates the safe and convenient use by delivery vehicles, staff and customers.	**AO15** Public access areas of the site are clearly separated from any area set aside for servicing the building.	**Complies with AO15** The site includes one dedicated van loading bay.
Active transport		
PO16 Development contributes to an active transport movement network incorporating pedestrian pathways and cycleways.	**AO16** No acceptable outcome provided.	**Complies with PO16** The development connects to the existing road network
Road design standards and associated works		
PO17 Development provides for a safe, legible and efficient road network.	**AO17** No acceptable outcome provided.	**N/A** The development does not include any new road connections. The site does not compromise the operation of the road network.
Service stations		
PO18 The layout of the service station provides for sufficient on-site queuing that does not impact on the safe operation of the street network.	**AO18** Minimum on-site queuing space, clear of any other access or manoeuvring path, is provided for 3 vehicles on the entry of any car wash bay or fuel pump.	**N/A** The site is not a Service Station.

Infrastructure Charges Notice

(Section 119 of the Planning Act 2016)

Applicant:	Queensland Child Care Service Pty Ltd c/- Urbicus Pty Ltd 110 Kennedy Terrace PADDINGTON QLD 4064
Application:	Development Permit for Material Change of Use for Indoor Sport and Recreation (Swim School)
Notice Number:	XX
Date:	XX
File Reference:	DA23824
Amount of the Levied Charge: *(Details of how these charges were calculated are shown overleaf)*	**$22,815.45**
Automatic Increase of Levied Charge:	The amount of the levied charge is subject to an automatic increase. Refer to the Information Notice attached to this notice for more information on how the increase is worked out.
Land to which Charge Applies:	Lot 21 RP65946 and Lot 27 SP171552
Site Address:	38 and 40 Prospect Street, Lowood
Charges area:	Within the urban footprint of Lowood
Payable to:	Somerset Regional Council
When Payable: *(In accordance with the timing stated in Section 122 of the Planning Act 2016)*	Material change of use—When the change happens
Offsets or Refunds:	Not Applicable.

This charge is made in accordance with Council's ***Charges Resolution (No. 1) 2022***.

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Details of calculation

Stormwater network

Stage	Category	Development description	Demand (+) / discounts (-)	Units of measure	Adopted charge	Amount
1	Indoor sport and recreation	Proposed impervious area	2,403.00	m^2 impervious area	$10.95	$26,312.85
1	Residential uses	Existing lot credit	-2.00	lot (3-or-more bedroom dwelling)	$4,205.00	-$8,410.00
				Total levied charge for network		$17,902.85

Public parks and community land network

Stage	Category	Development description	Demand (+) / discounts (-)	Units of measure	Adopted charge	Amount
There is no adopted charge for this network applicable to the proposed development						
				Total levied charge for network		$0.00

Transport network

Stage	Category	Development description	Demand (+) / discounts (-)	Units of measure	Adopted charge	Amount
1	Indoor sport and recreation	Proposed pool area GFA	598.00	m^2 GFA (court area)	$16.30	$9,747.40
1	Indoor sport and recreation	Proposed non-pool area GFA	148.00	m^2 GFA (non-court area)	$27.40	$4,055.20
1	Residential uses	Existing lot credit	-2.00	lot (3-or-more bedroom dwelling)	$4,445.00	-$8,890.00
				Total levied charge for network		$4,912.60

Summary of levied charges

Stormwater network	$17,902.85
Public parks and community land network	$0.00
Transport network	$4,912.60
Total levied charge	**$22,815.45**

** In accordance with Section 3.3 of the Charges Resolution, the discount may not exceed the adopted charge. Where there are any surplus discounts, these will not be refunded, except at Council's discretion through entering an infrastructure agreement, where the surplus discounts may be attached to the land.*

Yours faithfully,

Andrew Johnson
Chief Executive Officer

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Information Notice

Authority and Reasons for Charge

This Infrastructure Charges Notice has been given in accordance with section 119 of the *Planning Act 2016* to support the Local government's long-term infrastructure planning and financial sustainability.

Appeals

Pursuant to schedule 1 of the *Planning Act 2016* a person may appeal an Infrastructure Charges Notice. Attached is an extract from the *Planning Act 2016* that details your appeal rights.

Automatic Increase Provision of charge rate ($)

An infrastructure charge levied by Council is to be increased by the difference between the Producer Price Index (PPI) applicable at the time the infrastructure charge was levied, and PPI Index applicable at the time of payment of the levied charge , adjusted by reference to the 3-yearly PPI Index average[1]. If the levied charge is increased using the method described above, the charge payable is the amount equal to the sum of the charge as levied and the amount of the increase.

However, the sum of the charge as levied and the amount of the increase is not to exceed the maximum adopted charge the Council could have levied for the development at the time the charge is paid.

GST

The Federal Government has determined that contributions made by developers to Government for infrastructure and services under the *Planning Act 2016* are GST exempt.

To whom the charge must be paid

Payment of the Charge must be made payable to Somerset Regional Council via Customer Service or Planning and Development Department, PO Box 117 Esk Qld 4312.

The Infrastructure Charge has been calculated in accordance with the charges stated in Council's Charges Resolution. This notice will be escalated to time of payment to the extent permitted under legislation in force at that time.

It is requested that you contact Council's Planning Department to confirm that amount payable prior to making payment.

Payment

This notice is due and payable by the due time shown. Cheques, money orders or postal notes should be made payable to Somerset Regional Council and crossed "Not Negotiable".

[1] 3-yearly PPI index average is defined in section 115 of the *Planning Act 2016* and means the PPI index smoothed in accordance with the 3-year moving average quarterly percentage change between quarters. PPI Index is the producer price index for construction 6427.0 (ABS PPI) index number 3101 – Road and Bridge construction index for Queensland published by the Australian Bureau of Statistics.

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Change cannot be given on cheque payments. Property owners will be liable for any dishonour fees.

Overseas Payees

Please forward your infrastructure charges payment by way of a bank draft for the required amount in Australian dollars.

Method of Payment

Payment by Mail

Confirm the current Infrastructure Charge applicable and obtain an updated payment notice from Council's Operations Department or Planning and Development Department.

Mail this updated payment notice immediately with your payment to: Somerset Regional Council, PO Box 117, Esk Qld 4312

NOTE: Cheques must be made payable to Somerset Regional Council

Payment at Council Offices

Confirm the current Infrastructure Charge applicable.

Present written confirmation of charges with your payment to Somerset Regional Council at the Customer Service Counters.

NOTE: Cheques must be made payable to Somerset Regional Council

Payment Made by Credit Card

Credit Cards accepted: Mastercard or Visa

Enquiries

Enquiries regarding this Infrastructure Charges Notice should be directed to the Somerset Regional Council, Operations Department OR Planning and Development Department, Esk Office, during office hours, Monday to Friday by phoning (07) 5424 4000 or email at mail@somerset.qld.gov.au

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FINANCE
SOMERSET REGIONAL COUNCIL - Officer's Report

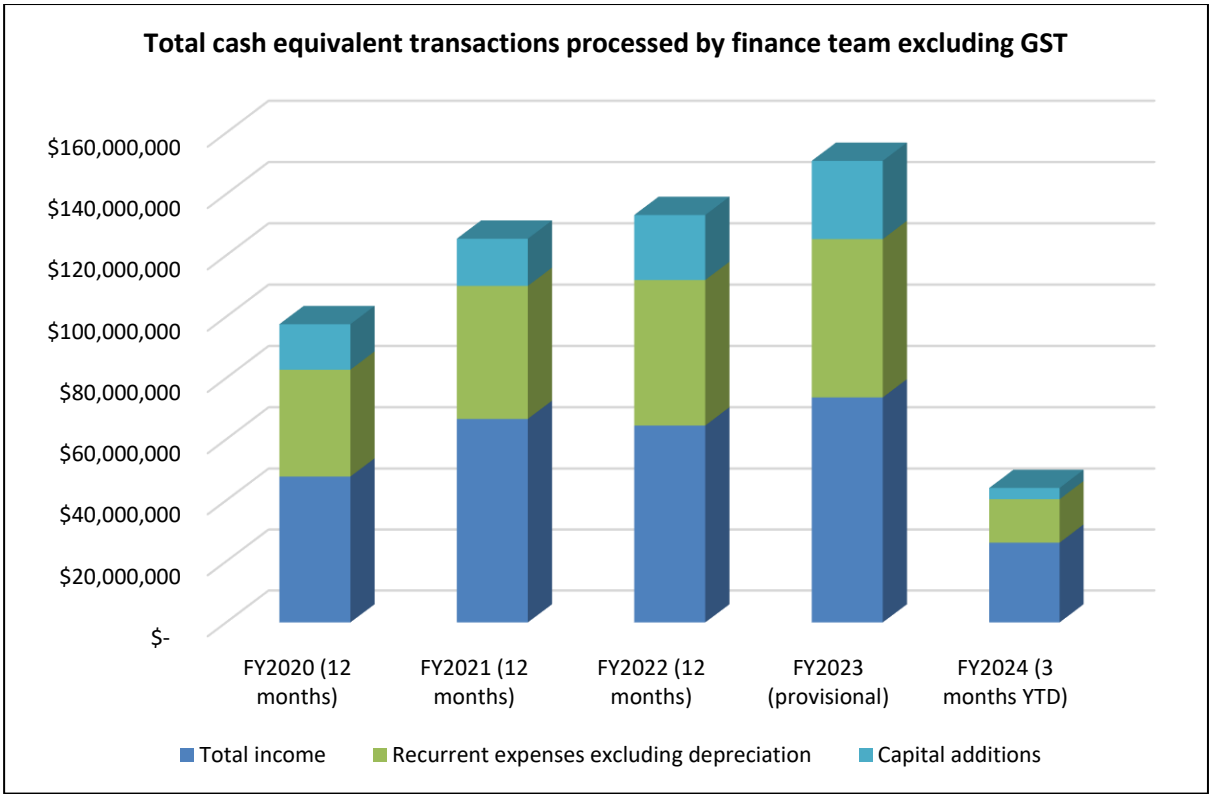
To:	Andrew Johnson, Chief Executive Officer
From:	Geoffrey Smith, Director Finance
Director:	Geoffrey Smith, Director Finance
Date:	3 October 2023
Subject:	Finance report
File Ref:	Monthly reporting/ finance
Action Officer:	DFIN

Background/Summary

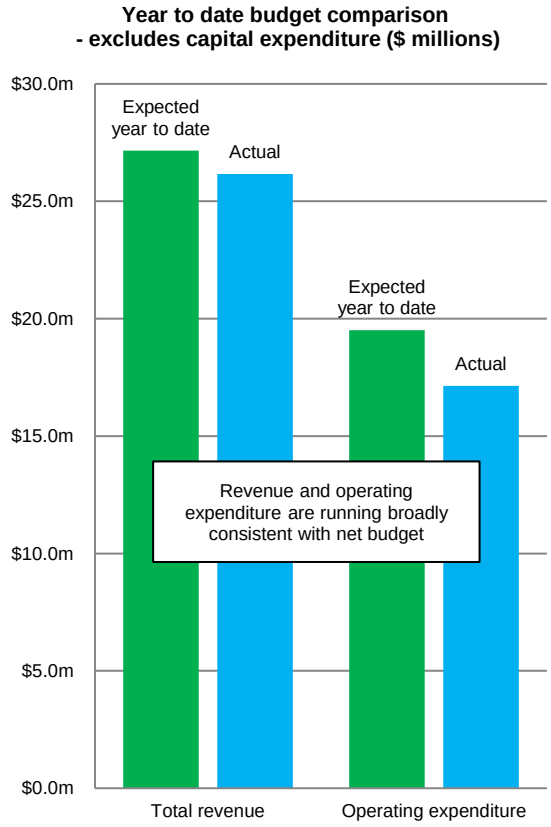
Financial reports

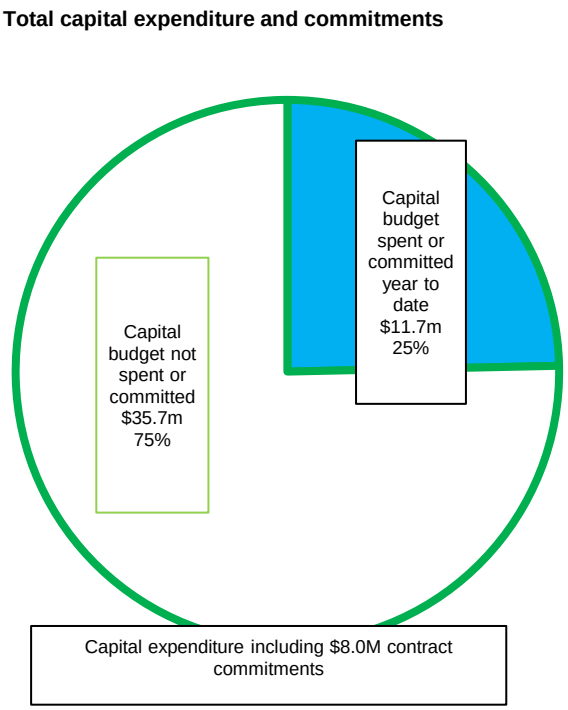
Reports for the period 1 July 2023 to 3 October 2023 are attached detailing the progress that has been made in relation to Council's FY2024 budget consistent with Local Government Regulation 2012 s204. Council officers have prepared FY2023 draft financial statements and are actively working with audit to obtain audit certificates and reports. Audit have advised that certificates will be issued on 20 October 2023.

The finance team has processed cash equivalent transactions (excluding GST and depreciation) to date versus previous years as below. Provisional total FY2023 transactions were 55% greater than FY2020 transactions. This represents a 16%+ year-on-year increase in overall activity.



Provisional results for the financial year to date with 26% of the financial year completed are summarised as follows:





Grants

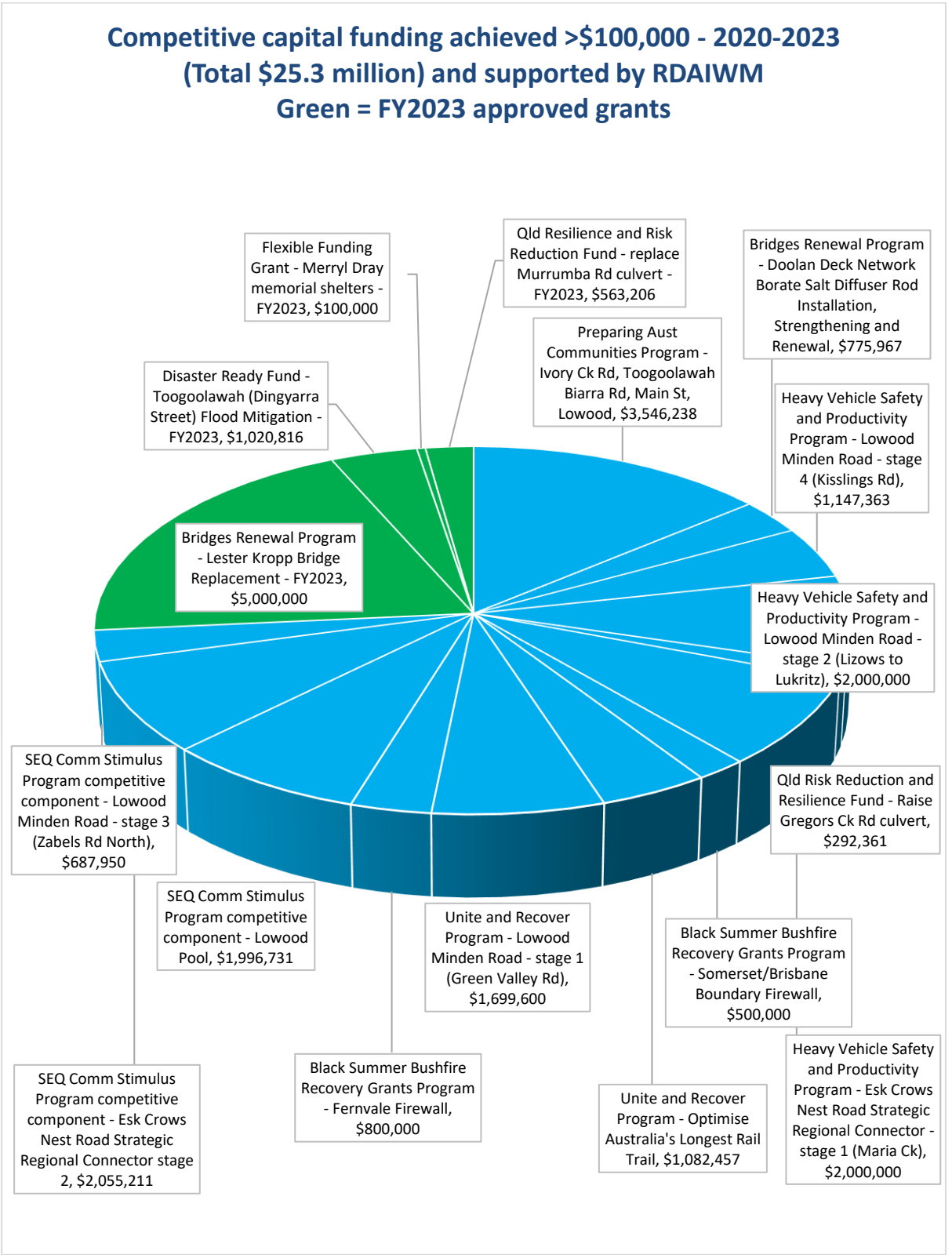
- Council is awaiting the outcome of an application made under the Australian Government's Heavy Vehicle Safety and Productivity Program (HVSPP) on 8 June 2023 as follows:

	Project value	HVSPP funding sought
Fernvale South Productivity Link. Construct a new road segment and seal, widen and strengthen existing roads which together would form an inter-highway connecting road along the Fernvale development area southern boundary offering most traffic a 1.92km distance saving compared to longer State-controlled routes while also avoiding Fernvale town centre	$10,003,000	$5,000,000

- Council is awaiting the outcome of an expression of interest lodged under the Queensland Government's Growing Future Tourism Program (GFTP) on 8 September 2023 as follows:

	Project value	GFTP funding sought
Brisbane Valley Rail Trail Mountain Park. Construct 6.2 km of walking trails on Mt Glen Rock, Esk along with other elements. The project capitalises on the BVRT which drew 34,674 visitors through Esk in 2021 at 11.9% annual growth & will attract 1000 new visitor nights & 1600 new day trip visitors. This visitor growth will support 3 full time equivalent jobs in a high unemployment area.	$2,658,600	$1,329,300

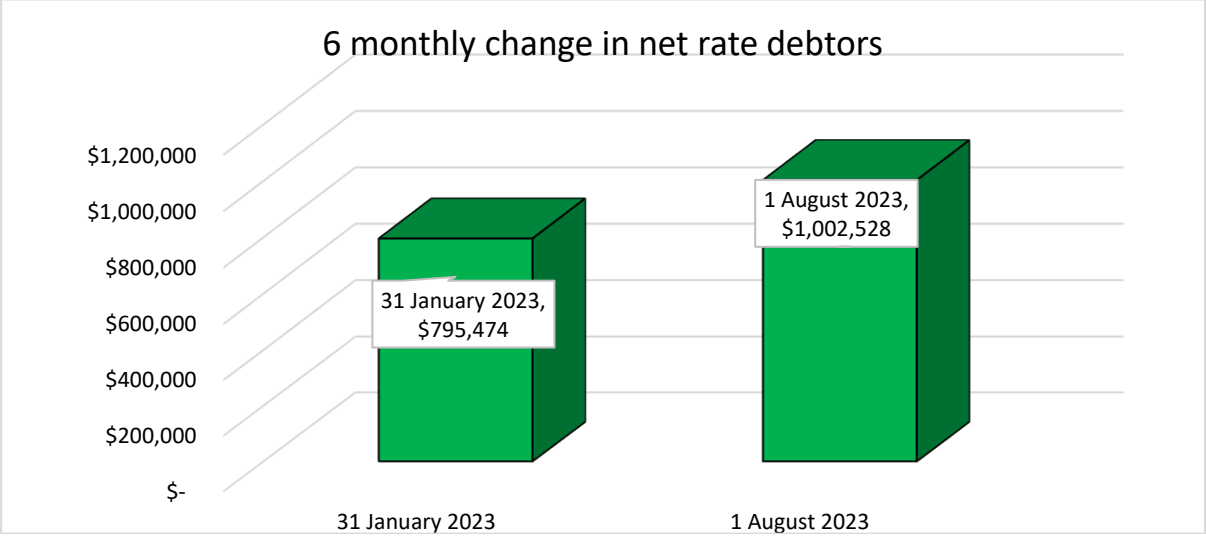
- Council officers have been preparing submissions under the Queensland Resilience and Risk Reduction Program (QRRRF) and Disaster Recovery Funding Arrangements (DRFA) to the Queensland Reconstruction Authority (QRA).
- Competitive grants awarded during FY2023 compared to competitive grants awarded previously during the current Council term are summarised as below:



Rate recovery

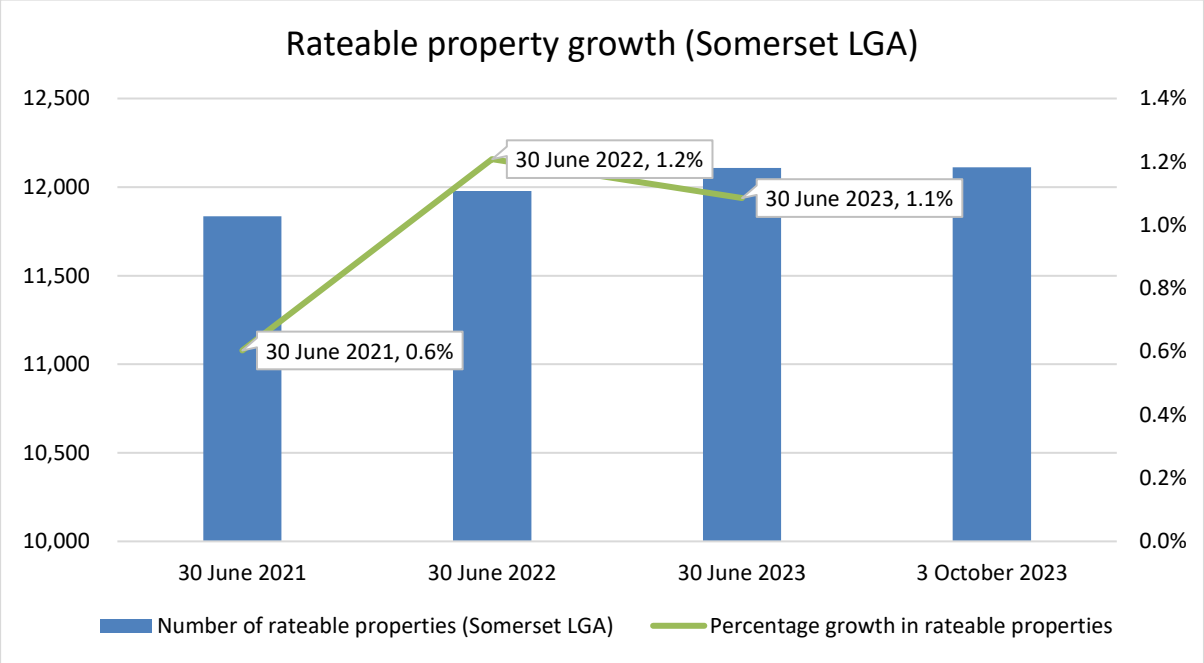
An auction to recover overdue rates for 5220 Brisbane Valley Highway Esk was successfully held on 22 September 2023. A further seven sale of land actions are in progress. Council is working with property owners and their mortgagees to avoid completion of the process by auction where possible. Action has ceased on a further four properties where notices of intention to sell land for overdue rates were issued in July 2023.

Council issues rate notices each six months. Total rate debtors prior to the issue of current half year rates were contained as follows:



Growth

Rateable property data provides an indication of regional growth. The total number of rateable properties in Somerset has increased as follows:



Investments

Council relies on interest revenue to keep rates at the lowest possible level. The Reserve Bank of Australia rapidly increased its target interest rate from 0.10% on 3 May 2022 to 4.10% on 7 June 2023 (ie 13 months).

An investment summary is attached detailing interest earnings from Queensland Treasury Corporation (QTC) cash fund and other sources. Council's key long-term investment strategy has been to maintain interest-bearing credit facilities totalling $53.8 million to Urban Utilities (UU) which helps fund vital infrastructure like Lowood wastewater treatment plant as well as providing mutual benefit to both UU and Council. These currently carry a combined weighted average interest rate of 3.27%. Interest rates on the UU facilities are reviewed annually by QTC based on the rate resetting formula.

Interest revenue for FY2024 is budgeted at $255 on average for every rateable property in Somerset.

Road maintenance and flood repairs

Council's 30 most costly road segments including both ordinary maintenance and flood repairs for the year to date were as below. Costs per linear metre where relevant has been added for context:

Road segment	Cost ($000's)	Cost per linear metre ($)
Mount Byron (flood repairs) 07927Ch10960-Ch12850	119	63
Scrub Creek (flood repairs) 01671Ch1670-Ch1850	100	
Monsildale (flood repairs) 08545Ch1530-Ch3750	91	41
Reinbotts RdCulvCh0.4	86	
Stirlings Rd (flood repairs) 07785Ch550-Ch3000	82	
Glamorgan Vale (bitumen) Ch9320-Ch11260	76	
Banks Ck Rd (flood repairs) 05482Ch5040-Ch8210	74	23
Larsens Rd (flood repairs) 05607Ch3890-Ch5940	71	
Boyces Rd (flood repairs) 03548Ch20-Ch2460	66	27
Kiernan La (flood repairs) 05615Ch20-Ch1560	65	42
Linville Rd (flood repairs) 04092Ch4822-Ch4823	64	
Banks Ck England Ck Rd (flood repairs) 05476Ch240-Ch2910	63	24
Harris Rd (flood repairs) 05053Ch1040-Ch3310	62	27
Muddy Creek Rd (flood repairs) 08522Ch0-Ch1670	60	36
Ivory Ck Rd (flood repairs) 08338Ch10140-Ch12580	57	
Gregors Creek Rd (bitumen) Ch9580-Ch12550	53	18
Mount Byron Rd (flood repairs) 07888Ch8830-Ch10290	49	34
Avoca Ck Rd (flood repairs) 08538Ch1230-Ch2320	44	41
Bischoffs Rd (flood repairs) 01713Ch450-Ch500	44	
Ivory Creek (flood repairs) 08336Ch8000-Ch9870	42	22
Bischoffs Rd (flood repairs) 01723Ch1620-Ch1630	40	
England Ck Rd (flood repairs) 05471Ch3605-Ch4960	40	29
Kennedy Rd (flood repairs) 05462Ch0-Ch1250	37	30
England Ck Rd (flood repairs) 05472Ch4960-Ch6200	36	29
Monsildale Ck Rd (flood repairs) 08544Ch880-Ch1440	34	61
Himstedts Rd (flood repairs) 08265Ch380-Ch2710	31	14
Beutel Rd (flood repairs) 05514Ch0-Ch1680	31	19
Monsildale (flood repairs) 08546Ch3760-Ch4500	30	41
Scrub Ck Rd (flood repairs) 114ScourCh1710-1910	30	
Noble Rd (flood repairs) 02930Ch0-Ch1080	30	28
Subtotal ($000's)	1,707	

Special road maintenance/ renewal

In addition to ordinary bitumen road maintenance and flood repairs, expenditure on resealing of bitumen roads is budgeted for FY2024 at $2.3M. Resealing is a necessary part of the ongoing cost of managing the sealed road network.

Attachments

Financial reports and payment listings

Letter from Deputy Premier dated 4 October 2023 granting major policy exemption during the caretaker period.

Recommendation

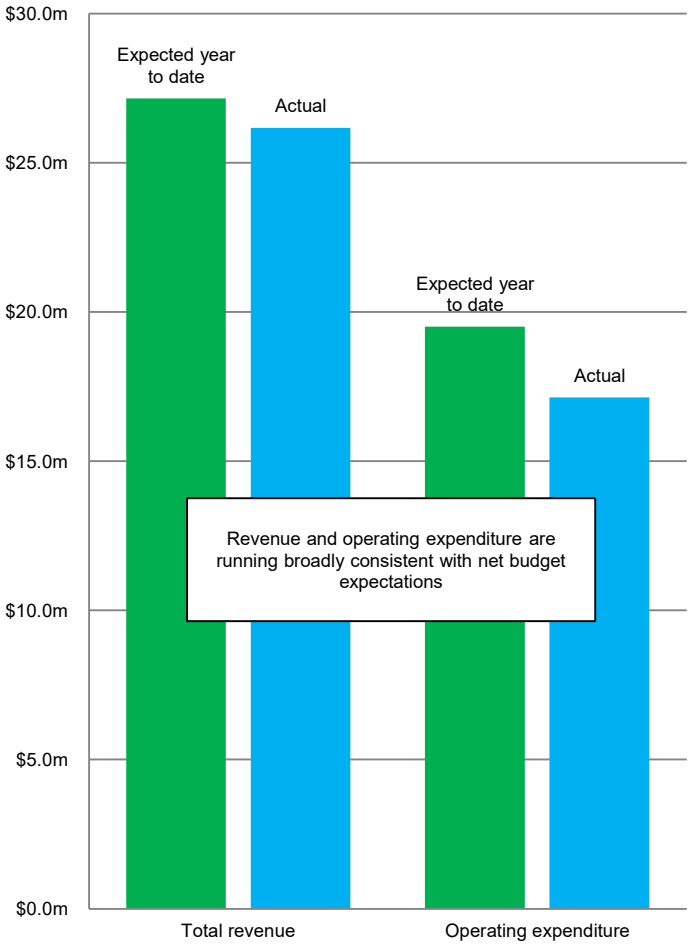
THAT Council receive the financial reports for 1 July 2023 to 3 October 2023 and the report on payments processed from 30 August 2023 to 26 September 2023 totalling $12,679,141.28 and that the contents be noted.

Somerset REGIONAL COUNCIL

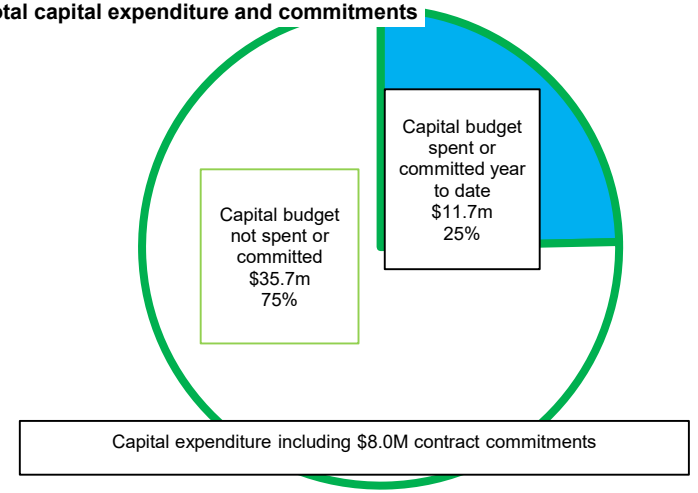
Operating and capital financial summary - provisional, unaudited
Period 1 July 2023 to 3 October 2023

Percentage of year completed = 26%

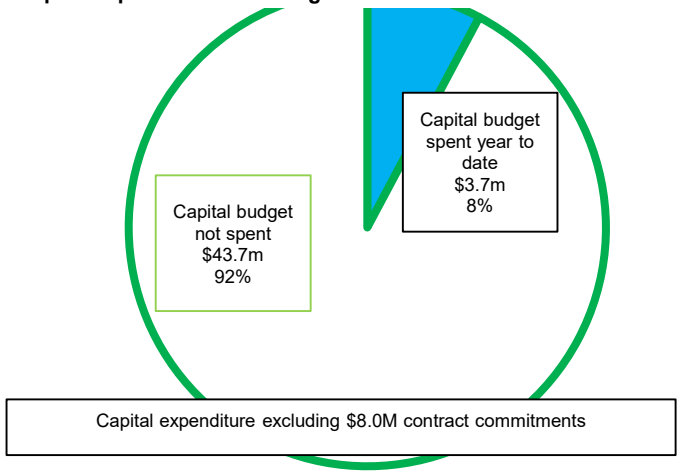
Year to date budget comparison
- excludes capital expenditure ($ millions)



Total capital expenditure and commitments



Total capital expenditure excluding commitments



Somerset Regional Council
Balance sheet
As at 3 October 2023
Unaudited - for internal purposes only - pending accrual adjustments

	30 June 2023 (provisional) $000's	3 October 2023 $000's	Change
Assets			
Operating and trust cash to account	58,397	56,625	
Rate debtors	1,269	7,692	
Other receivables	57,470	56,763	
Investment in Urban Utilities	30,726	30,726	
Inventories	746	710	
Property, plant, equipment, work in progress, land	453,718	454,525	
Total assets	602,326	607,041	
Liabilities			
Trade creditors, accruals and other liabilities	38,264	33,950	
Total liabilities	38,264	33,950	
Net community assets	564,062	573,091	2%

Somerset Regional Council
Operating results
Period 1 July 2023 to 3 October 2023
Unaudited - for internal purposes only - pending accrual adjustments

	Budget ($000's)	Expected year to date ($000's)	Actual ($000's)	Variance ($000's) - favourable/ (unfavourable)	Comment
OPERATING PROGRAMS	**19,555**	**7,647**	**9,035**	**1,388**	
Total revenue	**78,945**	**27,157**	**26,168**	**(989)**	-1%
Capital grants and subsidies	24,868	6,343	6,343	-	$13M cash is held in unacquitted grants for projects not yet finalised
Operating revenues	**54,077**	**20,814**	**19,825**	**(989)**	-2%
Operating grants and subsidies	5,373	1,275	222	(1,053)	FY24 Financial Assistance Grant was 96% prepaid in June 2023
Other revenue	2,051	995	1,058	63	
Nett rates and charges	30,660	15,826	15,719	(107)	
Interest earned	3,092	773	1,107	334	
Contributions from developers and others	-	-	-	-	
Profit/ (loss) on disposal of non-current assets	-	-	-	-	
Dividend/ tax equivalent - UU	1,968	148	158	10	
Fees and charges	2,078	878	978	100	
Contract works revenue	8,855	919	583	(336)	
Operating expenditure	**59,390**	**19,510**	**17,133**	**2,377**	4%
Labour, plant and materials - operating purposes	48,078	16,681	14,250	2,431	
Depreciation (interim)	11,312	2,829	2,883	(54)	

SOMERSET REGIONAL COUNCIL
Variance Reports
Actual versus budget workings income and expenditure by activity
Unaudited - for internal purposes only
Period 1 July 2023 to 3 October 2023

Pay Period from - 01-Jul-23
Pay Period to - 03-Oct-23
Period elapsed - 26%

Ref	Description	Budget ($000's)	Expected year to date ($000's)	Actual ($000's)	Variance ($000's)	Comment
		Revenue or (cost)	Revenue or (cost)	Revenue or (cost)	Favourable (Unfavourable)	
	Detailed cost centres					
4000-0001	**CORPORATE AND COMMUNITY**	**(7,456)**	**(2,193)**	**(2,060)**	**133**	Within expected limits
4000-0002	**CORPORATE SUPPORT**	(2,742)	(1,088)	(997)	91	Within expected limits
4056-1000	Sundry Income	3	1	34	33	
4058-1000	Qld Govt Agency Program revenue	77				
4110-2000	Corporate labour costs	(1,251)	(313)	(235)	78	
4120-2000	Corporate costs other than labour	(615)	(154)	(82)	72	
4121-2000	Insurance - property/ public liability	(383)	(383)	(362)	21	
4124-2000	Subscriptions	(77)	(77)	(70)	7	
4130-2000	Corporate buildings repairs and maintenance	(34)	(8)	(8)		
4760-2000	Operating costs - information technology	(568)	(142)	(262)	(120)	
4710-2000	Hardware - information technology	(43)	(11)	(12)	(1)	
4999-2000	Internal cost allocations	149				
4508-0002	**SOMERSET CIVIC CENTRE**	(601)	(150)	(143)	7	Within expected limits
4508-1000	Esk Somerset Civic Centre revenue	40	10	9	(1)	
4508-2000	Esk Somerset Civic Centre operations	(641)	(160)	(152)	8	
4300-0002	**LIBRARIES**	(1,094)	(274)	(250)	24	Within expected limits
4320-1000	Grant for library book purchases	126	31		(31)	
4320-2000	Purchase of new library books	(126)	(31)	(26)	5	
4355-2000	Other operating expenses - libraries	(169)	(42)	(23)	19	
4325-1000	Library operational grants	12	3		(3)	
4325-2000	Library operational grant expenditure	(9)	(2)	(3)	(1)	
4330-1000	Sundry Income - libraries	9	2	2		
4365-2000	Repairs and maintenance expenses - libraries	(59)	(15)	(24)	(9)	
4350-2000	Labour costs - libraries	(878)	(220)	(176)	44	
	COUNCIL PROPERTIES - Income	357	112	111	(1)	Within expected limits
4565-1000	Coominya refuse and recycling facility	4	1		(1)	
4515-1000	Esk (Farm Supplies Shed) Neilsen Place	43	11	12	1	
4541-1000	Esk Motorola Tower Lakeview Park			6	6	
4522-1000	Esk Racecourse Showgrounds	2	1	1		
4561-1000	Fernvale billboard/ Fernvale sports park	11	3	2	(1)	
4547-1000	Fernvale Campdraft Grounds	5	1	1		
4558-1000	Fernvale communications tower sites	73	18	14	(4)	
4543-1000	Fernvale Community Hall	7	2	2		
4534-1000	Fernvale Futures Complex	18	5	1	(4)	
4566-1000	Fernvale UU lease - L99 CC3429 - Ferny Gully	1				
4514-1000	Grazing Rights - various rural properties	28	28	20	(8)	
4585-1000	Kay Avery Place					
4571-1000	Kilcoy aerodrome					
4578-1000	Kilcoy communications tower site	9	2		(2)	
4594-1000	Kilcoy Information Centre/ Healthy Land and Water lease	12	3	6	3	
4582-1000	Kilcoy Memorial Hall	11	3	3		
4586-1000	Kilcoy Motocross Club	2	1	2	1	
4575-1000	Kilcoy Showgrounds	46	11	30	19	
4579-1000	Kilcoy Yowie Park concessions (eg food vans)	2				
4532-1000	Lowood Enterprise Centre	28	7	7		
4533-1000	Railway Corridor Land - various locations	8	2		(2)	
4505-1000	Railway Street Lowood - various business premises	20	5		(5)	
4530-1000	Somerset Dam Coronation Hall - hire charges	15	4	4		
4512-1000	Tennis Clubs	3	1		(1)	
4567-1000	Wivenhoe Pocket NBN lease	12	3		(3)	
4500-0002	**COUNCIL PROPERTIES - Expenditure**	(853)	(212)	(184)	28	Within expected limits
4520-2000	Buildings on railway land	(141)	(35)		35	
4530-2000	Coronation Hall Somerset Dam	(23)	(6)	(12)	(6)	
4504-2000	Esk racecourse showground	(72)	(18)	(13)	5	
4524-2000	Esk Heap Street former fire station	(3)	(1)		1	
4548-2000	Fernvale campdraft grounds	(66)	(16)	(4)	12	
4543-2000	Fernvale community hall	(18)	(4)	(9)	(5)	
4559-2000	Fernvale PCYC	(157)	(39)	(20)	19	
4585-2000	Kay Avery Place Kilcoy	(30)	(8)	(1)	7	
4572-2000	Kilcoy airfield					
4588-2000	Kilcoy Lions Building	(0)				
4583-2000	Kilcoy Memorial Hall	(27)	(7)	(21)	(14)	
4576-2000	Kilcoy racecourse showgrounds	(86)	(21)	(83)	(62)	Unbudgeted water upgrade (contributed to by Kilcoy Race Club)
4578-2000	Kilcoy sports centre operations - indoor	(94)	(23)	(15)	8	
4580-2000	Kilcoy sports centre operations - Hopetoun fields	(18)	(5)	(2)	3	

SOMERSET REGIONAL COUNCIL
Variance Reports
Actual versus budget workings income and expenditure by activity
Unaudited - for internal purposes only
Period 1 July 2023 to 3 October 2023

Pay Period from - 01-Jul-23
Pay Period to - 03-Oct-23
Period elapsed - 26%

Ref	Description	Budget ($000's)	Expected year to date ($000's)	Actual ($000's)	Variance ($000's)	Comment
		Revenue or (cost)	Revenue or (cost)	Revenue or (cost)	Favourable (Unfavourable)	
4595-2000	Lowood Community Centre_Peace St	(1)		(1)	(1)	
4523-2000	Lowood Recreation Complex	(32)	(8)	(2)	6	
7347-2000	Lowood Telstra Site	(1)				
4511-2000	Lowood Walters Street building (former SES)	(1)				
4509-2000	Old Lowood library building (hub)	(1)				
4507-2000	Rental - Watts Bridge Airfield					
4560-2000	Repairs & maintenance - rental properties	(6)	(2)	(1)	1	
4587-2000	Sheepstation Hall site	(1)				
4528-2000	Storage building - 82 Ipswich St Esk costs	(0)				
4538-2000	Tennis assets	(41)	(10)		10	
4536-2000	Toogoolawah gym	(29)	(7)		7	
4506-2000	Toogoolawah old water treatment plant	(6)	(2)		2	
4591-2000	Yowie Park - Art Gallery	(0)				
4592-2000	Yowie Park - Craft Cottage	(0)				
4590-2000	Facilities maintenance coordinator					
4600-0002	**COMMUNITY/ CULTURE/ RECREATION**	(1,232)	(263)	(355)	(92)	Within expected limits
4605-1000	Grants - social services program - ongoing	254	64	85	21	
4662-1000	Grants - social services program - once off					
4680-2000	Youth development program - expenditure	(147)	(37)	(9)	28	
4660-2000	Operating expenses - social services program	(175)	(44)	(110)	(66)	
4615-2000	Community recovery officer - expenditure			(37)	(37)	Grant funded
4663-2000	Localised Mental Health Initiative Costs			(3)	(3)	
4596-1000	Community Wellness Hubs			1	1	
4610-1000	Grants - Regional Arts Devel Fund - grants received					
4610-2000	Grants - Regional Arts Devel Fund - payments	(40)	(10)	(15)	(5)	
4620-1000	Condensery grants - various revenue					
4657-2000	Condensery grants - various expenditure			(8)	(8)	
4659-1000	Arts Qld Play Local Program grants					
4659-2000	Arts Qld Play Local Program expenditure					
4650-2000	Grants to community groups (CAG)	(183)	(46)	(43)	3	
4568-1000	Mayoral Gala Ball 2023 revenue			37	37	
4568-2000	Mayoral Gala Ball 2023 expenditure			(50)	(50)	
4645-2000	Donations from Mayoral Charity Ball Fund			(9)	(9)	
4607-1000	Qld Remembers grants					
4607-2000	Qld Remembers expenditure					
4651-2000	Recreation reserves operating expenses	(3)	(1)		1	
4020-1000	Toogoolawah Gym capital funding					
4616-1000	Mountain to Mountain capital funding		69	69		
4673-1000	Sporting Recurrent Grants - Other			10	10	
7340-2000	Swimming pool operations	(471)	(118)	(139)	(21)	
4665-2000	Sport and recreation program	(377)	(94)	(59)	35	
4670-1000	BBRF4_HostingQldCrossCountryStateCh					
4667-1000	Somerset Rail Trail Classic - revenue	10	10	14	4	
4674-2000	Somerset Rail Trail Classic - expenditure	(41)	(41)	(75)	(34)	
4671-1000	Sport+Recn Participant Contributions					
4672-2000	Sport+Recn Participant Program costs	(61)	(15)	(14)	1	
	MARKETING AND PROMOTION	(1,292)	(318)	(242)	76	Within expected limits
4555-2000	Esk Visitor Information Centre	(216)	(54)	(35)	19	
4556-2000	Fernvale Visitor Information Centre	(159)	(40)	(47)	(7)	
4554-2000	Kilcoy Visitor Information Centre	(180)	(45)	(38)	7	
4557-2000	Toogoolawah Condensery/ gallery/ visitor information	(272)	(68)	(73)	(5)	
4570-1000	Promotions revenue			3	3	
4570-2000	Promotions - other expenses	(428)	(107)	(52)	55	
4655-1000	Australia Day Community Grant					
4653-2000	Australia Day costs	(20)				
4652-2000	Community events and celebrations	(16)	(4)		4	
5000-0002	**PROGRAM - HUMAN RESOURCES/ CUSTOMER SERVICE**	**(2,651)**	**(662)**	**(600)**	**62**	Within expected limits
5003-1000	Grants Traineeships	150	39	6	(33)	
5110-2000	Labour costs/ customer service	(908)	(227)	(223)	4	
5150-2000	Labour costs/ human resources	(1,079)	(270)	(219)	51	
5160-2000	Other expenses - human resources	(325)	(81)	(31)	50	
4140-2000	Fringe Benefits Tax	(116)	(29)	(29)		
5161-2000	Personal protective items	(124)	(31)	(22)	9	
5170-2000	Staff training	(250)	(63)	(82)	(19)	
6000-0001	**PROGRAM - FINANCE**	**34,652**	**15,855**	**14,997**	**(858)**	Within expected limits
6105-1000	General rates	29,171	14,585	14,451	(134)	
6115-1000	Internal rates	(108)	(54)	(57)	(3)	
6125-1000	Interest on rates and charges	135	34	36	2	

SOMERSET REGIONAL COUNCIL
Variance Reports
Actual versus budget workings income and expenditure by activity
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Pay Period from - 01-Jul-23
Pay Period to - 03-Oct-23
Period elapsed - 26%

Ref	Description	Budget ($000's)	Expected year to date ($000's)	Actual ($000's)	Variance ($000's)	Comment
		Revenue or (cost)	Revenue or (cost)	Revenue or (cost)	Favourable (Unfavourable)	
6135-1000	Discount on general rates	(3,914)	(1,460)	(1,460)		
6107-1000	Change of ownership fees	85	42	38	(4)	
6108-1000	Ex - gratia Treasury payments (SEQWater rates)	1,429	840	840	(0)	
4051-1000	State Govt Emergency Management Levy retention	46				
6116-2000	State Govt Emergency Management Levy expense	(31)	(16)	(15)	1	
6145-1000	State pensioner rate subsidy		(1)	(1)		
6147-1000	Council pensioner rate subsidy	(2)	(1)	(1)		
4060-1000	Property search fee revenue	367	92	91	(1)	
6205-1000	Financial assistance grants	4,397	1,099	48	(1,051)	Grant was 94% prepaid to Council in June 2023
6279-1000	Interest income	2,957	739	1,071	332	
6280-1000	Share of profit - Urban Utilities	1,378				
6281-1000	Urban Utilities tax equivalent receipts	590	148	158	10	
6450-2000	Labour costs/ finance	(1,667)	(417)	(379)	38	
6520-2000	State valuations + other operating	(214)	(27)	(23)	4	
4455-2000	Stores operations	(15)	(2)	(8)	(6)	
6530-2000	Audit	(143)	(18)	(25)	(7)	
6601-2000	Merchant fees/ bank charges	(80)	(10)	(10)		
6625-2000	Bad & doubtful debts	(6)				
6805-2000	Annual leave	(1,499)				
6815-2000	Long service leave	(359)				
6820-2000	Public holidays	(725)	(73)	(62)	11	
6825-2000	Superannuation	(2,153)	(538)	(522)	16	
6810-2000	Sick leave	(637)	(159)	(112)	47	
6811-2000	Natural disaster leave					
6813-2000	Severance/ other					
6830-2000	Work Cover insurance and costs	(486)	(486)	(600)	(114)	Unexpectedly high insurance premium
6835-2000	Pay Adjustments - Backpay					
6855-2000	COVID19 Special Leave					
6840-2000	Wet weather	(117)	(29)	(6)	23	
6845-2000	Floating plant & loose tools	(61)	(15)	(39)	(24)	
6998-2000	Employee oncost recoveries	6,315	1,579	1,584	5	
7000-0001	**PROGRAM - OPERATIONS**	**746**	**(4,461)**	**(2,888)**	**1,573**	Within expected limits
7000-0002	**DISASTER MANAGEMENT**	(64)	80	151	71	Within expected limits
7010-1000	SES / general disaster management grants	22	22	57	35	
7022-1000	SES capital grants					
7033-1000	Get Ready Queensland funding	15	15	15	1	
7027-1000	Flood study grants					
7026-2000	Flood study expenditure					
7023-1000	QERMF_Risk Hazard Assessment (with LVRC)					
7023-2000	QERMF_Risk Hazard Assessment (with LVRC)					
7029-1000	DCDSS_Qld BushfiresCOMA (with LVRC)	300				
7029-2000	DCDSS_Qld BushfiresCOMA (with LVRC)	(149)				
7034-1000	DRFA_BushfireSep-Dec2019_CDO					
7033-2000	Get Ready Queensland expenditure	(15)				
6136-1000	Council SES levy revenue	338	169	169		
4036-1000	Rural fire levy revenue	316	158	159	1	
4036-2000	Contributions to rural fire brigades	(316)	(158)	(159)	(1)	
7044-2000	Bushfire expenditure	(10)	(3)	(6)	(3)	
7034-2000	Other disaster management expenses	(425)	(106)	(78)	28	
7036-2000	SES plant and equipment internal hire	(76)				
7040-2000	Other operating expenses - SES	(64)	(16)	(6)	10	
7100-0001	**ENGINEERING OFFICE**	12,337	(429)	(187)	242	Within expected limits
7106-1000	Grant - Roads to Recovery	988				
7110-1000	Grant - Preparing Australian Communities Program	4,567				
7111-1000	Grant - Regional Roads/ TIDS	634				
7104-1000	SEQ City Deal Liveability Fund	1,660				
7108-1000	BVRT Queensland Government DTMR Grant	100				
7116-1000	Competitive Bridges Renewal Program funding	5,000				
7115-1000	Competitive Heavy Vehicle Safety & Productivity Program	1,147	2,458	2,458		
7120-1000	TMR_Walking Local Govt Grants Program					
7114-1000	Competitive URCSP_ Lowood Minden /Green Valley					
7121-1000	Local Roads & Community Infrastructure grants #3					
7030-1000	Competitive Risk Resilience Grants - culverts	563				
7113-1000	Local Roads & Community Infrastructure grants #4	1,558	94	94		
7118-1000	Principal Cycle Network funding					
7024-1000	Local Economic Recovery program grants		203	203		
7123-1000	SEQ community Stimulus Program non competitive	3,661				
7132-1000	Competitive SEQCSP_EskCrowsNest-Tmba Boundary	4,740				

SOMERSET REGIONAL COUNCIL
Variance Reports
Actual versus budget workings income and expenditure by activity
Unaudited - for internal purposes only
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Pay Period to - 03-Oct-23
Period elapsed - 26%

Ref	Description	Budget ($000's)	Expected year to date ($000's)	Actual ($000's)	Variance ($000's)	Comment
		Revenue or (cost)	Revenue or (cost)	Revenue or (cost)	Favourable (Unfavourable)	
7133-1000	Competitive SEQCSP_Lwd-MindnRd_MindenVillage					
7134-1000	Competitive SEQCSP_LwdPool-safe & fun for everyone					
7107-1000	Black Summer Bushfire Recovery Competitive Grants	250				
4614-1000	LGGSP - Rooftop solar installations stage 2					
7565-1000	RecoveryResilienceGrant_SRC0084.2122					
7127-1000	Cash Contributions Developers					
7150-2000	Labour costs - engineering office	(2,090)	(523)	(416)	107	
7160-2000	Other operating expenses - engineering	(776)	(194)	12	206	
7415-2000	Operating expenses - depots	(262)	(65)	(90)	(25)	
7299-2000	Maintenance internal transfers	202				
7170-2000	Depreciation - roads	(6,548)	(1,637)	(1,668)	(31)	
7171-2000	Depreciation - underground drains	(400)	(100)	(102)	(2)	
7172-2000	Depreciation - bridges	(972)	(243)	(248)	(5)	
7173-2000	Depreciation - paths	(459)	(115)	(117)	(2)	
7180-2000	Depreciation - other buildings	(1,227)	(307)	(313)	(6)	
7200-0002	**MAINTENANCE**	(10,739)	(4,743)	(3,063)	1,680	Within expected limits
7200-0003	**Road street and bridge maintenance**	(7,420)	(3,954)	(2,722)	1,232	Within expected limits
7220-2000	Street maintenance	(1,047)	(262)	(284)	(22)	
7270-2000	Rural road maintenance	(6,180)	(1,545)	(322)	1,223	Adjustments between ordinary road maintenance expenditure and flood restoration expenditure
7561-1000	Flood restoration - grants		3,519	3,519		
7569-2000	Flood restoration - expenditure		(5,618)	(5,618)		
7230-2000	Footpaths and bikeways maintenance	(113)	(28)	(14)	14	
7360-2000	Gravel operations (own roads) - nett (cost) or recovery					
7310-2000	Bridge maintenance	(80)	(20)	(3)	17	
7320-0003	**Town and village facilities**	(3,705)	(884)	(601)	283	Within expected limits
7330-2000	Town stewardship/ parks and gardens	(2,130)	(533)	(392)	141	
7333-2000	Maintenance - public conveniences	(820)	(205)	(131)	74	
7210-2000	Street lighting	(290)	(72)	(75)	(3)	
7346-1000	Maintenance rail corridor land - income	56	56	60	4	
7825-1000	Cemetery revenue	194	48	67	19	
7870-2000	Cemetery expenditure	(353)	(88)	(66)	22	
7321-2000	Water supplied to council	(183)	(46)	(5)	41	
7322-2000	Sewerage services to council	(104)	(26)	(40)	(14)	
7336-2000	Vandalism	(25)	(6)	(15)	(9)	
7337-2000	CCTV operations	(24)	(6)	(1)	5	
7345-2000	Maintenance of skate parks	(25)	(6)	(3)	3	
7400-0003	**Workshop and depots**	385	95	260	165	Within expected limits
7425-1000	Fuel rebates	88				
7416-2000	Two Way Radio Site Rental Costs	(4)	(1)		1	
7430-2000	Depreciation - plant	(1,463)	(366)	(373)	(7)	
7431-2000	Tyres and batteries	(120)	(30)	(37)	(7)	
7432-2000	Registration	(88)		(4)	(4)	
7433-2000	Workshop wages	(622)	(156)	(146)	10	
7435-2000	Vehicle leasing and plant hire	(436)	(109)	(109)		
7434-2000	Fuel and oil	(1,110)	(278)	(260)	18	
7436-2000	Parts and outside labour	(451)	(113)	(99)	14	
7449-2000	Internal plant recoveries	4,592	1,148	1,288	140	
7500-0002	**RECOVERABLE WORKS**	1,948	166	(551)	(717)	Within expected limits
7510-1000	Main Roads maintenance - revenue	3,442	861	493	(368)	
7560-2000	Main Roads maintenance - expenditure	(2,776)	(694)	(1,059)	(365)	
7556-1000	Main Roads capital works - revenue	5,350		29	29	
7556-2000	Main Roads capital works - expenditure	(4,066)		(13)	(13)	
7530-1000	Recoverable works revenue - other	7	2	1	(1)	
7580-2000	Recoverable works costs - other	(10)	(3)	(2)	1	
7900-0002	**WASTE MANAGEMENT**	(2,735)	465	762	297	Within expected limits
7905-1000	Garbage charges	4,251	2,126	2,155	29	
7925-1000	Waste fees - domestic waste	30	8	13	5	
7926-1000	Waste fees - commercial waste	1				
7927-1000	Waste income - recycling	80	20	8	(12)	
7942-2000	State Waste Levy	(263)	(66)	(78)	(12)	
7940-2000	Operating expenses - waste management	(3,453)	(863)	(595)	268	
7939-2000	Waste collection contract portion	(2,796)	(699)	(679)	20	
7943-2000	Depreciation - refuse management	(244)	(61)	(62)	(1)	
7950-2000	Waste Mgt Internal Transfers	(343)				

SOMERSET REGIONAL COUNCIL
Variance Reports
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		Revenue or (cost)	Revenue or (cost)	Revenue or (cost)	Favourable (Unfavourable)	
8000-0001	**PROGRAM - PLANNING/ DEVELOPMENT**	**(3,985)**	**(420)**	**(32)**	**388**	Within expected limits
7960-0002	**REGULATORY - ENVIRONMENT - HEALTH**	(2,223)	(80)	52	132	Within expected limits
	Regulatory services					
7965-1000	Animal fees		337	337		
7831-1000	Fines - infringement notices	15	4	4		
7980-1000	Kennels amenity special charge	18	9	9	(0)	
7970-2000	Local laws labour and plant costs	(692)	(173)	(111)	62	
7975-2000	Other local laws costs	(55)	(14)	(7)	7	
	Environment					
7840-1000	Environmental levy	501	251	252	2	
7844-1000	Other environmental revenue					
7815-1000	Quickspray hire	10	3	1	(2)	
7852-1000	SEQ COM Black Snake Ck Revegetation					
7852-2000	SEQ COM Black Snake Ck Revegetation					
7883-2000	Bushfire Recovery - Cat D expenditure					
8145-2000	Natural resource management	(266)	(66)	(39)	27	
8022-2000	QRA_QLDbushfires_GreenArmy					
7860-2000	Other operating expenses - health and environment	(11)	(3)	(1)	2	
7845-2000	Offset planting for capital works			(10)	(10)	
7885-2000	Pest management costs	(1,242)	(311)	(269)	42	
8171-2000	Other environmental expenditure	(40)	(10)	(20)	(10)	
7881-2000	Wild animal bounties	(19)	(5)	(4)	1	
	Public health					
7809-1000	Domestic water carrier permits	2	1	1		
7810-1000	Food hygiene rates	35	18	14	(4)	
7818-1000	Other health fees	4	1	1		
7805-1000	Grants - health/ immunisation programs					
7855-2000	Labour costs - health and environment	(483)	(121)	(106)	15	
8000-0002	**ECONOMIC DEVELOPMENT**	(268)	(67)	(26)	41	Within expected limits
8051-2000	Lowood development properties	(1)				
8052-2000	Other economic development	(266)	(67)	(26)	41	
8021-2000	Business Recovery Officer					
8100-0002	**LAND USE PLANNING**	(1,582)	(295)	(89)	206	Within expected limits
8120-1000	Fees and charges - planning	661	165	245	80	
8142-2000	Planning scheme amendments	(350)				
7981-1000	Poultry industry inspection special charge	22	11	11		
7982-1000	Extractive industry inspection program special charge	32	16	18	2	
8146-2000	Subscriptions	(64)	(16)	(12)	4	
8155-2000	Labour costs - planning	(1,343)	(336)	(260)	76	
4160-2000	Legal Expenses	(420)	(105)	(46)	59	
8156-2000	Planning consultants	(120)	(30)	(45)	(15)	
8200-0002	**BUILDING SERVICES**	88	22	31	9	Within expected limits
8220-1000	Fees and charges - building	720	180	181	1	
7854-1000	Seqwater-wastewater risk mitigation income					
7854-2000	Seqwater-wastewater risk mitigation expenditure			(17)	(17)	
8255-2000	Labour costs - building	(619)	(155)	(133)	22	
8265-2000	Other operating expenses - building	(14)	(3)		3	
9000-0002	**PROGRAM - EXECUTIVE**	(1,750)	(471)	(382)	89	Within expected limits
9027-2000	Professional education expenses - Cr Brieschke	(6)	(6)	(1)	5	
9036-2000	Professional education expenses - Cr Choat	(6)	(6)		6	
9035-2000	Professional education expenses - Cr Gaedtke	(6)	(6)	(2)	4	
9037-2000	Professional education expenses - Cr Isidro	(6)	(6)	(2)	4	
9038-2000	Professional education expenses - Cr Wendt	(6)	(6)	(1)	5	
9034-2000	Professional education expenses - Cr Whalley	(6)	(6)		6	
9040-2000	Professional education expenses - Mayor Lehmann	(8)	(8)	(1)	7	
9055-2000	Operating expenses - elected members	(807)	(202)	(206)	(4)	
9065-2000	Labour costs - executive	(695)	(174)	(167)	7	
9070-2000	Other operating costs - executive	(204)	(51)	(2)	49	

Somerset Regional Council

Capital works / actual versus budget

Period 1 July 2023 to 3 October 2023

Unaudited - for internal purposes only

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TOTAL BUILDINGS AND STRUCTURES	**5,291**	**959**	**1,079**	**2,038**	**3,250**	**Within expectations**
Animal Pound Large - Relocate to Esk	-	1	1	2	(2)	
Consult Implement Contractor Mgmt Framework	25	-	-	-	25	
Regional - Cemetery Concrete Plinths Lawn Bm Sect	-	1	0	2	(2)	
Regional - Update Asbestos Mgmt Plan Expr2023	-	6	-	6	(6)	
Solar_LGGSP_Lowood Depot/SES	-	-	1	1	(1)	Prior year grant funded project
Solar_LGGSP_Esk Lndfl Animal Shelter	-	5	1	6	(6)	Prior year grant funded project
Solar_LGGSP_Twh Pool/ Gym	-	0	3	4	(4)	Prior year grant funded project
Solar_LGGSP_Esk Visitor Information Centre	-	5	1	6	(6)	Prior year grant funded project
Solar_LGGSP_Esk SES	-	0	1	1	(1)	Prior year grant funded project
Solar_LGGSP_Kay Avery Place Kilcoy	-	4	0	4	(4)	Prior year grant funded project
Solar_LGGSP_Twah Library	-	4	0	4	(4)	Prior year grant funded project
Solar_LGGSP_Esk Admin Additional coverage	-	37	9	46	(46)	
Cormorant Bay SEQ 50% building Invest	-	-	1	1	(1)	
EskDepotSafetySecurityLegImprv	-	9	25	33	(33)	
Esk Landfill Upgrade EyeWash Station	15	-	-	-	15	
Kilcoy Aquatic Pool Elect Heating	-	51	-	51	(51)	Prior year budgeted project
Kilcoy Indoor Sports Development Application	-	2	33	35	(35)	
Kilcoy Showground Constr Ferling Way	220	-	-	-	220	
Kilcoy - Regional Entry Strategy Implementation	200	51	66	117	83	
Merryl Dray Shelters Flexible Funding grant	142	28	56	85	57	
Lowood - Lowood Pool Renewal	-	248	524	772	(772)	Prior year grant funded project
Esk - Animal Pound Small Car Port Wash Etc	20	-	-	-	20	}
Esk - Esk Admin New Airconditioning Syst	-	23	0	23	(23)	Prior year project completed this year
Esk - Esk Admin Roof Repl Eastern End	-	292	32	325	(325)	Prior year project completed this year
Esk Mountain To Mountain Trailhead QLER	-	-	13	13	(13)	
Esk Mountain to Mountain trails QLER	-	-	2	2	(2)	
Toogoolawah - Fiberglass Repairs Pool	-	50	-	50	(50)	Prior year budgeted project
Moore - MooreToiletsWaterSupplyExFtpth	-	1	-	1	(1)	
Linville - Ditchman Park Toilets/Showers	-	-	3	3	(3)	
Jimna Landfill Rehabilitation	-	-	43	43	(43)	
Lowood - Greening Lowood Recycle Water Pipe_SEQCSP	1,400	-	139	139	1,261	Due June 2024 under funding agreement
Stormwater Insptn_Stage5	-	-	3	3	(3)	
Lockyer Water study/ contributions	-	-	58	58	(58)	

Somerset Regional Council

Capital works / actual versus budget

Period 1 July 2023 to 3 October 2023

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Esk Football Grnds Irrigation MIP	89	8	7	15	73	
Lowood Recreation Complex MIP upgrades	265	1	13	14	251	
Lwd Rec Complex Drain Bridge Stabilisation	40	-	-	-	40	
Parslow Pk Upgrade Playground	150	-	-	-	150	
Pipeliner Pk Refrb Esk Amenities SEQ City Deal	300	-	-	-	300	
Clock Park Lowood Refurb Amenities	170	-	-	-	170	
Daguilar Hwy Main St Moore CCTV Camera	25	-	-	-	25	
Kilcoy CBD Streetscape Design	50	3	-	3	47	
Lwd Futures Stg1 Design Cons SEQ City Deal	400	-	-	-	400	Council resolution proposes SEQ City Deal funding
Esk Pipeliner Pk Field Inlet Pits Footpath	70	2	5	7	63	
Rural Stormwater Replace Culverts	100	-	-	-	100	
Updated Local Flood Mgt Plan	50	-	-	-	50	
RailTrailKilctoWoodfordInvestg	50	-	-	-	50	
Kilcoy Depot Safety Security Improvements	250	4	-	4	246	
Kilcoy Mem Hall Imp Ext Ldg/Bay SEQ City Deal	400	-	12	12	388	
Esk Animal Shelter Carport Washbay Fencing	20	-	-	-	20	
Esk Animal Shelter Security Fencing	40	-	-	-	40	
Lwd Depot Safety Security Improvements	150	9	-	9	141	
Lakeview Pk Shelter Picnic Table	30	-	-	-	30	
Fvale Spts Pk Oval Irrig SEQ City Deal	300	-	-	-	300	
Minden Pk Shelters Picnic Tables	70	-	-	-	70	
Coominya Amenities Upgrade	200	-	-	-	200	
Sandy Creek Crossing	-	1	-	1	(1)	
Lowood Rec Grounds Car Park Solar Lght Veg	-	25	20	45	(45)	Prior year budgeted project
Regional Parkland Strategy Update	50	-	-	-	50	
Toogoolawah Pool Rep Chlorine System to Salt	-	71	4	76	(76)	Prior year budgeted project
Toogoolawah Pool Pool Depth Signage	-	14	-	14	(14)	Prior year budgeted project
SEQ_CityDeal Brisbane Valley Highway safety contribution	-	4	-	4	(4)	
TOTAL ROAD Resealing	**2,313**	**23**	**62**	**85**	**2,229**	**Within expectations**
Budget	2,313	-	-	-	2,313	}
Argyle Ct Resealing	-	-	5	5	(5)	}
BraemoreLa Resealing	-	-	1	1	(1)	}
Esk Works Depot Resealing	-	4	1	4	(4)	}
Gloucester Ct Resealing	-	-	10	10	(10)	}

Somerset Regional Council

Capital works / actual versus budget

Period 1 July 2023 to 3 October 2023

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Heap St Resealing	-	-	5	5	(5)	}
Lowood SES Depot Resealing	-	1	-	1	(1)	}
Lowood Works Depot Resealing	-	17	20	37	(37)	}
Royal Dr Resealing	-	-	20	20	(20)	}
Williams St Lwd Resealing	-	1	-	1	(1)	}
TOTAL ROAD CAPITAL	**31,263**	**2,700**	**5,012**	**7,712**	**23,551**	**Within expectations**
Banks Creek Rd Pavement Rehab	-	1	-	1	(1)	
BVRT new Bike Rack	8	-	-	-	8	
Brown St Seal Ext + kc	150	-	-	-	150	
Bunney Rd Rehab Wide	100	-	-	-	100	
Burns St Widen and underground drain	450	-	-	-	450	
Clarendon Rd Rehab and Widen	1,665	-	7	7	1,658	
Bernhagen Ln Lowood Seal Widen	-	3	26	29	(29)	
BVRT New Footpath - Main To Gully	-	-	16	16	(16)	
BVRT Renewal project	-	-	3	3	(3)	
Cressbrook St Renew Path	120	-	-	-	120	
Dumke Rd New Underground Drain	-	2	-	2	(2)	
East St Esk New Footpath	209	147	12	159	49	
Ellen St Lowood Widen+ New Kerb	70	-	-	-	70	
Esk Crows Nest Seal Extension	4,110	931	731	1,662	2,448	Funded project - competitive SEQCSP and HVSPP
GlamorganVale Road widening	-	96	79	176	(176)	
Gregors Creek Rd renew dip culvert chainage 9370	-	10	31	41	(41)	
Ivory Creek Rd Seal Widen	2,775	4	8	12	2,763	Funded project - competitive PACP
King St Somerset Dam Widening	50	1	-	1	49	
Lowood Minden Rd widening - Litzows-Lukritz	2,800	824	2,976	3,801	(1,001)	Funded project (competitive HVSPP)/ tender accepted plus Energex relocation costs exceeds estimate
Lowood Minden Road intersection widenings	-	17	33	49	(49)	
Lowood MindenWiden+ Pavement Rehab Zabels Rd North	1,376	15	42	57	1,319	Funded project - competitive SEQCSP
Mack St Widen+UDrain	-	-	3	3	(3)	
Main Street Lowood Seal Widening	1,565	-	-	-	1,565	Funded project - competitive PACP
Middle St Esk Seal Widen	325	-	-	-	325	
Muckerts Ln widening	-	0	670	670	(670)	Prior year funded project - competitive BSBRP
Murrumba Rd Renew Culvert	1,126	240	30	270	857	
Old Fernvale Rd Renew Culverts	40	-	-	-	40	
Cressbrook St Renew Culvert	150	-	-	-	150	

Somerset Regional Council

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Dingyarra St underground drain	2,049	5	56	61	1,987	Funded project- competitive Disaster Ready Fund
E Summervilles Rd Pavement Rehab	-	1	-	1	(1)	
Ellen St Lwd Widen Kc	250	-	-	-	250	
England Ck Rd Renew Culvert	80	-	-	-	80	
Glamorgan Vale Rd Renew Culvert	25	-	-	-	25	
Graham Rd LRCI Widen, kerb and underground drainage	800	-	-	-	800	
Gunyah St Widen and kerb	325	34	24	58	267	
Highland St Renew PathX	165	-	-	-	165	
Ivory Ck Rd Seal Extension LRCI	800	0	-	0	800	
Kilcoy Murgon Rd UG drain	140	-	-	-	140	
Kleinhans Ct Widen KC path	75	-	-	-	75	
Litzows Rd Seal Ext	250	-	-	-	250	
Lowood Minden SEQCSP (Zabels Rd North section)	1,430	-	8	8	1,422	Funded project - competitive SEQCSP
Main St Cmya WideKcPath	55	-	-	-	55	
Main St Lwd RenewPath	15	-	-	-	15	
McCulkins Lane Widen+Energex	250	-	-	-	250	
Peace St Lwd new Paths STIP	317	-	-	-	317	
Prenzlau Rd Wide Rehab	500	61	18	80	420	
Railway St Lwd UG drain	120	-	-	-	120	
Railway St Lwd NewPath	150	-	-	-	150	
Schroeder La SealExt	50	-	-	-	50	
Stanton St Kcy WideKcPath	200	89	2	91	109	
Wells St Rehab Path	103	-	-	-	103	
Wivenhoe Pocket Rd Pavement Rehab	-	1	-	1	(1)	
MaryStEskRenewFootpath	-	1	-	1	(1)	
Royston St Kcy Pavement Rehab	150	123	101	224	(74)	
Royston St Kcy Pavement Rehab	-	5	1	6	(6)	
Simpson St Fvl Seal Widen+New Kerb	-	1	2	3	(3)	
Toogoolawah Biarra Rd Seal Widen	5,610	-	17	17	5,593	Funded project - competitive PACP
Waverley & Sheppards Rd Seal Extenti	-	68	107	175	(175)	Prior year funded project - competitive BSBRP
William St New Underground Drain	190	8	2	10	180	
YowieParkRenewFootpath	75	11	5	16	59	
TOTAL BRIDGES	**7,050**	**-**	**30**	**30**	**7,020**	**Within expectations**
Buaraba Creek Road Bridge Capex	-	-	2	2	(2)	

Somerset Regional Council

Capital works / actual versus budget

Period 1 July 2023 to 3 October 2023

Unaudited - for internal purposes only

Description	Estimate ($000's)	Actual since 1 July 2023 ($000's)	Committed costs ($000's)	Total actual and committed ($000's)	Budget Variance - Favourable/ (Unfav) ($000's)	Comments
Monsildale Road Bridge Capex	50	-	-	-	50	
Neurum Rd Bridge Capex	7,000	-	28	28	6,972	Funded project - competitive BRP
TOTAL PLANT	**1,479**	**10**	**1,813**	**1,822**	**- 344**	**Within expectations**
Plant changeover	1,479	- 42		- 42		
UD Quon Truck_2022.04p_8y_	-	3	-	3		
PerkinsGenerator33kva_gifted_v	-	1	-	1		
EskLakeVwShelter_2022.03p_40y_	-	-	1	1		
Toro Wide Area Mower_2022p	-	-	115	115		
MowerJD1585Series_2023.02p_3y_	-	-	75	75		
MowerJD1585Series_2023.02p_3y_	-	-	75	75		
MowerJD1585Series_2023.02p_3y_	-	-	75	75		
IsuzuFRR110_2023.02p_8y_held	-	-	152	152		
IsuzuFRR110_2023.02p_8y_held	-	-	152	152		
TandemAxleTrailer_2023.07p_8y_	-	-	15	15		
RapidSprayUnit_2023.08p_10y_he	-	14	-	14		
UTVkubtoa_2023.07p_10y_held	-	28	-	28		
Hino FD1124 Truck_2022.03p_8y	-	1	-	1		
2 Axle Dog TrailerSt_2022.05p_8y_	-	5	-	5		
UDTruckFelcoWaterTank2023.03p_	-	-	325	325		
UDTruckFelcoWaterTank2023.03p_	-	-	325	325		
UDTruckFelcoWaterTank2023.03p_	-	-	325	325		
SESFordRangerDCab4x4_2023.05p	-	-	88	88		
SESFordRangerDCab4x4_2023.05p	-	-	88	88		
TOTAL CAPITAL EXPENDITURE	**47,395**	**3,691**	**7,996**	**11,688**	**35,706**	**Within expectations**

Somerset Regional Council
Investment report
As at 3 October 2023

Term deposits - operating account

Bank	Maturity	Term (days)	Rate	Amount
BEN	10/11/2023	365	4.30%	$ 1,000,000

QTC cash fund - operating (nett rate September 2023)	4.59%	$ 50,690,834
Mayoral Charity Ball account		$ 36,853
Other cash balances		$ 4,896,882
Total operating and trust cash brought to account		$ 56,624,568
Urban Utilities credit facility #1	4.21%	$ 13,804,033
Urban Utilities credit facilities #2/3	2.94%	$ 40,000,000
Weighted average Urban Utilities interest rate (reviewed each 30 June)*	3.27%	

	Budget	Pro-rata budget	Actual YTD
Rates interest	$ 134,500	$ 33,625	$ 35,973
Year to date interest earnings on investments	$ 2,957,148	$ 739,287	$ 1,071,097
Total interest revenue	$ 3,091,648	$ 772,912	$ 1,107,070
Interest earned per rateable property	$ 255	$ 64	$ 91

SOMERSET REGIONAL COUNCIL
REPORT ON LARGEST 70 PAYMENTS PROCESSED (EXCLUDING INVESTMENTS AND INTERNAL PAYMENTS)
PAYMENTS PROCESSED FROM 30 AUGUST 2023 TO 26 SEPTEMBER 2023

Line	Creditor	Payment including GST	Comments
1	BROWN CONTRACTORS	$ 1,451,945	Contract Infrastructure/Road Works/ Plant Hire - ref 58702
2	A & M CIVIL CONTRACTING P/L	$ 872,929	Contract Road, Bridge, Trail & Park Construction, Maintenance Services/ Materials - ref 58701
3	QUEENSLAND LOCAL GOVERNMENT	$ 658,417	Workcover Insurance - ref 58605
4	CPM GROUP PTY LTD	$ 558,533	Flood Restoration Contract Services - ref 58628
5	CASH	$ 452,952	Payroll Transaction - ref 1CASH07
6	CASH	$ 450,809	Payroll Transaction - ref 1CASH06
7	RPQ SPRAY SEAL PTY LTD	$ 376,845	Road Sealing Material/ Services - ref 58697
8	GHD PTY LTD	$ 368,207	Asset Design, Assessment, Project Management Services - ref 58590
9	KARREMAN GROUP	$ 362,674	Road Making Material/ Services - ref 58753
10	IPSWICH WASTE SERVICES	$ 289,060	Kerbside Waste And Other Services - ref 58592
11	A & M CIVIL CONTRACTING P/L	$ 258,706	Contract Road, Bridge, Trail & Park Construction, Maintenance Services/ Materials - ref 58738
12	ACQUIRED AWARENESS TRAFFIC	$ 185,732	Traffic Control Equipment/ Services - ref 58607
13	CEOFFICE (AUST) P/L	$ 183,486	Office Design Services/ Materials/ Furniture/ Fixtures - ref 58645
14	PLATINUM AQUATICS PTY LTD	$ 149,149	Toogoolawah Swimming Pool Upgrades - ref 58675
15	AUSTRALIAN TAXATION OFFICE	$ 141,724	P A Y G Tax - Payroll Deductions - ref 1ATOPAY0
16	AUSTRALIAN TAXATION OFFICE	$ 140,783	P A Y G Tax - Payroll Deductions - ref 1ATOPAY0
17	BELLWETHER CONSULTING	$ 111,689	Engineering Consultancy - ref 58615
18	DEPARTMENT OF ENVIRONMENT &	$ 77,961	State Waste Levy - ref 58632
19	ACQUIRED AWARENESS TRAFFIC	$ 75,125	Traffic Control Equipment/ Services - ref 58736
20	PAYCLEAR	$ 71,216	Superannuation Contributions - ref SGL PY1P
21	PAYCLEAR	$ 70,754	Superannuation Contributions - ref SGL PY1P
22		$ 56,424	Development Bond Refund - ref 58604
23	SHELL ENERGY RETAIL PTY LTD	$ 51,420	Electricity Supplies Including Streetlighting - ref 58638
24	AUSTRALIAN ENERGY SYSTEMS P/L	$ 50,432	Specialist Electrical Services - ref 58584
25	T2 ELECTRICAL & DATA PTY LTD	$ 48,932	Electrical Services - ref 58688
26	TOTAL BUILDING MAINTENANCE	$ 47,601	Town Steward Services - ref 58689
27	VISUAL FOCUS	$ 44,502	Audio Visual Services And Equipment - ref 58775
28	JOHN HARRISON LOGGING &	$ 44,268	Plant Hire - ref 58646
29	DEPARTMENT OF TRANSPORT	$ 42,938	Grant Acquittal Adjustment - ref 58633
30	DULLYS DESIGNER HOMES PTY LTD	$ 42,385	Plant Hire/ Building Services - ref 58724
31	DELNORTH PTY LTD	$ 34,095	Signage Products - ref 58631
32	BP AUSTRALIA PTY LTD	$ 33,019	Fuel - ref 12772237
33	GENENG SOLUTIONS PTY LTD	$ 31,352	Engineering Consultancy - ref 58644
34	TOTAL BUILDING MAINTENANCE	$ 29,010	Town Steward Services - ref 58602
35	GTC ENTERPRISES PTY LTD ATF	$ 28,576	Concrete Products - ref 58750
36	BRANDON & ASSOCIATES	$ 28,459	Engineering Consultancy - ref 58586
37	SAFEROADS PTY LTD	$ 27,530	Road Furniture - ref 58694
38	AUSTRALIAN FACTORING GROUP P/L	$ 27,123	(On Behalf Of Ironjack Trust) Vegetation Management - ref 58752
39	UNITED PETROLEUM PTY LIMITED	$ 25,861	Fuel - ref 58695
40	PACIFIC PETROLEUM P/L	$ 24,726	Fuel - ref 58760
41	QUEENSLAND AUDIT OFFICE	$ 24,273	External Audit Services - ref 58599
42	CASH	$ 24,167	D/Cr Pay 2 Period No 07 - ref 2CASH07
43	CASH	$ 24,167	D/Cr Pay 2 Period No 06 - ref 2CASH06
44	MT MARROW BLUE METAL	$ 23,532	Road Making Materials - ref 58757
45	EFTSURE PTY LTD	$ 22,880	Fraud Management Services - ref E000142
46	THE PLANNING PRACTICE PTY LTD	$ 22,110	Planning Consultancy - ref 58674
47	KERB NATION PTY LTD	$ 21,736	Concrete Products/ Services - ref 58654
48	KING & COMPANY SOLICITORS	$ 21,313	Legal Services - ref 58593
49	TOYOTA FINANCE AUSTRALIA LTD	$ 21,266	Vehicle Leasing - ref 1415123
50	ADVANCED CLEANING	$ 20,298	Cleaning Services - ref 58609
51	MALENY BLACK ANGUS BEEF P/L	$ 20,196	Fencing Products/ Services - ref 58597
52	SKYLINE LANDSCAPE	$ 19,561	Vegetation Management Services - ref 58685
53	A & M CIVIL CONTRACTING P/L	$ 18,740	Contract Road, Bridge, Trail & Park Construction, Maintenance Services/ Materials - ref 58610
54	DARLING DOWNS CONCRETORS	$ 17,947	Plant Purchases - ref 58743
55	MALENY BLACK ANGUS BEEF P/L	$ 17,820	Fencing Products/ Services - ref 58668
56	JUST SPORTS N FITNESS	$ 17,545	Pool Management Services - ref 58651
57	BOLINDA DIGITAL PTY LTD	$ 16,500	Library Resources - ref 58619
58	MALENY BLACK ANGUS BEEF P/L	$ 16,104	Fencing Products/ Services - ref 58703
59	HOLCIM AUSTRALIA PTY LIMITED	$ 15,502	Concrete Products - ref 58649
60	SUMMIT AUTO LEASE AUST PTY LTD	$ 15,196	Vehicle Leasing - ref 58601
61	AUSTRALIA POST	$ 15,183	Postbillpay Payment Portal & Postage - ref E000141
62	BV SECURITY SERVICES (QLD) P/L	$ 14,835	Security Services - ref 58587
63	SOMERSET HEALTH AND FITNESS	$ 13,996	Sports Facility Management Services - ref 58686
64	KERB NATION PTY LTD	$ 13,871	Concrete Products/ Services - ref 58699
65	DEPARTMENT OF ENVIRONMENT &	$ 13,676	Annual Landfill/ Environmental Permits Permit - ref 58744
66	MOORE DIGGERS & TIPPERS P/L	$ 13,398	Plant Hire - ref 58756
67	SAM'S TREE SERVICES	$ 13,310	Vegetation Management Services - ref 58714
68	GLOBAL SYNTHETICS QLD PTY LTD	$ 13,046	Geofabric Products - ref 58748
69	PAYCLEAR	$ 12,068	Superannuation Contributions - ref 1PAYCLE0
70	PAYCLEAR	$ 12,046	Superannuation Contributions - ref 1PAYCLE0
	Total largest 70 external payments	**$ 8,563,628**	
	Total payments	**$ 12,679,141**	

SOMERSET REGIONAL COUNCIL
REPORT ON PAYMENTS PROCESSED FROM 30 AUGUST 2023 TO 26 SEPTEMBER 2023

TRNDATE	Method	REF	NAME	Detail	Amount
7-Sep-23	NonEFT	58583	ACOUSTICS RB PTY LTD	PLANNING CONSULTANCY	1,375.00
7-Sep-23	NonEFT	58584	AUSTRALIAN ENERGY SYSTEMS P/L	SPECIALIST ELECTRICAL SERVICES	50,432.00
7-Sep-23	NonEFT	58585	BJM AIR-CONDITIONING &	AIRCONDITIONING/ ELECTRICAL SERVICES	1,083.50
7-Sep-23	NonEFT	58586	BRANDON & ASSOCIATES	ENGINEERING CONSULTANCY	28,459.20
7-Sep-23	NonEFT	58587	BV SECURITY SERVICES (QLD) P/L	SECURITY SERVICES	14,834.60
7-Sep-23	NonEFT	58588	ESK PLUMBING & DRAINAGE	PLUMBING SERVICES	4,169.00
7-Sep-23	NonEFT	58589	GREGORY MARK EVA	BUILDING SERVICES	2,201.00
7-Sep-23	NonEFT	58590	GHD PTY LTD	ASSET DESIGN, ASSESSMENT, PROJECT MANAGEMENT SERVICES	368,206.62
7-Sep-23	NonEFT	58591	HEALTHY LIFESTYLES AUSTRALIA	EVENT ENTERTAINMENT/ ACTIVE & HEALTHY PROGRAM SERVICES	1,485.00
7-Sep-23	NonEFT	58592	IPSWICH WASTE SERVICES	KERBSIDE WASTE AND OTHER SERVICES	289,059.73
7-Sep-23	NonEFT	58593	KING & COMPANY SOLICITORS	LEGAL SERVICES	21,312.50
7-Sep-23	NonEFT	58594	LET THERE BE LIGHT ELECTRICAL	ELECTRICAL SERVICES	4,514.24
7-Sep-23	NonEFT	58595		Cancelled Cheque	Cancelled
7-Sep-23	NonEFT	58596	LOCKYER BINS	OPERATION OF REFUSE & RECYCLING CENTRES	11,782.34
7-Sep-23	NonEFT	58597	MALENY BLACK ANGUS BEEF P/L	FENCING PRODUCTS/ SERVICES	20,196.00
7-Sep-23	NonEFT	58598	PLUMBING & GAS ON DEMAND	PLUMBING SERVICES	7,750.00
7-Sep-23	NonEFT	58599	QUEENSLAND AUDIT OFFICE	EXTERNAL AUDIT SERVICES	24,273.06
7-Sep-23	NonEFT	58600	STRUXI DESIGN PTY LTD	ARCHITECTURAL ENGINEERING SERVICES	9,278.50
7-Sep-23	NonEFT	58601	SUMMIT AUTO LEASE AUST PTY LTD	VEHICLE LEASING	15,196.21
7-Sep-23	NonEFT	58602	TOTAL BUILDING MAINTENANCE	TOWN STEWARD SERVICES	29,010.41
7-Sep-23	NonEFT	58603	TOTALLY CRICKET WICKETS	CRICKET PITCH MATERIALS/ SERVICES	1,560.00
7-Sep-23	NonEFT	58604		DEVELOPMENT BOND REFUND	56,424.04
7-Sep-23	NonEFT	58605	QUEENSLAND LOCAL GOVERNMENT	WORKCOVER INSURANCE	658,416.83
12-Sep-23	NonEFT	58606	ACOUSTIC LOGIC PTY LIMITED	PLANNING CONSULTANCY	1,045.00
12-Sep-23	NonEFT	58607	ACQUIRED AWARENESS TRAFFIC	TRAFFIC CONTROL EQUIPMENT/ SERVICES	185,732.03
12-Sep-23	NonEFT	58608	ACUMENTIS REGIONAL PTY LTD	VALUATION SERVICES	2,750.00
12-Sep-23	NonEFT	58609	ADVANCED CLEANING	CLEANING SERVICES	20,297.73
12-Sep-23	NonEFT	58610	A & M CIVIL CONTRACTING P/L	CONTRACT ROAD, BRIDGE, TRAIL & PARK CONSTRUCTION, MAINTENANCE SERVICES/ MATERIALS	18,739.80
12-Sep-23	NonEFT	58611	APPSYS SLASHING & MOWING	VEGETATION MANAGEMENT SERVICES	6,050.00
12-Sep-23	NonEFT	58612	ATLAS EVENTS PTY LTD	SPORTING EVENT SERVICES	11,382.25
12-Sep-23	NonEFT	58613	AUSTSPRAY ENVIRONMENTAL	VEGETATION MANAGEMENT SERVICES	5,946.70
12-Sep-23	NonEFT	58614	THE BARN (OAKEY) PTY LTD	PEST MANAGEMENT EQUIPMENT	4,500.00
12-Sep-23	NonEFT	58615	BELLWETHER CONSULTING	ENGINEERING CONSULTANCY	111,688.50
12-Sep-23	NonEFT	58616		SPORTS BURSARY	250.00
12-Sep-23	NonEFT	58617	BIBLIOTHECA AUSTRALIA PTY LTD	LIBRARY RESOURCES	1,683.00
12-Sep-23	NonEFT	58618	BJM AIR-CONDITIONING &	AIRCONDITIONING/ ELECTRICAL SERVICES	335.50
12-Sep-23	NonEFT	58619	BOLINDA DIGITAL PTY LTD	LIBRARY RESOURCES	16,500.00
12-Sep-23	NonEFT	58620	BRIDGESTONE AUSTRALIA LTD	TYRES/ SERVICES/ MECHANICAL PARTS	11,488.39
12-Sep-23	NonEFT	58621	BRISBANE CITY COUNCIL	ASPHALT	2,467.08
12-Sep-23	NonEFT	58622	BRISBANE VALLEY COURIERS	FREIGHT SERVICES	4,748.15
12-Sep-23	NonEFT	58623	BRISBANE VALLEY DOZER &	PLANT HIRE	2,699.00
12-Sep-23	NonEFT	58624	BROOKS HIRE SERVICE PTY LTD	PLANT HIRE	8,184.00
12-Sep-23	NonEFT	58625	CITY GENERATORS	ELECTRICAL SERVICES	3,700.40
12-Sep-23	NonEFT	58626	PRECAST CIVIL INDUSTRIES P/L	CONCRETE PRODUCTS/ SERVICES	3,693.80
12-Sep-23	NonEFT	58627	COATES HIRE OPERATIONS P/L	PLANT HIRE	1,968.97
12-Sep-23	NonEFT	58628	CPM GROUP PTY LTD	FLOOD RESTORATION CONTRACT SERVICES	558,533.39
12-Sep-23	NonEFT	58629	DANIEL BANDITT	BUILDING SERVICES	5,707.78
12-Sep-23	NonEFT	58630		REFUND CANCELLED SEARCH	607.00
12-Sep-23	NonEFT	58631	DELNORTH PTY LTD	SIGNAGE PRODUCTS	34,094.50
12-Sep-23	NonEFT	58632	DEPARTMENT OF ENVIRONMENT &	STATE WASTE LEVY	77,961.45
12-Sep-23	NonEFT	58633	DEPARTMENT OF TRANSPORT	GRANT ACQUITTAL ADJUSTMENT	42,938.17
12-Sep-23	NonEFT	58634	DEPARTMENT OF RESOURCES	VALUATION ROLL STATE LEVIES	84.80
12-Sep-23	NonEFT	58635		SPORTS BURSARY	750.00
12-Sep-23	NonEFT	58636	ECOSURE PTY LTD	PLANNING CONSULTANCY/ VEGETATION MAINTENANCE	5,244.80
12-Sep-23	NonEFT	58637	ENGENY	ENGINEERING CONSULTANCY	5,973.00
12-Sep-23	NonEFT	58638	SHELL ENERGY RETAIL PTY LTD	ELECTRICITY SUPPLIES INCLUDING STREETLIGHTING	51,420.12
12-Sep-23	NonEFT	58639	ESK PLUMBING & DRAINAGE	PLUMBING SERVICES	2,112.00
12-Sep-23	NonEFT	58640	EUDLO NATIVE TREES PTY LTD	NURSERY PRODUCTS	970.26
12-Sep-23	NonEFT	58641	EZYQUIP HIRE PTY LTD	PLANT HIRE	7,150.88
12-Sep-23	NonEFT	58642	FORPARK AUSTRALIA	PLAYGROUND EQUIPMENT/ PARTS	9,012.30
12-Sep-23	NonEFT	58643	GJ & AL TEICHMANN	PLANT HIRE	11,532.40
12-Sep-23	NonEFT	58644	GENENG SOLUTIONS PTY LTD	ENGINEERING CONSULTANCY	31,352.48
12-Sep-23	NonEFT	58645	CEOFFICE (AUST) P/L	OFFICE DESIGN SERVICES/ MATERIALS/ FURNITURE/ FIXTURES	183,485.90
12-Sep-23	NonEFT	58646	JOHN HARRISON LOGGING &	PLANT HIRE	44,267.50
12-Sep-23	NonEFT	58647		SPORTS BURSARY	500.00
12-Sep-23	NonEFT	58648	JR & SS HENDERSON	CLEANING SERVICES	1,166.79
12-Sep-23	NonEFT	58649	HOLCIM AUSTRALIA PTY LIMITED	CONCRETE PRODUCTS	15,501.81
12-Sep-23	NonEFT	58650		Cancelled Cheque	Cancelled
12-Sep-23	NonEFT	58651	JUST SPORTS N FITNESS	POOL MANAGEMENT SERVICES	17,545.00
12-Sep-23	NonEFT	58652	KAT CONCRETE PUMPING P/L	CONCRETE PUMPING SERVICES	1,463.00

SOMERSET REGIONAL COUNCIL
REPORT ON PAYMENTS PROCESSED FROM 30 AUGUST 2023 TO 26 SEPTEMBER 2023

TRNDATE	Method	REF	NAME	Detail	Amount
12-Sep-23	NonEFT	58653	KATESTONE ENVIRONMENTAL P/L	PLANNING CONSULTANCY	2,882.00
12-Sep-23	NonEFT	58654	KERB NATION PTY LTD	CONCRETE PRODUCTS/ SERVICES	21,736.00
12-Sep-23	NonEFT	58655	RILCORP PTY LTD	PLANT HIRE	9,654.75
12-Sep-23	NonEFT	58656	KILCOY RACE CLUB	COMMUNITY ASSISTANCE GRANT	4,296.05
12-Sep-23	NonEFT	58657	KILCOY RODEO COMMITTEE	COMMUNITY ASSISTANCE GRANT	2,500.00
12-Sep-23	NonEFT	58658		BOND REFUND KILCOY MEM HALL	788.00
12-Sep-23	NonEFT	58659		BOND REFUND KILCOY MEM HALL	441.00
12-Sep-23	NonEFT	58660	KING & COMPANY SOLICITORS	LEGAL SERVICES	6,006.00
12-Sep-23	NonEFT	58661	LAKEWOOD PROPAGATION	NURSERY PRODUCTS	1,651.10
12-Sep-23	NonEFT	58662		EXPENSE REIMBURSEMENT	136.10
12-Sep-23	NonEFT	58663		SPORTS BURSARY	500.00
12-Sep-23	NonEFT	58664	LOCAL GOVERNMENT ASSOCIATION	TRAINING SERVICES	495.00
12-Sep-23	NonEFT	58665	LINK LOGIC PTY LTD	STORAGE & LOGISTICS - SOMERSET TOURISM BROCHURE	34.17
12-Sep-23	NonEFT	58666	LINK RESOURCES TRAINING P/L	TRAINING SERVICES	4,590.00
12-Sep-23	NonEFT	58667		RATES CREDIT REFUND	1,000.00
12-Sep-23	NonEFT	58668	MALENY BLACK ANGUS BEEF P/L	FENCING PRODUCTS/ SERVICES	17,820.00
12-Sep-23	NonEFT	58669	MASTER HIRE PTY LTD	PLANT & EQUIPMENT HIRE	2,646.47
12-Sep-23	NonEFT	58670		SPORTS BURSARY	250.00
12-Sep-23	NonEFT	58671	NEXTRA LOWOOD	NEWSPAPERS & STATIONERY	64.40
12-Sep-23	NonEFT	58672	O'KEEFE ELECTRICS	ELECTRICAL SERVICES	3,997.95
12-Sep-23	NonEFT	58673		BOND REFUND CORONATION HALL	500.00
12-Sep-23	NonEFT	58674	THE PLANNING PRACTICE PTY LTD	PLANNING CONSULTANCY	22,110.00
12-Sep-23	NonEFT	58675	PLATINUM AQUATICS PTY LTD	TOOGOOLAWAH SWIMMING POOL UPGRADES	149,149.12
12-Sep-23	NonEFT	58676	URBAN UTILITIES	WATER / SEWERAGE SERVICES	2,679.48
12-Sep-23	NonEFT	58677	REGEN AUSTRALIA	VEGETATION MANAGEMENT SERVICES	2,934.80
12-Sep-23	NonEFT	58678	KILCOY LAUNDRY	CLEANING SERVICES	427.46
12-Sep-23	NonEFT	58679	RODNEY STEVENS ACOUSTICS P/L	ACOUSTIC CONSULTANCY SERVICES	2,200.00
12-Sep-23	NonEFT	58680	SAPAR LANDSCAPING SUPPLIES P/L	LANDSCAPING SUPPLIES/ SERVICES	6,160.00
12-Sep-23	NonEFT	58681	SATIN GREEN	NURSERY PRODUCTS	412.50
12-Sep-23	NonEFT	58682		BOND REFUND KCY MEM HALL	441.00
12-Sep-23	NonEFT	58683	SHERRIN RENTALS PTY LTD	PLANT HIRE	4,554.00
12-Sep-23	NonEFT	58684	SIMPSON ENGINEERING GROUP P/L	PLANNING CONSULTANCY	385.00
12-Sep-23	NonEFT	58685	SKYLINE LANDSCAPE	VEGETATION MANAGEMENT SERVICES	19,561.30
12-Sep-23	NonEFT	58686	SOMERSET HEALTH AND FITNESS	SPORTS FACILITY MANAGEMENT SERVICES	13,995.78
12-Sep-23	NonEFT	58687	SPECIALISED PAVEMENT	STREET SWEEPING SERVICES	8,365.50
12-Sep-23	NonEFT	58688	T2 ELECTRICAL & DATA PTY LTD	ELECTRICAL SERVICES	48,932.33
12-Sep-23	NonEFT	58689	TOTAL BUILDING MAINTENANCE	TOWN STEWARD SERVICES	47,601.27
12-Sep-23	NonEFT	58690	TRAFFIC CONTROL SUPPLIES P/L	SIGNAGE PRODUCTS	4,186.60
12-Sep-23	NonEFT	58691	URBAN FOUNTAINS & FURNITURE	STREET FURNITURE	2,648.80
12-Sep-23	NonEFT	58692	CRESSBROOK NEWS	NEWSPAPERS/ STATIONERY	214.61
12-Sep-23	NonEFT	58693	SOMERSET LIQUID WASTE	SEPTIC SERVICES	1,120.98
12-Sep-23	NonEFT	58694	SAFEROADS PTY LTD	ROAD FURNITURE	27,530.25
12-Sep-23	NonEFT	58695	UNITED PETROLEUM PTY LIMITED	FUEL	25,860.69
12-Sep-23	NonEFT	58696		REFUND CANCEL SEARCH 50SP32658	336.00
12-Sep-23	NonEFT	58697	RPQ SPRAY SEAL PTY LTD	ROAD SEALING MATERIAL/ SERVICES	376,845.15
12-Sep-23	NonEFT	58698	A & M CIVIL CONTRACTING P/L	CONTRACT ROAD, BRIDGE, TRAIL & PARK CONSTRUCTION, MAINTENANCE SERVICES/ MATERIALS	4,133.77
13-Sep-23	NonEFT	58699	KERB NATION PTY LTD	CONCRETE PRODUCTS/ SERVICES	13,871.00
14-Sep-23	NonEFT	58700	IPSWICH & DISTRICT FIRE	FIRE EQUIPMENT SERVICES	3,950.93
18-Sep-23	NonEFT	58701	A & M CIVIL CONTRACTING P/L	CONTRACT ROAD, BRIDGE, TRAIL & PARK CONSTRUCTION, MAINTENANCE SERVICES/ MATERIALS	872,929.04
19-Sep-23	NonEFT	58702	BROWN CONTRACTORS	CONTRACT INFRASTRUCTURE/ROAD WORKS/ PLANT HIRE	1,451,944.73
19-Sep-23	NonEFT	58703	MALENY BLACK ANGUS BEEF P/L	FENCING PRODUCTS/ SERVICES	16,104.00
21-Sep-23	NonEFT	58704	COUNCIL OF MAYORS (SEQ) P/L	SUBSCRIPTIONS & CONTRIBUTIONS	4,728.90
21-Sep-23	NonEFT	58705	ESK PLUMBING & DRAINAGE	PLUMBING SERVICES	2,436.50
21-Sep-23	NonEFT	58706	GRAHAM RICHARDSON	ARCHITECTURAL SERVICES	4,620.00
21-Sep-23	NonEFT	58707	HUNT MICHEL & PARTNERS P/L	ENGINEERING/ BUILDING SERVICES	4,290.00
21-Sep-23	NonEFT	58708	KAT CONCRETE PUMPING P/L	CONCRETE PUMPING SERVICES	1,083.50
21-Sep-23	NonEFT	58709	KING & COMPANY SOLICITORS	LEGAL SERVICES	3,322.00
21-Sep-23	NonEFT	58710	LET THERE BE LIGHT ELECTRICAL	ELECTRICAL SERVICES	2,219.86
21-Sep-23	NonEFT	58711	PROJEX PARTNERS PTY LTD	ENGINEERING CONSULTANCY	7,267.70
21-Sep-23	NonEFT	58712	RIGIT SYSTEMS	AUDIO VISUAL SERVICES AND EQUIPMENT	862.00
21-Sep-23	NonEFT	58713	RODNEY STEVENS ACOUSTICS P/L	ACOUSTIC CONSULTANCY SERVICES	1,650.00
21-Sep-23	NonEFT	58714	SAM'S TREE SERVICES	VEGETATION MANAGEMENT SERVICES	13,310.00
21-Sep-23	NonEFT	58715	SOMERSET BOBCAT & EXCAVATOR	PLANT HIRE	8,692.50
21-Sep-23	NonEFT	58716	SOURCE MEDIA	PHOTOGRAPHY/ VIDEO SERVICES	4,083.75
21-Sep-23	NonEFT	58717	TWISTED TOPPINGS PIZZA	CATERING SERVICES	1,300.00
21-Sep-23	NonEFT	58718	VORTEX REFRIGERATION	REFRIGERATION/ AIR CONDITIONING SERVICES/ COMPONENTS	220.00
21-Sep-23	NonEFT	58719	SUMMIT CONSULTING ENGINEERS	ENGINEERING CONSULTANCY SERVICES	484.00
21-Sep-23	NonEFT	58720	SOMERSET LIQUID WASTE	SEPTIC SERVICES	1,681.47
21-Sep-23	NonEFT	58721	LINK LOGIC PTY LTD	STORAGE & LOGISTICS - SOMERSET TOURISM BROCHURE	481.51

SOMERSET REGIONAL COUNCIL
REPORT ON PAYMENTS PROCESSED FROM 30 AUGUST 2023 TO 26 SEPTEMBER 2023

TRNDATE	Method	REF	NAME	Detail	Amount
21-Sep-23	NonEFT	58722	LET THERE BE LIGHT ELECTRICAL	ELECTRICAL SERVICES	12,040.00
21-Sep-23	NonEFT	58723	PROJEX PARTNERS PTY LTD	ENGINEERING CONSULTANCY	4,156.90
21-Sep-23	NonEFT	58724	DULLYS DESIGNER HOMES PTY LTD	PLANT HIRE/ BUILDING SERVICES	42,385.00
25-Sep-23	NonEFT	58725		2023 SOMERSET GARDEN CONTEST PRIZE	250.00
25-Sep-23	NonEFT	58726		2023 SOMERSET GARDEN CONTEST PRIZE	150.00
25-Sep-23	NonEFT	58727		2023 SOMERSET GARDEN CONTEST PRIZE	500.00
25-Sep-23	NonEFT	58728		2023 SOMERSET GARDEN CONTEST PRIZE	500.00
25-Sep-23	NonEFT	58729		2023 SOMERSET GARDEN CONTEST PRIZE	250.00
25-Sep-23	NonEFT	58730		2023 SOMERSET GARDEN CONTEST PRIZE	500.00
25-Sep-23	NonEFT	58731		2023 SOMERSET GARDEN CONTEST PRIZE	250.00
25-Sep-23	NonEFT	58732		2023 SOMERSET GARDEN CONTEST PRIZE	150.00
25-Sep-23	NonEFT	58733		2023 SOMERSET GARDEN CONTEST PRIZE	250.00
25-Sep-23	NonEFT	58734		2023 SOMERSET GARDEN CONTEST PRIZE	500.00
26-Sep-23	NonEFT	58735	ABC LOCATORS	UNDERGROUND SERVICE LOCATING	605.00
26-Sep-23	NonEFT	58736	ACQUIRED AWARENESS TRAFFIC	TRAFFIC CONTROL EQUIPMENT/ SERVICES	75,124.86
26-Sep-23	NonEFT	58737	ALICE CREATIVE	TOOGOOLAWAH CONDENSERY WEBSITE DEVELOPMENT	300.00
26-Sep-23	NonEFT	58738	A & M CIVIL CONTRACTING P/L	CONTRACT ROAD, BRIDGE, TRAIL & PARK CONSTRUCTION, MAINTENANCE SERVICES/ MATERIALS	258,705.76
26-Sep-23	NonEFT	58739	ANGLICAN PARISH OF KILCOY	MAYORAL GALA CHARITY BALL FUND - PROJECT FUNDING	10,175.00
26-Sep-23	NonEFT	58740	BRISBANE VALLEY HIRE &	PLANT HIRE & CONSUMABLES	8,162.90
26-Sep-23	NonEFT	58741	CAMS TIPPING PTY LTD	PLANT HIRE	5,700.00
26-Sep-23	NonEFT	58742	DANIEL BANDITT	BUILDING SERVICES	9,869.96
26-Sep-23	NonEFT	58743	DARLING DOWNS CONCRETORS WAREHOUSE	PLANT PURCHASES	17,946.50
26-Sep-23	NonEFT	58744	DEPARTMENT OF ENVIRONMENT &	ANNUAL LANDFILL/ ENVIRONMENTAL PERMITS PERMIT	13,675.50
26-Sep-23	NonEFT	58745	ESK PLUMBING & DRAINAGE	PLUMBING SERVICES	2,277.00
26-Sep-23	NonEFT	58746	GREGORY MARK EVA	BUILDING SERVICES	511.50
26-Sep-23	NonEFT	58747	FELICITY MADEN	FLOWERS	80.00
26-Sep-23	NonEFT	58748	GLOBAL SYNTHETICS QLD PTY LTD	GEOFABRIC PRODUCTS	13,046.00
26-Sep-23	NonEFT	58749	GOLDI DESIGN PTY LTD	TOOGOOLAWAH CONDENSERY/ ART TRAIL / CIVIC CENTRE BRANDING / MARKETING SERVICES	3,295.33
26-Sep-23	NonEFT	58750	GTC ENTERPRISES PTY LTD ATF	CONCRETE PRODUCTS	28,576.46
26-Sep-23	NonEFT	58751	IPSWICH & DISTRICT FIRE	FIRE EQUIPMENT SERVICES	715.20
26-Sep-23	NonEFT	58752	AUSTRALIAN FACTORING GROUP P/L	(ON BEHALF OF IRONJACK TRUST) VEGETATION MANAGEMENT	27,122.88
26-Sep-23	NonEFT	58753	KARREMAN GROUP	ROAD MAKING MATERIAL/ SERVICES	362,674.28
26-Sep-23	NonEFT	58754	KING ARCHITECTURAL ENGINEERING	ARCHITECTURAL ENGINEERING SERVICES	8,547.00
26-Sep-23	NonEFT	58755	LET THERE BE LIGHT ELECTRICAL	ELECTRICAL SERVICES	819.50
26-Sep-23	NonEFT	58756	MOORE DIGGERS & TIPPERS P/L	PLANT HIRE	13,398.43
26-Sep-23	NonEFT	58757	MT MARROW BLUE METAL	ROAD MAKING MATERIALS	23,531.91
26-Sep-23	NonEFT	58758	O'KEEFE ELECTRICS	ELECTRICAL SERVICES	542.11
26-Sep-23	NonEFT	58759	ONF SURVEYORS	SURVEYING/ PLANNING SERVICES	1,757.00
26-Sep-23	NonEFT	58760	PACIFIC PETROLEUM P/L	FUEL	24,726.37
26-Sep-23	NonEFT	58761	PACIFIC WATER TREATMENT	MECHANICAL PARTS/ REPAIRS	699.14
26-Sep-23	NonEFT	58762	PEAK SERVICES PTY LTD	AFTER HOURS CUSTOMER SERVICE/ INDUSTRIAL SERVICES	1,877.15
26-Sep-23	NonEFT	58763	PEAK SERVICES LEGAL PTY LTD	LEGAL SERVICES	1,626.24
26-Sep-23	NonEFT	58764	RB & MD PEARCE	BUS HIRE	550.00
26-Sep-23	NonEFT	58765	QCWA BRANCH ESK	VENUE HIRE	120.00
26-Sep-23	NonEFT	58766	REGEN AUSTRALIA	VEGETATION MANAGEMENT SERVICES	4,950.00
26-Sep-23	NonEFT	58767	KILCOY LAUNDRY	CLEANING SERVICES	864.66
26-Sep-23	NonEFT	58768	RPQ SPRAY SEAL PTY LTD	ROAD SEALING MATERIAL/ SERVICES	11,088.00
26-Sep-23	NonEFT	58769	SAVAS VARITIMOS VALUER	VALUATION SERVICES	3,850.00
26-Sep-23	NonEFT	58770	S.E.T. PAINTING & CONTRACTING	PAINTING / MISCELLANEOUS BUILDING SERVICES	6,064.85
26-Sep-23	NonEFT	58771	SHERRIN RENTALS PTY LTD	PLANT HIRE	3,036.00
26-Sep-23	NonEFT	58772	THE SOCIAL STRATEGIES CO P/L	YOUTH ENGAGEMENT STRATEGY	8,402.00
26-Sep-23	NonEFT	58773	STIHL SHOP ESK	MECHANICAL PARTS/ REPAIRS/ TOOLS	1,444.15
26-Sep-23	NonEFT	58774	TALBOT AUTO DOORS	MAINTENANCE AUTOMATIC DOORS	1,072.50
26-Sep-23	NonEFT	58775	VISUAL FOCUS	AUDIO VISUAL SERVICES AND EQUIPMENT	44,501.60
26-Sep-23	NonEFT	58776	YOWIE COURIERS	FREIGHT SERVICES	84.70
26-Sep-23	NonEFT	58777	ZISCHKE FUEL SUPPLIES	BUS SERVICE	1,474.00
26-Sep-23	NonEFT	58778	TELSTRA LIMITED	TELECOMMUNICATIONS SERVICES	4,679.52
20-Sep-23	EFT	62	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	25.00
31-Aug-23	EFT	674960	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	982.50
15-Sep-23	EFT	677428	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	849.27
15-Sep-23	EFT	678837	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	100.00
15-Sep-23	EFT	ACCOUNT	NATIONAL AUSTRALIA BANK	BANK CHARGES	102.40
7-Sep-23	EFT	ACCOUNT	NATIONAL AUSTRALIA BANK	BANK CHARGES	100.90
31-Aug-23	EFT	44044	FREEDOM FUELS FERNVALE	FUEL	1,096.18
15-Sep-23	EFT	AUS POST	NATIONAL AUSTRALIA BANK	DISHONOURED CHEQUE 00454-00000	1,329.64
5-Sep-23	EFT	BPAY 5.9	NATIONAL AUSTRALIA BANK	BANK CHARGES	167.58

SOMERSET REGIONAL COUNCIL
REPORT ON PAYMENTS PROCESSED FROM 30 AUGUST 2023 TO 26 SEPTEMBER 2023

TRNDATE	Method	REF	NAME	Detail	Amount
31-Aug-23	EFT	BPAY FEE	NATIONAL AUSTRALIA BANK	NAB BPAY FEES	3,752.32
14-Sep-23	EFT	E000141	AUSTRALIA POST	POSTBILLPAY PAYMENT PORTAL & POSTAGE	15,182.63
18-Sep-23	EFT	E000142	EFTSURE PTY LTD	FRAUD MANAGEMENT SERVICES	22,880.00
25-Sep-23	EFT	E000143	CASTROL AUSTRALIA PTY LIMITED	LUBRICANTS/ MECHANICAL FLUIDS	1,415.73
15-Sep-23	EFT	INVEST 1	QUEENSLAND TREASURY CORP	INVESTMENT MOVEMENT	550,000.00
30-Aug-23	EFT	INVEST 3	QUEENSLAND TREASURY CORP	INVESTMENT MOVEMENT	500,000.00
4-Sep-23	EFT	INVEST 4	QUEENSLAND TREASURY CORP	INVESTMENT MOVEMENT	700,000.00
5-Sep-23	EFT	INVEST 5	QUEENSLAND TREASURY CORP	INVESTMENT MOVEMENT	1,800,000.00
31-Aug-23	EFT	MERCH 31	NATIONAL AUSTRALIA BANK	NAB MERCH FEES	587.45
14-Sep-23	EFT	NAB CON	NATIONAL AUSTRALIA BANK	NAB CONNECT FEES	52.89
7-Sep-23	EFT	PI544545	PRINT MANAGEMENT FACILITIES	PRINTER SERVICES	6,270.00
30-Aug-23	EFT	RESEND S	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	315.03
25-Sep-23	EFT	SGL PY1P	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	71,215.52
14-Sep-23	EFT	SGL PY1P	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	106.24
11-Sep-23	EFT	SGL PY1P	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	70,753.63
4-Sep-23	EFT	SGL PY1P	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	479.76
25-Sep-23	EFT	SGL PY2P	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	2,492.89
11-Sep-23	EFT	SGL PY2P	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	2,492.89
21-Sep-23	EFT	TFR-2192	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	7,977.42
19-Sep-23	EFT	1275164	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	109.73
5-Sep-23	EFT	1275164	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	114.99
31-Aug-23	EFT	12772237	BP AUSTRALIA PTY LTD	FUEL	33,019.31
20-Sep-23	EFT	13	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	2,180.00
20-Sep-23	EFT	14	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	100.00
30-Aug-23	EFT	141384	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	240.00
8-Sep-23	EFT	1415123	TOYOTA FINANCE AUSTRALIA LTD	VEHICLE LEASING	21,266.12
12-Sep-23	EFT	1437212	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	2,386.67
14-Sep-23	EFT	14923	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	20,349.18
30-Aug-23	EFT	1534820	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	4,680.00
5-Sep-23	EFT	1535894	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	5,000.00
11-Sep-23	EFT	1535927	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	270.00
19-Sep-23	EFT	1538603	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	2,928.96
15-Sep-23	EFT	1542581	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	2,273.98
25-Sep-23	EFT	1ATOPAY0	AUSTRALIAN TAXATION OFFICE	P A Y G TAX - PAYROLL DEDUCTIONS	141,724.00
14-Sep-23	EFT	1ATOPAY0	AUSTRALIAN TAXATION OFFICE	P A Y G TAX - PAYROLL DEDUCTIONS	6,243.00
11-Sep-23	EFT	1ATOPAY0	AUSTRALIAN TAXATION OFFICE	P A Y G TAX - PAYROLL DEDUCTIONS	140,783.00
4-Sep-23	EFT	1ATOPAY0	AUSTRALIAN TAXATION OFFICE	P A Y G TAX - PAYROLL DEDUCTIONS	905.00
11-Sep-23	EFT	1CASH06	CASH	PAYROLL TRANSACTION	450,808.79
4-Sep-23	EFT	1CASH06	CASH	PAYROLL TRANSACTION	3,030.45
25-Sep-23	EFT	1CASH07	CASH	PAYROLL TRANSACTION	452,952.08
14-Sep-23	EFT	1CASH07	CASH	PAYROLL TRANSACTION	11,774.54
25-Sep-23	EFT	1CFMEUN0	CFMEU CONSTRUCTION & GENERAL	PAYROLL DEDUCTIONS	316.80
14-Sep-23	EFT	1CFMEUN0	CFMEU CONSTRUCTION & GENERAL	PAYROLL DEDUCTIONS	35.20
11-Sep-23	EFT	1CFMEUN0	CFMEU CONSTRUCTION & GENERAL	PAYROLL DEDUCTIONS	316.80
4-Sep-23	EFT	1CFMEUN0	CFMEU CONSTRUCTION & GENERAL	PAYROLL DEDUCTIONS	35.20
25-Sep-23	EFT	1CHILSU0	Child Support Agency	PAYROLL DEDUCTIONS	438.96
11-Sep-23	EFT	1CHILSU0	Child Support Agency	PAYROLL DEDUCTIONS	437.22
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	137.25
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	256.81
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	141.06
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	145.37
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	166.20
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	138.47
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	179.39
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	200.00
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	167.29
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	633.37
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	496.14
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	60.00
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	297.11
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	12,068.11
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	7,769.52
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	30.00
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	2,776.51
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	110.00
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	428.46
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	951.62
25-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	842.17
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	137.25
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	256.81
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	141.54
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	142.74
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	166.20
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	138.45
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	195.53
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	200.00
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	167.29

SOMERSET REGIONAL COUNCIL
REPORT ON PAYMENTS PROCESSED FROM 30 AUGUST 2023 TO 26 SEPTEMBER 2023

TRNDATE	Method	REF	NAME	Detail	Amount
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	584.62
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	482.09
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	60.00
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	297.11
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	12,045.92
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	7,914.67
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	30.00
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	2,776.51
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	110.00
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	428.46
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	917.43
11-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	842.17
4-Sep-23	EFT	1PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	239.88
25-Sep-23	EFT	1SUNSUP0	SUNSUPER PTY LTD	SUPERANNUATION CONTRIBUTIONS	626.67
11-Sep-23	EFT	1SUNSUP0	SUNSUPER PTY LTD	SUPERANNUATION CONTRIBUTIONS	623.82
25-Sep-23	EFT	1TRANWU0	TRANSPORT WORKERS UNION	PAYROLL DEDUCTIONS	29.00
11-Sep-23	EFT	1TRANWU0	TRANSPORT WORKERS UNION	PAYROLL DEDUCTIONS	29.00
20-Sep-23	EFT	45189	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	133.00
31-Aug-23	EFT	28207842	AUSSIE BROADBAND LIMITED	TELECOMMUNICATIONS SERVICES	194.84
11-Sep-23	EFT	2CASH06	CASH	D/CR PAY 2 PERIOD NO 06	24,166.69
25-Sep-23	EFT	2CASH07	CASH	D/CR PAY 2 PERIOD NO 07	24,166.69
25-Sep-23	EFT	2PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	152.01
25-Sep-23	EFT	2PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	152.01
25-Sep-23	EFT	2PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	850.00
25-Sep-23	EFT	2PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	182.41
25-Sep-23	EFT	2PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	760.04
11-Sep-23	EFT	2PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	152.01
11-Sep-23	EFT	2PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	152.01
11-Sep-23	EFT	2PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	850.00
11-Sep-23	EFT	2PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	182.41
11-Sep-23	EFT	2PAYCLE0	PAYCLEAR	SUPERANNUATION CONTRIBUTIONS	760.04
15-Sep-23	EFT	336692	SOMERSET REGIONAL COUNCIL	RECEIPTING & COST REALLOCATIONS	554.22
			TOTAL PAYMENTS		12,679,141.28
			TOTAL EFT		5,176,434.24
			TOTAL NonEFT		7,502,707.04

Hon Steven Miles MP
Deputy Premier
Minister for State Development, Infrastructure,
Local Government and Planning
Minister Assisting the Premier on Olympic and Paralympic Games Infrastructure

Our ref: MC23/5360

4 OCT 2023

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Mr Andrew Johnson
Chief Executive Officer
Somerset Regional Council
AJohnson@somerset.qld.gov.au
mail@somerset.qld.gov.au

Dear Mr Johnson

Thank you for your letter of 13 September 2023 seeking an exemption to make major policy decisions during the 2024 local government caretaker period under section 90B(2) of the *Local Government Act 2009* (the Act).

Your letter outlined the council's reasons as to why being able to enter into major contracts for Disaster Recovery Funding Arrangements (DRFA) approved works during the caretaker period for the 2024 local government elections was an exceptional circumstance and was in the public interest.

I accept that reasoning and in accordance with section 90B of the Act I give approval for the council to enter into major contracts for DRFA approved works during the caretaker period for the upcoming 2024 local government elections.

If you require any further information regarding this matter, please contact Ms Katharine Wright, Chief of Staff in my office, by email at katharine.wright@ministerial.qld.gov.au or by telephone on (07) 3719 7100.

Yours sincerely

STEVEN MILES MP
DEPUTY PREMIER
Minister for State Development, Infrastructure,
Local Government and Planning
Minister Assisting the Premier on
Olympic and Paralympic Games Infrastructure

SOMERSET REGIONAL COUNCIL - Officer's Report

To:	Andrew Johnson, Chief Executive Officer
From:	Ian Boycon, Senior Procurement Officer
Director:	Geoffrey Smith, Director Finance
Date:	3 October 2023
Subject:	Tender 1324 – Standing Offer Arrangement – Mowing and Slashing Services for a 36-month period
File Ref:	Corporate management\tendering\tenders
Action Officer:	Ian Boycon, Senior Procurement Officer

Background/Summary

Tender 1324 is a standing offer arrangement for the supply of mowing and slashing services for a 36-month-period as and when required.

A 10% loading was applied to prices submitted by non-local suppliers consistent with Council's procurement policy requirements for standing offer arrangements.

There were 504 different combinations of mowing deck size and location covered by the tender.

58% of all offers received were from local suppliers and 69% of all first ranked offers were from businesses based in the Somerset Regional Council LGA.

Tenderers were asked to submit pricing for up to five pricing schedules based on the following mowing and slashing categories. Tenderers could submit pricing for one or more categories:

- A – Council and Department of Transport and Main Roads roadside slashing
- B – Council parks, reserves and vacant land – slashing services
- C – Council parks, sportsfields and grounds - mowing services (One and two person crews)
- D – Overgrown private allotments – acreage/ large properties – slashing services
- E – Overgrown private allotments – residential/ small properties – mowing services (One and two person crews)

This arrangement has been called for a 36-month period with prices set for the full term of the contract. Prices will increase by CPI Brisbane on each anniversary of the contract and a 6.5% fuel levy will be applied to the hourly rates only, if the price of diesel exceeds $2.75 per litre (Brisbane), the fuel levy will apply for the period that the price of diesel is above $2.75 (Brisbane) per litre including GST.

Tenderers were required to supply hourly rates and fixed travel rates for various locations throughout the region. Tenders were assessed as per mandatory criteria including compliance with Council's tender requirements, insurances, WH&S and other legislative requirements (e.g. General Biosecurity Obligations), Department of Transport and Main Roads (DTMR) traffic management and licensing requirements, evidence of the tenderers commercial experience and suitability of plant proposed (in relation to the categories tendered).

Tenderers who were able to demonstrate compliance with the evaluation criteria (including relevant commercial mowing and slashing experience and the suitability of plant proposed for each category tendered) were accepted and then ranked based on prices submitted.

It is recommended that this tender be awarded to multiple suppliers to ensure options are available to Council throughout the contract term for mowing and slashing services.

Attachments

Confidential attachments - Tender analysis including Commercial in Confidence pricing

Recommendation

THAT Council accept the tender offers from all suppliers as ranked on the tender price analysis for the various categories for Tender 1324 - Supply of Mowing and Slashing Services for a 36-month-period starting 16 October 2023 with the contract terminating on 25 September 2026.

CORPORATE AND COMMUNITY SERVICES
SOMERSET REGIONAL COUNCIL - Officer's Report

To:	Andrew Johnson, Chief Executive Officer
From:	Daniel Rowe, Community and Tourism Manager
Director:	Matthew McGoldrick, Director Corporate and Community Services
Date:	3 October 2023
Subject:	Toogoolawah Golf Club Hosting 2022 and 2023 Queensland Cross Country Championships Events – Post Events Report
File Ref:	Recreation and Cultural Services – Event Management – Community Events – Festivals - Sporting
Action Officer:	CTM

Background / Context

In 2022 and 2023 Queensland Athletics (QA) held the 39th annual Queensland All School Cross Country Championships and 123rd annual Queensland Cross Country Championships respectively at the Toogoolawah Golf Course (TGC). The events were conducted in partnership with Somerset Regional Council and the Toogoolawah Golf Club.

Council supported the events with funding of $12,500 excluding GST per annum and value-in-kind support. For a fee, the Golf Club provided access to the venue and equipment, as well as providing catering and coordination services.

The 39th annual Queensland All Schools Cross Country Championships were held in May 2022. The event saw a total of 844 registrations and a spectator crowd of between 2,000 and 2,500 people.

The 123rd annual Queensland Cross Country Championships were held in July 2023. The event saw a total of 560 registrations and a spectator crowd of between 1,500 and 2,00 people.

Previously, the TGC hosted the 121st annual Queensland Cross Country Championships in July 2021. The event saw a total of 597 registrations and a spectator crowd of between 1,500 and 2,000 people. The event recorded one of the highest ever total registrations according to QA.

Approximately 95 per cent of event registrations are visitors to the Somerset Region. The single day events are estimated to bring between $100,000 to $150,000 into the Region, through direct event operating expenditures (e.g. accommodation, venue and equipment hire) and visitor expenditure.

The continued feedback from QA with regards to the event venue and the Region is positive. The venue is well suited to hosting a cross country event. It provides a challenging course, is well set out and is well supported by the Golf Club.

The Golf Club continue to provide positive feedback also, citing the well organised nature of the event, the additional revenue stream for the club, economic benefits for local businesses and the respect shown by visitors to their facility.

QA have expressed an interest in continuing to hold annual Cross Country events at the TGC in 2024 and 2025 on a rotating basis. The Golf Club have also expressed an interest in continuing to host the event in 2024 and 2025 in line with the current terms.

The event aligns well with the *Experience Somerset* brand, leveraging existing infrastructure and natural assets. The event has strong links to the Somerset Tourism Strategy (2021-2025) and Tourism Marketing Action Plan (2023-2025). Additionally, the event has provided positive economic and community outcomes.

Attachments

Nil.

Recommendation

THAT Council:

1. Receive the Toogoolawah Golf Club Hosting the 2022 and 2023 Queensland Cross Country Championships Events – Post Events Report and that the contents be noted.

2. Commit funding of $12,500 excluding GST toward sponsoring the 41st annual Queensland All Schools Cross Country Championships to be held in May 2024 at the Toogoolawah Golf Course, with funding to be identified at the next budget review, pending a Memorandum of Understanding being agreed upon by all parties.

3. Commit funding of $12,500 excluding GST toward sponsoring the 125th annual Queensland Cross Country Championships to be held in 2025 at the Toogoolawah Golf Course, pending a Memorandum of Understanding being agreed upon by all parties.

SOMERSET REGIONAL COUNCIL – Officer's Report

To:	Andrew Johnson, Chief Executive Officer
From:	Carole Labram, Tourism Officer
Director:	Matthew McGoldrick, Director Corporate Services
Date:	11 October 2023
Subject:	2023 Somerset Christmas Lights Competition – Nomination of Judges
File Ref:	Tourism – Events – 2023 Somerset Christmas Lights Competition
Action Officer:	TO

Background/Summary

Planning for the 2023 Somerset Christmas Lights Competition is currently underway. It is proposed that the judging panel is comprised of the following:

- Two (2) x Councillors from Somerset Regional Council
- One (1) x external judge with an interest/background in Christmas light displays

The Councillors will need to be available on Monday 27 November and Monday 4 December 2023 for judging and Friday 8 December 2023 for the awards presentation.

It is proposed that Mr Jason Beattie, a Christmas lights enthusiast from Glamorganvale, is invited to assist in this year's judging. Mr Beattie and his father Geoffrey Beattie have a large Christmas lights display every year which proves popular with residents and visitors alike.

Key dates for the Christmas Lights Competition are:

- Entries open: Monday, 23 October 2023.
- Entries close: Thursday, 23 November 2023 at 4pm.
- Judging: Monday, 27 November and Monday, 4 December 2023.
- Lights trail: Advertised from Friday 1 December 2023
- Awards presentation: Friday 8 December 2023

Attachments

Nil

Recommendation

THAT Council:

1. Appoint Councillors Brieschke and Wendt to participate as the primary judges in the 2023 Somerset Christmas Lights Competition.

2. Appoint Councillor Whalley as a replacement judge for the 2023 Somerset Christmas Lights Competition, in the instance that one of the primary judges is not available.

3. Appoint Mr Jason Beattie as the external judge for the 2023 Somerset Christmas Lights Competition.

4. Endorse the key dates for the 2023 Somerset Christmas Lights Competition.

SOMERSET REGIONAL COUNCIL - Officer's Report

To:	Andrew Johnson, Chief Executive Officer
From:	Daniel Rowe, Community Tourism Manager
Director:	Matthew McGoldrick, Director Corporate and Community Services
Date:	4 October 2023
Subject:	Brisbane Valley Rail Trail Festival of Cycling Sponsorship Review
File Ref:	Recreation and Cultural Services – Event Management – Community Events – Festivals – Sporting
Action Officer:	CTM

Background/Summary

In June 2023, Council resolved to commit $2,500 excluding GST to sponsor the third annual Brisbane Valley Rail Trail Festival of Cycling event.

The event, coordinated by the Brisbane Valley Rail Trail Users Association (BVRTUA), was held on Saturday, 9 September 2023. The event featured a selection of distances (45, 75 and 100 kilometres), commencing from Harlin, Esk and Coominya. All events converged upon Blackbutt, with the finish integrated with the annual Blackbutt Avocado Festival.

The Council sponsorship was matched by the South Burnett Regional Council.

The event attracted total participation of 150 riders. A report of the event has been compiled by the BVRTUA, with direct feedback from participants included (please refer to attachments).

Boutique events such as the Brisbane Valley Rail Trail Festival of Cycling are well suited to the Somerset Region and complement existing recreational assets.

There is a positive case to support such events in the future, with alignment to the Tourism Strategy (2021-2025) and the Tourism Marketing Action Plan (2023-2025).

Attachments

1. Correspondence – Brisbane Valley Rail Trail Festival of Cycling Event Wrap Up – **COMMERCIAL IN CONFIDENCE**

Recommendation

THAT Council receive the Brisbane Valley Rail Trail Festival of Cycling Sponsorship Review Report and note its contents.

OPERATIONS
SOMERSET REGIONAL COUNCIL - Officer's Report

To:	Andrew Johnson, Chief Executive Officer
From:	Karen Haer, Executive Assistant
Director:	Craig Young, Director Operations
Date:	3 October 2023
Subject:	Operations Report for September 2023
File Ref:	Governance – Reporting – Officer Reports
Action Officer:	EA OPS (Karen Haer)

Background/Summary

Engineering Services Team
The Engineering Services Design Team continues design delivery for the 2023-2024 budget design program, with designs being readied for issue or finalised for the following Capital Works projects:

- Kilcoy Transfer Station
- Gunyah Street, Toogoolawah
- Cressbrook Street Culverts, Toogoolawah
- Ivory Creek Road, Toogoolawah
- King Street, Somerset Dam
- Pipeliner Park Stormwater Upgrades, Esk

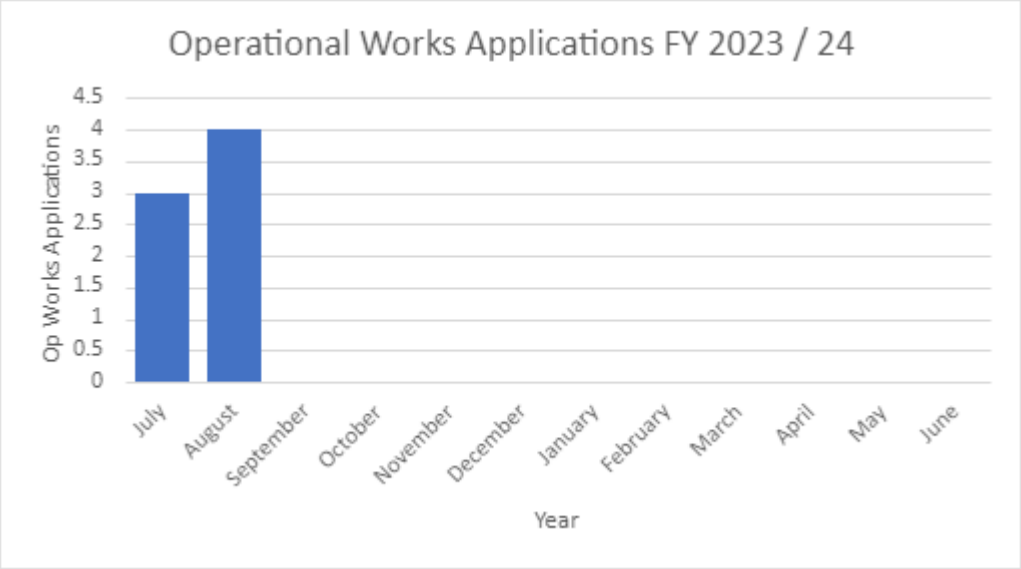
The team also received requests for quotes for the following design projects with the successful Consultant shown below:

- Beeston Road Intersection, Fernvale – Harrison Infrastructure Group
- West Road / Patrick Estate Road, Patrick Estate – Not awarded still to be determined.
- Fulham St, Toogoolawah – Contour Consulting Engineers
- Richard Street, Esk – Harrison Infrastructure Group
- Clive St, Fernvale – NK Transportation
- Lowood to Tarampa Footpath, Tarampa – Projex Partners

The team continues to provide engineering support to the works department on several projects such as:

- Murrumba Road Culverts
- Esk Crow Nest Road Stage 2
- Gunyah Street, Toogoolawah
- Prenzlau Road, Prenzlau
- Royston and Stanton Streets, Kilcoy
- Pipeliner Park Stormwater Upgrades, Esk

The Engineering Services Team provided engineering development advice to the planning department and assessment and applicant response to Operational Work applications with no new operational works applications being properly received in September:



There was no “Off Maintenance” inspections for the month of September but the Engineering Services Team did attend two significant prestart meetings during September:

- Brouff Road / Vogler Road (Asset 1) – Bulk Earthworks – 6-8 weeks construction proposed at this time.
- Windsor Drive, Mount Hallen Stage 5A – Cambridge Drive

This team note the current major developments currently “On Maintenance” and due to come “Off Maintenance” within the next 12 months include:

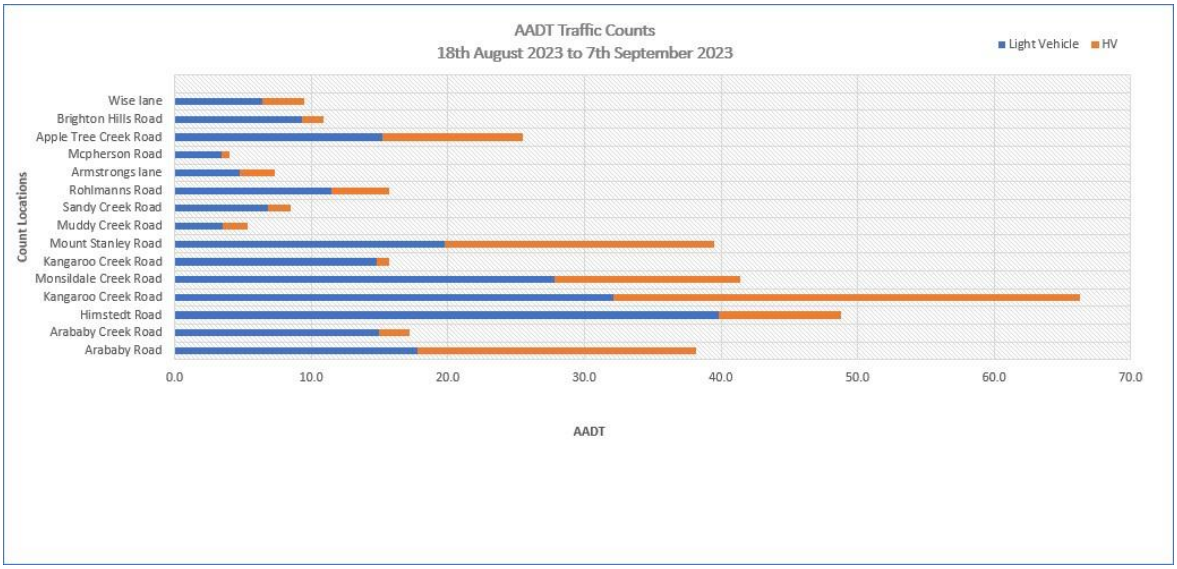
- Parklands at Clarendon Stages 2D & 2E
- Pine Tree Hill, Kilcoy Stages 3 to 6
- Hedley Park Stage 7
- Windsor Drive, Mount Hallen Stage 5C

The Engineering Services Parks and Facilities Team continues to oversee operations in the parks and facilities areas with the drier weather system bringing some relief to the mowing crew who were then able to assist in the first free tree day in Esk, which was a huge success.

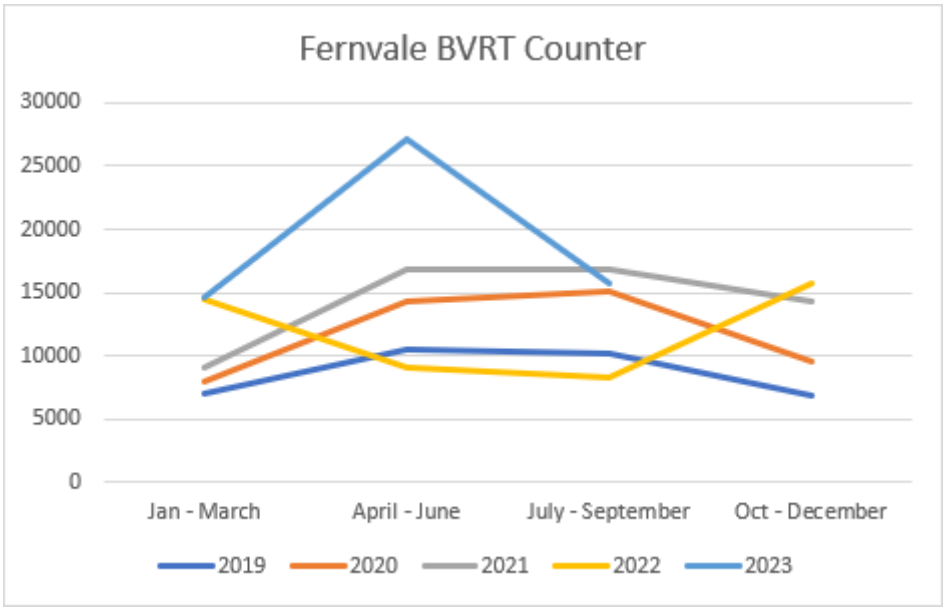
The Engineering Services Team continue to set out traffic counters within the region and provide continual assessment of Council infrastructure to ensure our information remains current within our asset and GIS systems, with all signage requirements being reviewed within our main town areas as well as overseeing works within road reserve applications, property access applications and heavy vehicle permits.

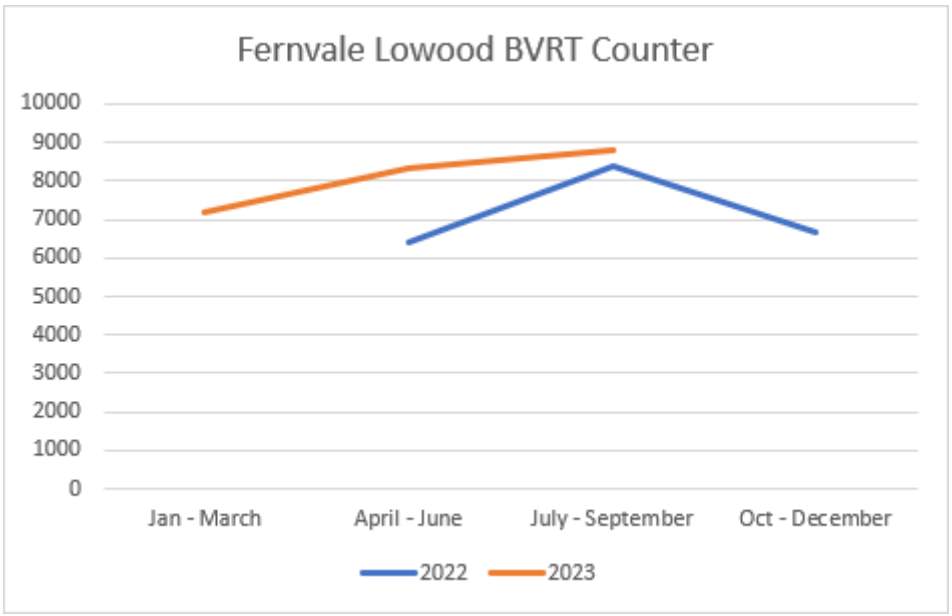
	Sep-23	**Sep-22**
Land Access Permit	42	58
Property Access Applications	12	22
National Heavy Vehicle Regulator Permits Processed	17	22

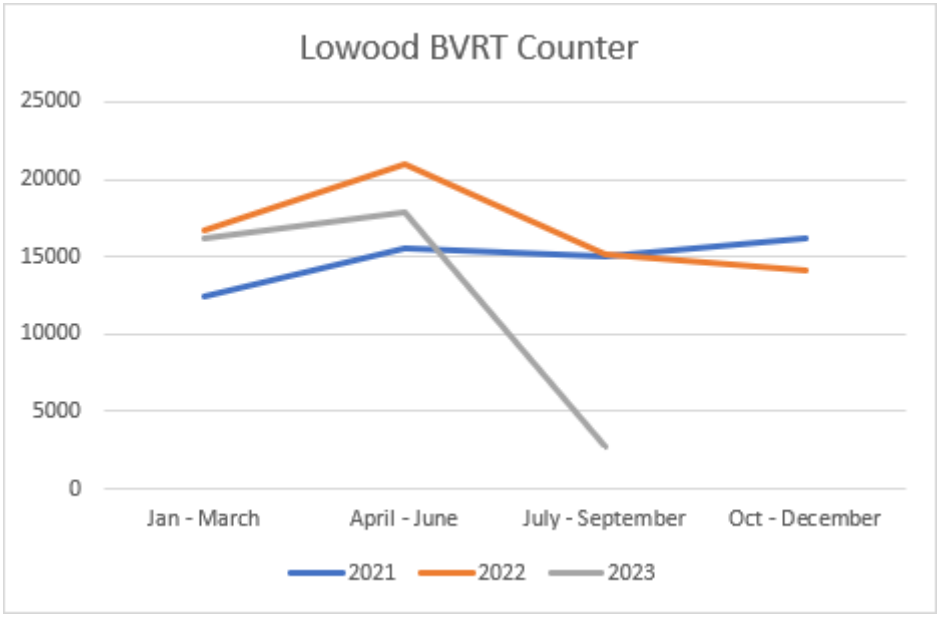
September traffic counts are shown below. All traffic counters have again been placed within the region and are due to be picked up by Monday 16th October 2023 following the standard three-week rotation.

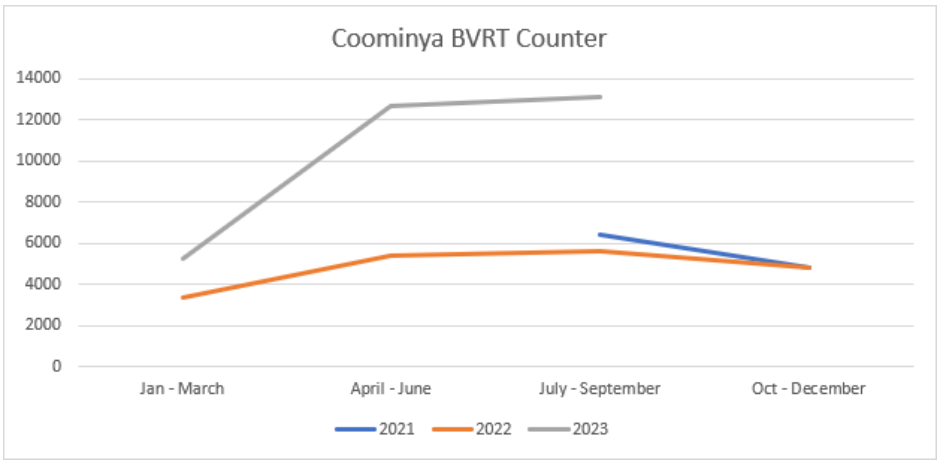


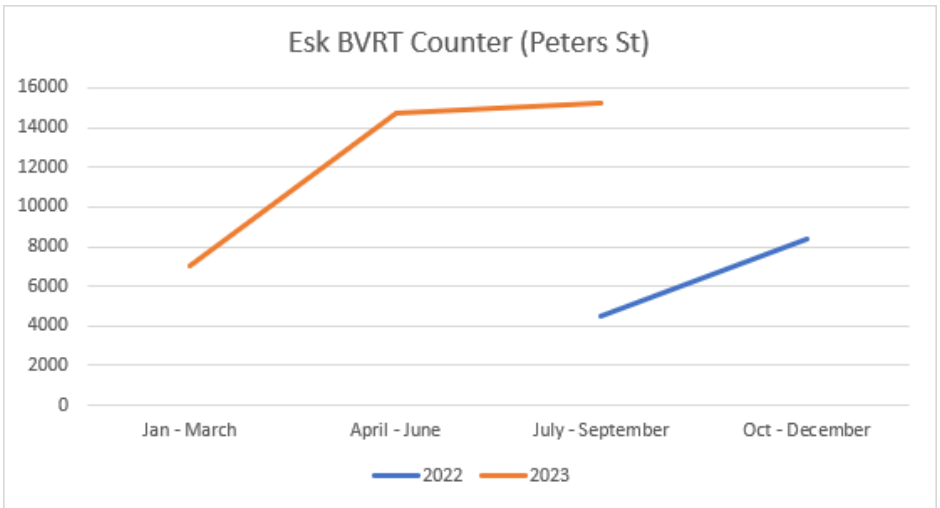
Last quarter Brisbane Valley Rail Trail counter results are shown below:











Works Team

Completed Projects through 2023/24:

- Old Fernvale Road – headwall, grass swale.
- Waverley and Sheppards Road, Lake Manchester – Two-coat bitumen seal.
- Esk Crows Nest Road, Eskdale - Stage 1 – major road realignment. Seal from end of current sealed section to Maria Creek Road (4km).

- Glamorganvale Road, Wanora – Rehabilitate and widen road from Brisbane Valley Highway to Browns Bridge (1.65km)

Projects underway:
- Prospect and William Street, Lowood - stormwater installation – pipe arrival Sep 2023.
- Murrumba Road culverts – replace existing corrugated structures with RCBC and RCP's
- Royston Street, Kilcoy, between Mary and Rose Streets – replace footpaths, kerb & channel sections.
- Stanton Street, Kilcoy – intersection works with Royston Street, kerb & channel.
- Kilcoy Landfill – rehabilitation of landfill.
- East Street, Esk State School - new footpaths, kerb & channel, and infill.
- Gunyah Street, Toogoolawah - Cairnscroft Street to Drem Street, South Side, laying of pipes; kerb & channel.
- Prenzlau Road, Prenzlau - pavement widening.
- Esk Crows Nest Road, Eskdale - Stage 2 – Esk Crows Nest Strategic Regional Connector - Toowoomba Boundary section.
- Pipeliner Park, Esk - Field inlet pits x 7, and footpath around toilet block.
- Schroeder Lane, Fernvale - Seal Intersection with Fairney View Fernvale Road.

Ongoing projects:
- Mowing and slashing works on Council and DTMR roads
- Crews continue to complete CSR's.
- Maintenance to flood affected roads continues throughout the region.
- General maintenance of Council's civil infrastructure

REPA Works
A total of 69 submissions have been lodged with QRA for Reconstruction of Essential Public Assets. Only 2 are awaiting final assessment. The categories for the submissions are unsealed roads, sealed roads, drainage, and individual sites (e.g., landslips). The assistance by the Queensland Reconstruction Authority (QRA) is acknowledged.

Reconstruction works are generally being undertaken by contractors with unsealed roads and drainage packages being delivered first. All unsealed roads are now in the reconstruction phase. This is a great milestone.

Drainage packages are progressively being documented to enable calling of quotations. This will be followed by sealed roads packages and individual sites.

All works are required to be completed by the end of June 2024.

Council's crews are undertaking unsealed road reconstruction in the Toogoolawah Region and contractors are doing the remainder.

Flood Repair Works underway - carried out by Contractors.
- Browns Contracting – REPA / QRA flood repair works: Mount Stanley region; Harlin & Moore region.
- A & M Civil – REPA / QRA flood repair works: Coominya region; Fernvale region; Esk region.
- CPM Contractors – REPA / QRA flood repair works: East Wivenhoe region; Jimna / Monsildale region; Kilcoy region.

Flood Repair Works underway - carried out by SRC.
- Kilcoy C & M Crew 2 – REPA / QRA flood repair works: Toogoolawah region
- Northern Grader Crew – REPA / QRA flood repair works: Toogoolawah region

Other Works carried out by Contractors.

- Ertech Contractors is continuing with the reconstruction of Lowood Minden Road between Litzows Road and Lukritz Road – approximately 60% complete.

Department of Transport and Main Roads (TMR) Works

Council is presently working on the following projects on behalf of TMR:

- Repairing potholes and sealing of patches and pavement repairs over the TMR network.
- Weed spraying throughout the TMR network.
- Ongoing signage and guidepost repairs continue throughout the TMR network.
- Slashing and mowing throughout the TMR network.

Workshop – Mechanical

- Completed repairs, services, and scheduled maintenance of Council fleet.
- One new lease vehicle has arrived, a Toyota Camry Hybrid which is Council's third Hybrid vehicle.
- P.114 Komatsu grader has had a safety recall carried out at the Esk Workshop, the recall involves the fuel tank being removed and new mounting brackets fitted to the grader. This work was carried out over three days by Komatsu at no cost to Council.
- Half yearly service of Floating Plant Group 2 is almost complete.
- Quarterly inspection of all council trailers has begun and should be completed early next month.
- Annual inspection of council lifting chains and other various lifting equipment was conducted by Bunzl Safety, 120 items have been tested with only one failure, good result.
- Annual COI inspections of council's 16 x medium trucks have commenced by Workshop staff and will complete next month.

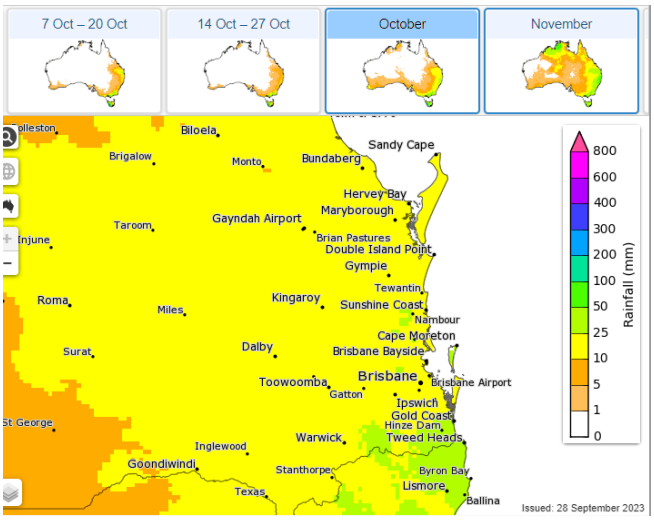
Workshop – Fabrication

- Welding bay has been carrying out various repairs to Council fleet as well as repairs to other various council assets around the region, such as handrail, park furniture, etc.
- Welding bay have fabricated new barriers and bollards for the tipping area of Coominya transfer station and have started to install these, work should be completed early next month.
- P.245 Wheel Loader bucket repairs and replace hard facing wear strips under bucket.
- Replace wear strips on the side skids of a couple of the road-side slashers ready for upcoming mowing season.
- Carry out operation inspections on all playground equipment in the region. Carry out repairs where required.

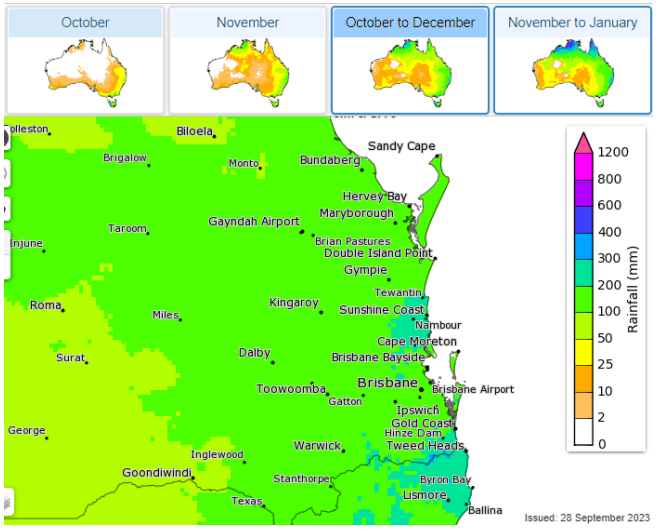
Weather Outlook

For October, below median rainfall is likely to very likely - 60% to greater than 80% chance for most of Australia, apart from north-western WA and southern Tasmania.
October to December rainfall is likely (60 to 80% chance) to be below median for much of Australia excluding most of central and northwestern WA and south-west Tasmania.
Unusually low rainfall for October to December is at least twice as likely for parts of southern, eastern, and northern Australia. Unusually low rainfall equates to the driest 20% of October to December periods from 1981 to 2018.
Bushfire will remain a risk for the Somerset region over the coming season due to drier conditions forecasted and an increase of fuel loads following the 2022 rain events.

Outlook for October (these are the most likely totals – i.e., 75% chance)



Outlook for October to December (these are the most likely totals – i.e., 75% chance)



Disaster Management

The following activities were conducted in September 2023

- Council has been advised that the application submitted as part of the Emergency Response Fund (QRA) to repair the irrigation system at the Kilcoy District Rugby League fields that was damaged in the floods of 2022 has been successful and we should be receiving the project funding schedules shortly.
- Urban Utilities have connected water to the Jimna 110k litre bushfire tank.
- Evacuation centre equipment has been relocated to a shipping container at the Lowood Works Depot. Ultimately the container will be relocated to the Lowood SES compound.
- Council has assisted QFES with bushfire preparedness messaging by placing VMS Trailers outside of Esk and Kilcoy.
- Council staff (DMO/NRMO) attended the Greater Brisbane Area Fire Management group meeting at Chermside on September 5.
- Council hosted QFES training (September 14) for Local Disaster Coordination Centre Staff and the Local Disaster Management Group for QDMA and Disaster Planning modules.
- Council met with Jimna residents to discuss disaster preparedness and field questions relating to specific risks in the township. As a result of these discussions, Council is assessing bushfire risk in the area behind finch lane and the hall.
- Council has recently been in discussions with the Insurance Council of Australia to help advocate on behalf of a resident who was being charged excessively due to a perceived flood risk on their property. The outcome of this was that their insurer acknowledged that the house was in a flood-free area of the large property and as such the resident was able receive affordable insurance for the house.

- Council provided the Esk Caravan Park with some preparedness assistance for an exercise they are conducting with residents.
- DMO attended the Somerset Region Local Action Group meeting on 26 September. The group has been established to help build a more inclusive community that targets those with a disability.
- Council participated in a pre-season Exercise Nexus facilitated by the Department of Transport (DTMR) that focussed on severe weather and the impacts on the road network.
- Council has issued several press releases and social media posts regarding Bushfire Preparedness and the upcoming Get Ready week (9-15 October)
- Quotations have been received for a number of flooding related projects, namely;
    - Historical flood mapping
    - LGA-wide overland flow mapping
- QRA are expected to deliver Council with whole of LGA LiDAR data during October. This will provide more accurate LiDAR for the Somerset Region down to 1m grids.
- Australian Warning System templates have been customised for Somerset. These will need to be used from 1 November 2023 when issuing flood alerts.
- Draft data sharing license agreement sent to DTMR to allow for sharing of flood camera images and gauge data where available.
- Department of Environment and Science (DES) conducted an audit of the Esk Landfill to ensure that the site was well prepared for any extreme weather events. An outcome of these discussions was that Council agreed to construct a fire break around the entire site. This was completed during September.
- The Marburg radar is currently offline as it is being replaced by a new and more advanced system. It is estimated that this will not be completed until February 2024, which exceeds previous advice of a mid-November completion date. The Mt Stapylton radar will remain available during this period.
- Council has been advised that we now have a new QRA Liaison Officer – Ms Sharon Fong
- A Natural Disasters and Emergency Action Guide has been developed and printed under the Community Recovery and Resilience program. Copies are available at the Council administration building or from Allison Cuskelly. An electronic version will soon be placed on Council's website for download.

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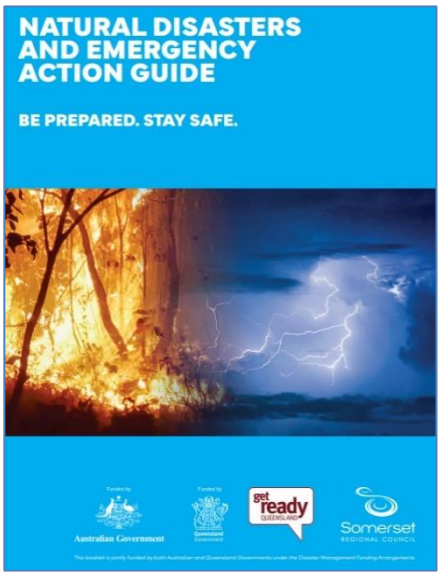
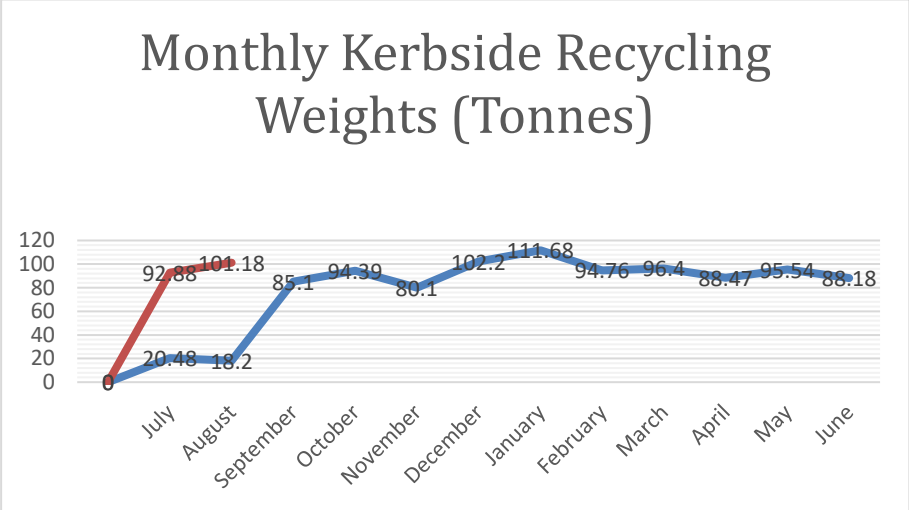
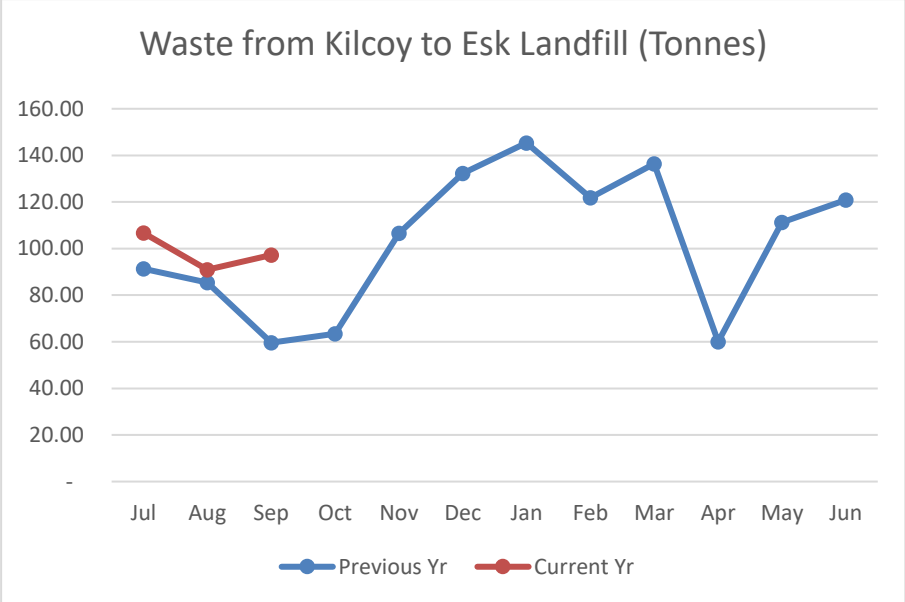


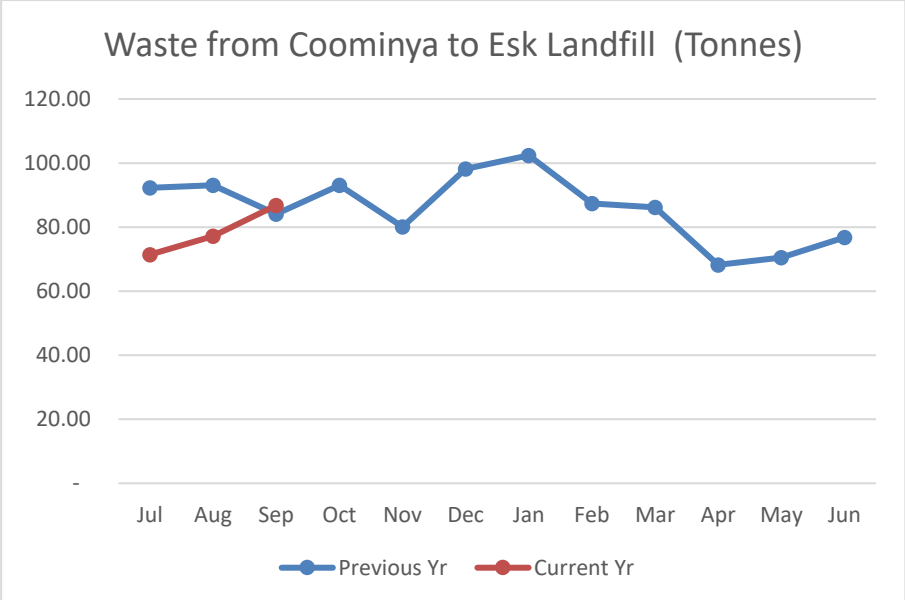
Waste Management

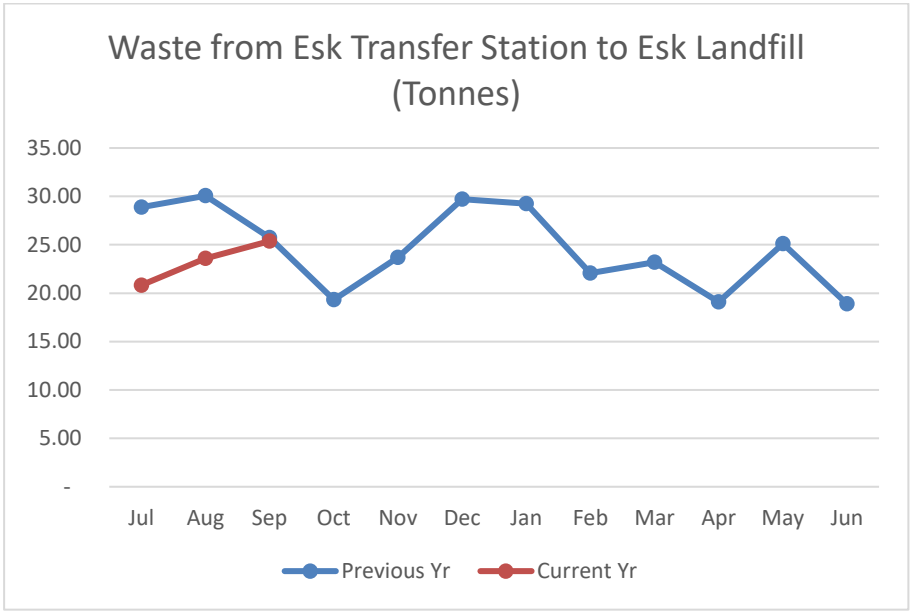
Kerbside Collection Contract – Ipswich Waste

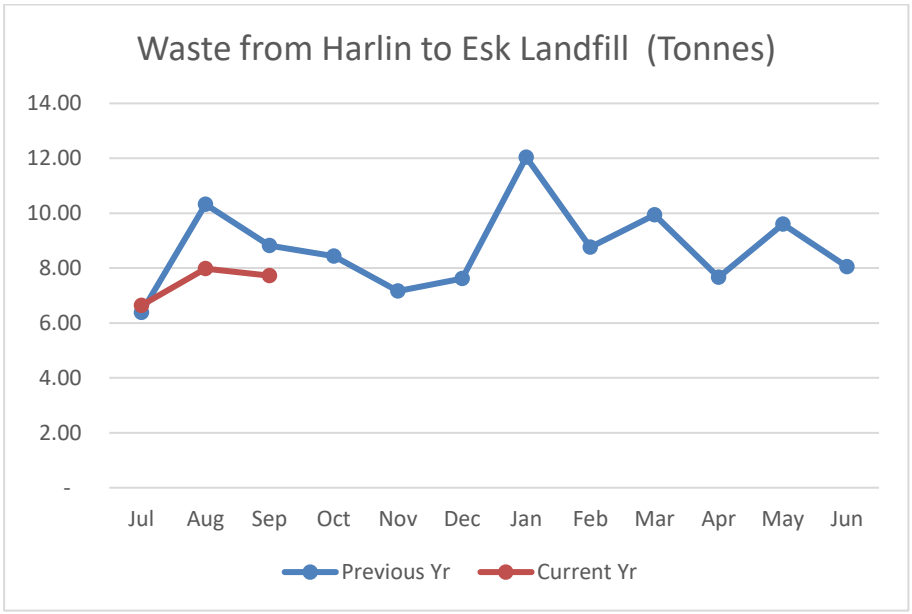
Information regarding kerbside services performed for September was not available for this report. Information will be provided in October Operations Report.

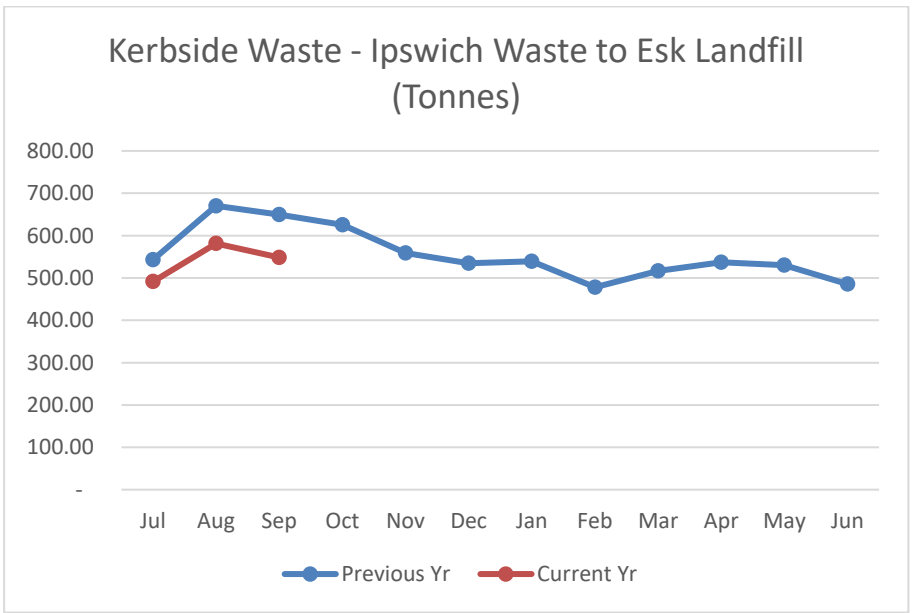

Monthly Kerbside Recycling Weights (Tonnes)
120
100
80
60
40
20
0
92.88
101.18
0
20.48
18.2
85.1
94.39
80.1
102.2
111.68
94.76
96.4
88.47
95.54
88.18
July
August
September
October
November
December
January
February
March
April
May
June

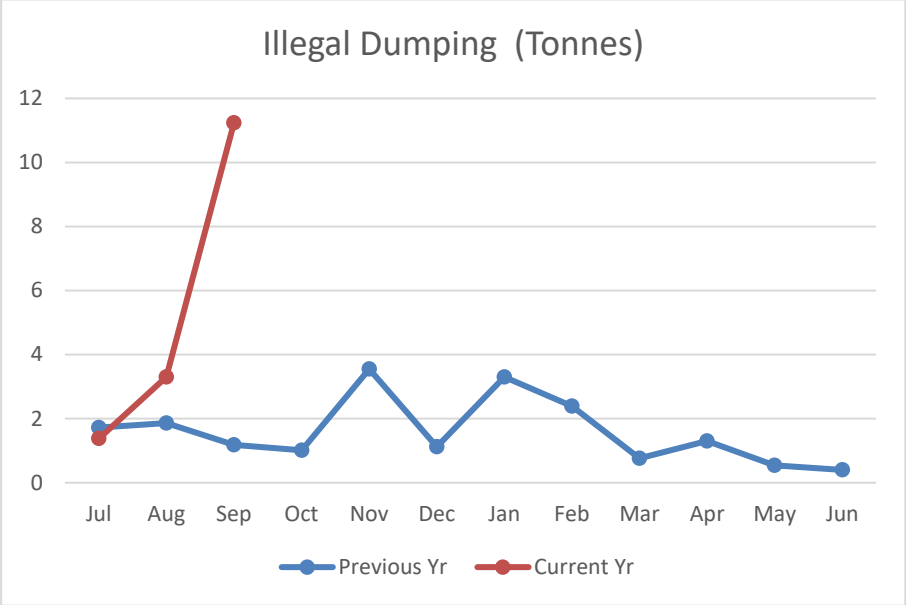

Waste from Kilcoy to Esk Landfill (Tonnes)
160.00
140.00
120.00
100.00
80.00
60.00
40.00
20.00
-
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
Previous Yr
Current Yr

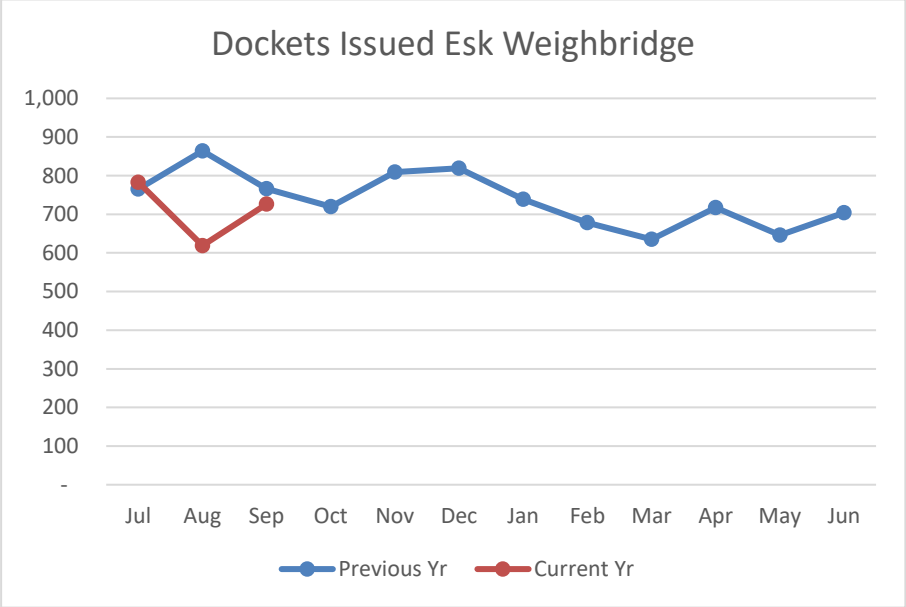

Waste from Coominya to Esk Landfill (Tonnes)
120.00
100.00
80.00
60.00
40.00
20.00
-
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
Previous Yr
Current Yr


Waste from Esk Transfer Station to Esk Landfill (Tonnes)
35.00
30.00
25.00
20.00
15.00
10.00
5.00
-
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
Previous Yr
Current Yr


Waste from Harlin to Esk Landfill (Tonnes)
14.00
12.00
10.00
8.00
6.00
4.00
2.00
-
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
Previous Yr
Current Yr

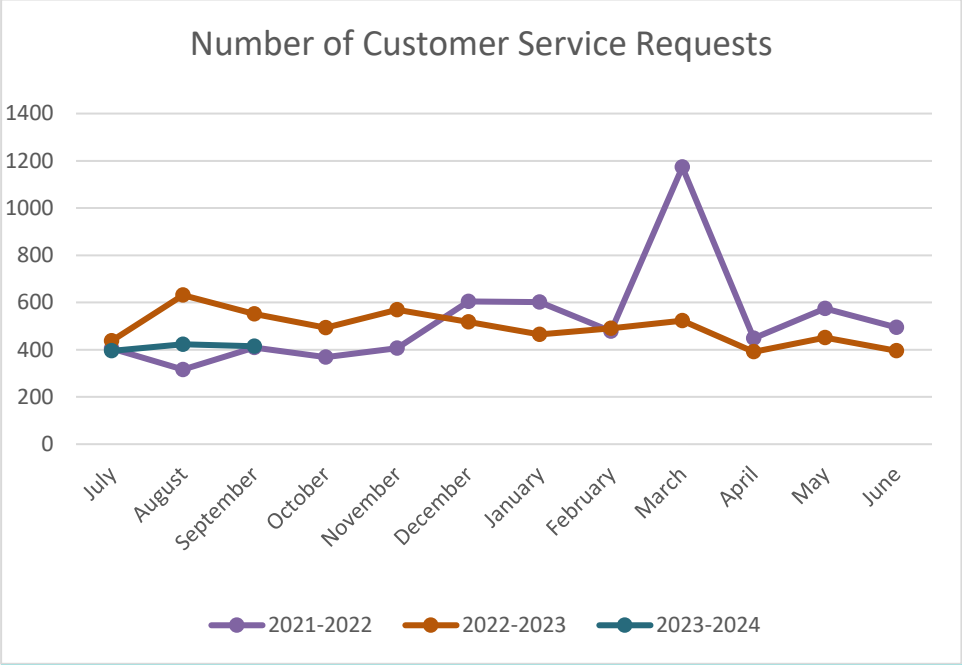

Kerbside Waste - Ipswich Waste to Esk Landfill (Tonnes)
800.00
700.00
600.00
500.00
400.00
300.00
200.00
100.00
-
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
Previous Yr
Current Yr

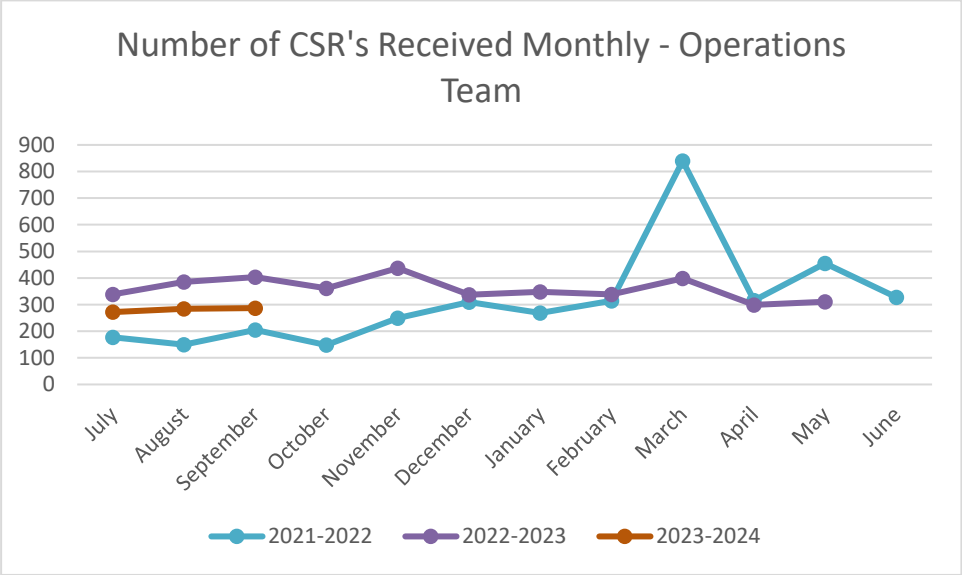




Approved Park/Community Events
No approved park community events for month of September 2023.

Customer Service Requests
Council received 415 customer service requests for the month of September 2023 on Council's corporate customer service system. A copy of the report is attached for your information.





	Jul-23	Aug-23	Sep-23
Cemeteries	1	1	1
Disaster Management	0	0	1
Departmental reviews	0	0	2
Fences on roadways	0	1	0
Illegal dumping clean ups	20	14	11
Overgrown Council land	2	1	2
Parks including mowing, cleaning/maintenance park equipment including public toilets, tables and chairs, shade shelters etc.	3	9	7
Roads - bitumen	25	20	13
Roads - gravel	18	13	8
Roads - drainage	8	5	7
Roads - culverts	3	1	2
Roads - vegetation	19	14	25

Roads - footpaths	3	5	8
Roads - linemarking	1	1	2
Roads - bridgework	0	0	1
Roads - traffic furniture	16	17	15
Rural Property Number	1	4	2
Stormwater issues within private properties	1	0	0
Waste management		0	1
Wheelie bins	0	0	0
Cancellation of extra services	0	19	9
Damaged lids and wheels	11	15	9
Replacement Split Bins	29	24	32
New Services	21	28	24
Extra services	4	6	10
Stolen/Non-Delivery of New Bins	5	16	9
Missed services	8	3	6
Contractor requests/complaints	3	2	4
Facilities	0	0	0
Air conditioning	2	1	0
Carpentry, painting, tiling & flooring	11	12	10
Electrical	5	7	6
Equipment, furniture & fixtures	10	10	8
Grounds maintenance	1	5	4
Pest Control	2	1	1
Plumbing	23	19	29
Roofing and guttering	2	0	0
Security, locks & CCTV	2	2	6
Signage	0	4	6
Vandalism	7	2	2
Cleaning	5	2	4
	272	**284**	**287**

Attachments

Attachment 1 - Customer service report for September 2023

Recommendation

THAT Council receive the Operations Report for September 2023 and the contents noted.

Service Request by Types

Date Created To: >= 1/09/2023, Date Created From: <= 30/09/2023

Categories	Total
\Customer Service Requests\Animal\Dog, Attack on a Person	1
\Customer Service Requests\Animal\Dog, Barking Dogs at Kennels	4
\Customer Service Requests\Animal\Dog, Barking Dogs at Private residences	9
\Customer Service Requests\Animal\Dog, Miscellaneous	3
\Customer Service Requests\Animal\Dog, Wandering at Large	6
\Customer Service Requests\Animal\Livestock, Miscellaneous	1
\Customer Service Requests\Animal\Livestock, Wandering at Large	11
\Customer Service Requests\Animal\Trap, Cat	5
\Customer Service Requests\Animal\Trap, Dog	1
\Customer Service Requests\Declared Plants, Animals\Declared Animals, General Enquiries	14
\Customer Service Requests\Declared Plants, Animals\Declared Plants, Private Property	5
\Customer Service Requests\Declared Plants, Animals\Declared Plants, Road Reserves	2
\Customer Service Requests\Environment Issues\General Environmental Complaints	4
\Customer Service Requests\Environmental Health Issues\Food Premises Complaints	1
\Customer Service Requests\Environmental Health Issues\Miscellaneous Health Issues	1
\Customer Service Requests\Impounding\Request to Impound Dogs, Cats	13
\Customer Service Requests\Impounding\Request to Impound Motor Vehicles	3
\Customer Service Requests\Local Laws\Other Local Law issues	3
\Customer Service Requests\Environment Issues\Dust Nuisance	1
\Customer Service Requests\Environment Issues\Noise Nuisance	2
\Customer Service Requests\Environment Issues\Odour Nuisance	3
\Customer Service Requests\Environment Issues\Smoke Nuisance	3
\Customer Service Requests\Overgrown Allotments\Council Owned Land	2
\Customer Service Requests\Parks\Playground Equipment	3
\Customer Service Requests\Parks\Signs	2
\Customer Service Requests\Rural Property Numbering\New RPN	2
\Customer Service Requests\Waste Management\Transfer Station, Landfill Complaints	1
\Customer Service Requests\Wheelie Bins\Cancellation of Service	9
\Customer Service Requests\Wheelie Bins\Complaints of Wheelie Bin Contractor	1
\Customer Service Requests\Wheelie Bins\Confirmation of Number of Wheelie Bin Services	2
\Customer Service Requests\Wheelie Bins\Damaged Wheelie bin, Broken hinges on lid - split lid - broken handle on lid - replacement lid required	8
\Customer Service Requests\Wheelie Bins\Damaged Wheelie bin, Broken Wheels - missing wheels - rusted axle	1
\Customer Service Requests\Wheelie Bins\Damaged-Replacement Bin - split - broken - broken handle on back of bin - broken clips for axle	32
\Customer Service Requests\Wheelie Bins\Extra Wheelie Bin Service	10
\Customer Service Requests\Wheelie Bins\Missed Wheelie Bin Service	6

Service Request by Types

Date Created To: >= 1/09/2023, Date Created From: <= 30/09/2023

Categories	Total
\Customer Service Requests\Wheelie Bins\New Wheelie Bin Service, Existing Premises by Owner	3
\Customer Service Requests\Wheelie Bins\New Wheelie Bin Service, New Premises by Owner	15
\Customer Service Requests\Wheelie Bins\New Wheelie Bin Service, New Premises by Plumbing Form	6
\Customer Service Requests\Wheelie Bins\Stolen Wheelie Bin - replacement wheelie bin required	9
\Customer Service Requests\Planning Department Issues	1
\Customer Service Requests\Environment Issues\Dust Nuisance - Subdivision Works	1
\Customer Service Requests\Animal\Cat, Miscellaneous	1
\Customer Service Requests\Wheelie Bins\Miscellaneous Requests	1
\Customer Service Requests\Local Laws\Illegal Camping	7
\Customer Service Requests\Disaster Management	1
\Customer Service Requests\Illegal Dumping\Mixed Domestic or Commercial Waste - Illegal Dumping - An amount over 200 Litres in size - larger than a wheelie bin	3
\Customer Service Requests\Illegal Dumping\Tyres	1
\Customer Service Requests\Illegal Dumping\One of items - non-investigative - green waste - mattress - camp chair - couch cushion - fridge etc	7
\Customer Service Requests\Building Department Issues\Building Department Enquiries	3
\Customer Service Requests\Parks\Vandalism\Other	1
\Customer Service Requests\Departmental Review - Level 1\Operations Department\Works Department - Works Manager	1
\Customer Service Requests\Departmental Review - Level 1\Operations Department\Operations Department - Director Operations	1
\Customer Service Requests\Roads - Bridges - Drainage\Bitumen\Brightview Road - 0783	1
\Customer Service Requests\Roads - Bridges - Drainage\Bitumen\Brisbane Valley Highway - RMPC - 0042	1
\Customer Service Requests\Roads - Bridges - Drainage\Bitumen\Coominya Connection Road - RMPC - 0411	1
\Customer Service Requests\Roads - Bridges - Drainage\Bitumen\Forest Hill - Fernvale Road - RMPC - 0412	1
\Customer Service Requests\Roads - Bridges - Drainage\Bitumen\Ipswich Street Esk - 2442	1
\Customer Service Requests\Roads - Bridges - Drainage\Bitumen\Lowood Minden Road - 2766	1
\Customer Service Requests\Roads - Bridges - Drainage\Bitumen\Lukritzs Road - 2780	1
\Customer Service Requests\Roads - Bridges - Drainage\Bitumen\Mary Smokes Creek Road - 2868	1
\Customer Service Requests\Roads - Bridges - Drainage\Bitumen\Silverleaves Road - 3543	1
\Customer Service Requests\Roads - Bridges - Drainage\Bitumen\Wolffs Lane - 3938	1
\Customer Service Requests\Roads - Bridges - Drainage\Gravel\Alice Street - 0518	1
\Customer Service Requests\Roads - Bridges - Drainage\Gravel\Court Avenue South - 0993	1
\Customer Service Requests\Roads - Bridges - Drainage\Gravel\Dead Horse Lane - 1674	1

Categories	Total
\Customer Service Requests\Roads - Bridges - Drainage\Gravel\Glen Esk Road South - 1985	1
\Customer Service Requests\Roads - Bridges - Drainage\Gravel\Goffeys Road West - 2204	1
\Customer Service Requests\Roads - Bridges - Drainage\Gravel\Littles Road - 2736	1
\Customer Service Requests\Roads - Bridges - Drainage\Gravel\Lloyds Road - 2744	2
\Customer Service Requests\Roads - Bridges - Drainage\Roadside Drainage\Annette Street Toogoolawah - 0554	1
\Customer Service Requests\Roads - Bridges - Drainage\Roadside Drainage\Factory Road Toogoolawah - 1847	1
\Customer Service Requests\Roads - Bridges - Drainage\Roadside Drainage\Forest Hill - Fernvale Road - RMPC - 0412	1
\Customer Service Requests\Roads - Bridges - Drainage\Roadside Drainage\George Street Linville - 1969	2
\Customer Service Requests\Roads - Bridges - Drainage\Roadside Drainage\Mack Street - 2798	1
\Customer Service Requests\Roads - Bridges - Drainage\Roadside Drainage\Prenzlau Road - 3281	1
\Customer Service Requests\Roads - Bridges - Drainage\Culvert Maintenance\Kipper Creek Road Dundas - 2606	1
\Customer Service Requests\Roads - Bridges - Drainage\Culvert Maintenance\Stirlings Road - 3646	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Brisbane Valley Highway - RMPC - 0042	2
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Cairnscroft Street - 0853	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Denning Street - 1691	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Elkhorn Street - 1777	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Esk - Kilcoy Road - RMPC - 0405	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Fernvale Road - 1880	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Gunyah Street - 2272	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Honeyeater Place - 2409	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Ipswich Street Esk - 2442	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Kavanagh Road Mount Tarampa - 2528	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Kingfisher Way - 2601	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Krugers Lane Toogoolawah - 2655	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Lindemans Road - 2717	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Lukritzs Road - 2780	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Main Street Lowood - 2807	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Middle Street - 2925	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Poole Road Fernvale - 3257	1

Service Request by Types **Date Created To: >= 1/09/2023, Date Created From: <= 30/09/2023**

Categories	Total
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Ridgewood Street - 3368	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Rose Street Kilcoy - 3403	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Simpson Street - 3549	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Villeneuve Road - 3797	1
\Customer Service Requests\Roads - Bridges - Drainage\Traffic Furniture	1
\Customer Service Requests\Roads - Bridges - Drainage\Traffic Furniture\Brisbane Valley Rail Trail BVRT Fernvale Lowood - 0786	2
\Customer Service Requests\Roads - Bridges - Drainage\Traffic Furniture\Cameron Road - 0864	1
\Customer Service Requests\Roads - Bridges - Drainage\Traffic Furniture\DAguilar Highway - Woodford - Kilcoy - RMPC - 0401	1
\Customer Service Requests\Roads - Bridges - Drainage\Traffic Furniture\Hine Road - 2393	1
\Customer Service Requests\Roads - Bridges - Drainage\Traffic Furniture\Hope Street - 2415	1
\Customer Service Requests\Roads - Bridges - Drainage\Traffic Furniture\Ipswich Street Esk - 2442	1
\Customer Service Requests\Roads - Bridges - Drainage\Traffic Furniture\Marburg Road - 2844	1
\Customer Service Requests\Roads - Bridges - Drainage\Traffic Furniture\Mount Kilcoy Road - 2982	1
\Customer Service Requests\Roads - Bridges - Drainage\Traffic Furniture\Nottingham Drive - 3084	1
\Customer Service Requests\Roads - Bridges - Drainage\Traffic Furniture\Saleyard Road - 3441	1
\Customer Service Requests\Roads - Bridges - Drainage\Traffic Furniture\Turtle Creek Road - 3770	1
\Customer Service Requests\Roads - Bridges - Drainage\Traffic Furniture\Watsons Road - 3846	1
\Customer Service Requests\Roads - Bridges - Drainage\Bridgework\Hine Road Ch 0.52 Hine Road Bridge No 1 - 2393	1
\Customer Service Requests\Roads - Bridges - Drainage\Footpaths\Brisbane Valley Rail Trail BVRT Fernvale Lowood - 0786	2
\Customer Service Requests\Roads - Bridges - Drainage\Footpaths\Clarendon Road - 0920	1
\Customer Service Requests\Roads - Bridges - Drainage\Footpaths\DAguilar Highway - Kilcoy - Blackbutt Range - RMPC - 0043	1
\Customer Service Requests\Roads - Bridges - Drainage\Footpaths\Highland Street - 2369	1
\Customer Service Requests\Roads - Bridges - Drainage\Footpaths\Honeyeater Place - 2409	1
\Customer Service Requests\Roads - Bridges - Drainage\Footpaths\Main Street Lowood - 2807	1
\Customer Service Requests\Roads - Bridges - Drainage\Footpaths\Shadywood Drive - 3510	1
\Customer Service Requests\Roads - Bridges - Drainage\Linemarking\Dingyarra Street - 1699	1
\Customer Service Requests\Roads - Bridges - Drainage\Bitumen\Mount Beppo Road - 2969	2
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Un-named Road 2510 - Esk - 22510	1
\Customer Service Requests\Roads - Bridges - Drainage\Vegetation\Gatton Esk Road - 4144	1

Service Request by Types

Date Created To: >= 1/09/2023, Date Created From: <= 30/09/2023

Categories	Total
\Customer Service Requests\Roads - Bridges - Drainage\Bitumen\Sandy Creek Road Sandy Creek - 3452	1
\Customer Service Requests\Roads - Bridges - Drainage\Linemarking\DAguilar Highway - Kilcoy - Blackbutt Range - RMPC - 0043	1
\Customer Service Requests\Facilities Maintenance\Carpentry, painting, tiling, flooring	1
\Customer Service Requests\Facilities Maintenance\Carpentry, painting, tiling, flooring\Esk Administration Office	2
\Customer Service Requests\Facilities Maintenance\Carpentry, painting, tiling, flooring\Esk Somerset Civic Centre	1
\Customer Service Requests\Facilities Maintenance\Carpentry, painting, tiling, flooring\Fernvale sports park amenities	1
\Customer Service Requests\Facilities Maintenance\Carpentry, painting, tiling, flooring\Kilcoy Anzac Park - public toilet	2
\Customer Service Requests\Facilities Maintenance\Carpentry, painting, tiling, flooring\Kilcoy Yowie Park - public toilet	2
\Customer Service Requests\Facilities Maintenance\Carpentry, painting, tiling, flooring\Toogoolawah Condensery	1
\Customer Service Requests\Facilities Maintenance\Cleaning\Esk Administration Office	1
\Customer Service Requests\Facilities Maintenance\Cleaning\Esk Pipeliner Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Cleaning\Esk skate park	1
\Customer Service Requests\Facilities Maintenance\Cleaning\Toogoolawah works depot	1
\Customer Service Requests\Facilities Maintenance\Electrical\Esk works depot	1
\Customer Service Requests\Facilities Maintenance\Electrical\Kilcoy library	1
\Customer Service Requests\Facilities Maintenance\Electrical\Kilcoy racecourse showgrounds	1
\Customer Service Requests\Facilities Maintenance\Electrical\Linville Ditchman Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Electrical\Lowood library	1
\Customer Service Requests\Facilities Maintenance\Electrical\Toogoolawah Condensery	1
\Customer Service Requests\Facilities Maintenance\Equipment, furniture and fixtures\Esk Administration Office	1
\Customer Service Requests\Facilities Maintenance\Equipment, furniture and fixtures\Esk works depot	2
\Customer Service Requests\Facilities Maintenance\Equipment, furniture and fixtures\Fernvale Memorial Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Equipment, furniture and fixtures\Lowood Clock Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Equipment, furniture and fixtures\Somerset Dam tennis courts	1
\Customer Service Requests\Facilities Maintenance\Equipment, furniture and fixtures\Toogoolawah cemetery buildings	1
\Customer Service Requests\Facilities Maintenance\Equipment, furniture and fixtures\Toogoolawah Condensery	1
\Customer Service Requests\Facilities Maintenance\Grounds maintenance\Fernvale Memorial Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Grounds maintenance\Kilcoy Yowie Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Grounds maintenance\Toogoolawah works depot	1

Service Request by Types **Date Created To: >= 1/09/2023, Date Created From: <= 30/09/2023**

Categories	Total
\Customer Service Requests\Facilities Maintenance\Pest control\Esk refuse and recycling facility buildings	1
\Customer Service Requests\Facilities Maintenance\Plumbing	1
\Customer Service Requests\Facilities Maintenance\Plumbing\Esk Lions Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Plumbing\Esk Pipeliner Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Plumbing\Esk racecourse showgrounds	1
\Customer Service Requests\Facilities Maintenance\Plumbing\Esk Somerset Civic Centre	2
\Customer Service Requests\Facilities Maintenance\Plumbing\Esk works depot	1
\Customer Service Requests\Facilities Maintenance\Plumbing\Fernvale Futures Complex	2
\Customer Service Requests\Facilities Maintenance\Plumbing\Fernvale Memorial Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Plumbing\Fernvale skate park	3
\Customer Service Requests\Facilities Maintenance\Plumbing\Fernvale Stumer Park - public toilet	2
\Customer Service Requests\Facilities Maintenance\Plumbing\Kilcoy racecourse showgrounds	3
\Customer Service Requests\Facilities Maintenance\Plumbing\Kilcoy Yowie Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Plumbing\Lowood Clock Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Plumbing\Lowood Recreation Complex	1
\Customer Service Requests\Facilities Maintenance\Plumbing\Lowood SES	2
\Customer Service Requests\Facilities Maintenance\Plumbing\Moore Stanley Gates Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Plumbing\Toogoolawah CBD - public toilet	1
\Customer Service Requests\Facilities Maintenance\Plumbing\Toogoolawah Lions Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Plumbing\Toogoolawah McConnel Park - public toilet	2
\Customer Service Requests\Facilities Maintenance\Plumbing\Toogoolawah works depot	1
\Customer Service Requests\Facilities Maintenance\Security, locks and CCTV\Esk Visitor Information Centre	1
\Customer Service Requests\Facilities Maintenance\Security, locks and CCTV\Fernvale Futures Complex	1
\Customer Service Requests\Facilities Maintenance\Security, locks and CCTV\Kilcoy Information Centre	1
\Customer Service Requests\Facilities Maintenance\Security, locks and CCTV\Kilcoy racecourse showgrounds	1
\Customer Service Requests\Facilities Maintenance\Security, locks and CCTV\Kilcoy works depot	1
\Customer Service Requests\Facilities Maintenance\Security, locks and CCTV\Moore Stanley Gates Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Signage\Esk Administration Office	1
\Customer Service Requests\Facilities Maintenance\Signage\Esk works depot	1
\Customer Service Requests\Facilities Maintenance\Signage\Kilcoy library	1

Service Request by Types

Date Created To: >= 1/09/2023, Date Created From: <= 30/09/2023

Categories	Total
\Customer Service Requests\Facilities Maintenance\Signage\Kilcoy works depot	1
\Customer Service Requests\Facilities Maintenance\Signage\Lowood library	1
\Customer Service Requests\Facilities Maintenance\Signage\Lowood works depot	1
\Customer Service Requests\Facilities Maintenance\Vandalism\Kilcoy Anzac Park - public toilet	1
\Customer Service Requests\Facilities Maintenance\Grounds maintenance\Lowood - Old Telstra Depot	1
\Customer Service Requests\Cemeteries	1
\Customer Service Requests\Animal\Livestock, Wandering at Large - After Hour Callouts	3
\Customer Service Requests\Parks\Twin Bridges - maintenance requests	1
\Customer Service Requests\Parks\Maintenance requests for parks except for Savages Crossing and Twin Bridges	1
\Customer Service Requests\Animal\Animals, Miscellaneous\Animals, Micellaneous - 1 July 2021 to	1
\Customer Service Requests\Roads - Bridges - Drainage\Traffic Furniture\Pine Tree Drive - 3247	1
\Customer Service Requests\Overgrown Allotments\2023 - Privately Owned Land Overgrown	15
Total Service Requests:	415

HR AND CUSTOMER SERVICE
SOMERSET REGIONAL COUNCIL – Officers Report

To:	Andrew Johnson, Chief Executive Officer
From:	Tiara Hurley, Executive Assistant Support
Director:	Kerri-Lee Jones, Director Human Resources and Customer Service
Date:	3 October 2023
Subject:	Community Assistance Grants – Summary of Excellence Bursary Applications Awarded for September 2023
File Ref:	Community Relations – Sponsorships – Somerset Excellence Bursaries
Action Officer:	CEO / DHRCS

Background/Summary

Somerset excellence bursaries are not community grants as defined by the Local Government Regulation notwithstanding that they are to be funded from the same budget allocation as community assistance grants. As per policy, Excellence Bursaries are considered and approved at Officer level as delegated and reported to Council's Ordinary meeting monthly.

Somerset Excellence Bursary applications are considered as part of the Community Assistance Grant Policy which Council provides:

- Regional Level selection $250
- State Level selection $500
- National Level selection $750
- Selection for an event hosted internationally $1,000
- Team application (Regional, State or National) Up to $2,000 per team/group of 4 or more individuals.

Council received four (4) excellence bursary applications for September 2023. Somerset Excellence Bursary applications awarded for the month of September 2023 as detailed below:

Applicant	Bursary Recipient	Doc Id	Field	Level	Event
Louise Carney	***Talija Sajkar***	1539205	Football	State	Talija was selected to complete as part of the QSCA Under 17 Girls Team at the Christian Football Federation National Tournament being held at the Sunshine Coast from 29 September to 2 October 2023.
Louise Carney	***Alicija Sajkar***	1539208	Football	State	Alicija was selected to complete as part of the QSCA Under 17 Girls Team at the Christian Football Federation National Tournament being held at the Sunshine Coast from 29 September to 2 October 2023.
Ella Green	***Noah Green***	1541904	Long jump and triple jump	State	Noah has been selected to attend the long jump

					and triple jump state championships being held at the QLD Sport and Athletics Centre, Nathan QLD from 12-15 October 2023.
Melissa Snell	***Henry Snell***	1545901	Soccer	State	Henry has been selected to represent Queensland in the Under 14 team at the Christian Football Federation Australia National Titles being held at Park Lakes Sports Complex in Bli Bli from 29 September – 2 October 2023.

Attachments

Nil.

Recommendation

THAT Council receives the Summary of Awarded Somerset Excellence Bursaries for the month of September 2023 and the contents be noted.