Minutes of the Ordinary Meeting Of the Mount Isa City Council Wednesday, 11 November 2020 Unconfirmed Minutes

Location: Council Chambers, 23 West Street, Mount Isa

Commenced: 12:00 pm

Attendees:

Mayor	Her Worship Mayor Cr Danielle Slade (Chair)	
Councillors	Deputy Mayor Cr Phil Barwick Cr George Fortune Cr Kim Coghlan Cr Mick Tully Cr Paul Stretton Cr Peta MacRae	
Executive	Mr D Keenan	- Interim Chief Executive Officer
	Mr P Fendley	- Director Executive Manager
	Mr C Johnstone	- Acting Director Engineering Services
	Mr P Mason	- Acting Director Financial and Corporate Services
Staff	Ms L Jameson	- Media Officer
	Mrs M Perry	- Executive Assistant Engineering Services
Minutes Clerk	Mrs C Baxter	- Senior Executive Assistant Executive Services
Apologies	Mr J Hart	- Director Compliance and Utilities Services

Item 1 - Mayor's Welcome / Attendance and Apologies / Acknowledgement of Country

Her Worship Mayor Cr Danielle Slade opened the meeting and welcomed all those present. Mayor Cr Slade provided the meeting with an acknowledgement of country. Mayor Cr Slade advised this Ordinary Meeting is being recorded in accordance with Council's 'Recording of Council Meeting' Policy.

Procedural Motion to Accept Late 1 into Closed Business

Moved Mayor Cr Slade
Seconded Cr MacRae

THAT Council accepts Late 1 – Queensland Treasury Corporation Business Improvement Plan into the closed business

VOTE CARRIED **OM01/11/20**

Item 2 - Council of Clergy Opening Prayer

The Council of Clergy Representative Pat Tuialii from Seventh Day Adventist Church opened the meeting with a prayer.

Item 3 - Public Forum

Nil

Item 4 - Conflict of Interest / Material Personal Interest

Councillors are invited to declare any interests in relation to the Agenda, including any late items presented. Councillor interests are noted against the relevant items by the Minutes Clerk for action during the meeting.

Nil

Item 5 - Presentations

5.1 Women's International League for Peace and Freedom, QLD; ICAN Australia (Nobel Peace Prize 2017); Rotary Peace Centre, University of Queensland
Folder ID 6435

Details of Deputation

Presentation regarding current dangers posed by nuclear weapons and introduce the Cities Appeal to Council.

Item 6 - Previous Council Meeting Minutes

6.1 - 14 October 2020 Ordinary Meeting Minutes
Folder ID 6435
Chair Mayor, Cr Danielle Slade

Executive Summary

Minutes of the Ordinary Meeting held 14 October 2020 presented to Council to be confirmed.

Officer's Recommendation

THAT the Minutes of the Ordinary Meeting held on 14 October 2020, as received, be confirmed.

Moved	Deputy Mayor Cr Barwick
Seconded	Cr MacRae

THAT the Minutes of the Ordinary Meeting held on 14 October 2020, as received, be confirmed.

VOTE CARRIED **OM02/11/20**

Item 7 - Business Development and Town Planning – *Cr George Fortune*

7.1 - Development Application for a Material Change of Use for Gallipoli Park Recreational Facility
File 126127
Provided by Planning Officer, Development and Land Use

Executive Summary

Council has received an internal development application for the redevelopment of Council's Gallipoli Park, reserve land under Council's trusteeship.

Officer's Recommendation

THAT Council APPROVE the Development Application for a Material Change of Use for the Redevelopment of Gallipoli Park Recreational Facility on part of Lot 11 on plan M758229 subject to the following conditions:

NUMBER	CONDITION	TIMING
PLANNING		
General		
1.	The development shall be carried out generally in accordance with the approved documents, plans and drawings attached to this approval except where conditions of this approval dictate otherwise *For clarity, any change to the development that is not generally in accordance with the approved plans and drawings must be approved by Council pursuant to a 'change application" under Chapter 3, Part 5, Division 2, Subdivision 2 of the Planning Act 2016*	*At all times*
2.	The owner/developer shall bear the cost of all alterations necessary to public utility mains, services or installations necessitated by this approval and such works shall be to Council specifications and satisfaction	*At all times*
3.	Upon completion, Detailed Plans are required to be provided and approved by Council.	*Prior to works commencing*
Amenity		
4.	All lighting is to be designed in a way so as not to cause a nuisance to the surrounding residential properties.	*As specified*
5.	No mature trees are to be removed as part of the development without prior approval from Environmental Services.	*As specified*
Landscaping		
6.	Landscaping is to be installed as per plan – *Gallipoli Park – Concept Layout- 27/10/2020 – Draw No: 2506-D1-0003 Rev 1*	*As specified*
7.	Buffer landscaping is to be designed in accordance with Crime Prevention through Environmental Design (CPTED) Guidelines for Queensland	*At all times*
8.	An automatic water irrigation system for all landscaping shall be installed to promote sustainability and shall be maintained by the owner for the life of the development	*At all times*
9.	The owner shall provide ongoing maintenance of the landscaping to ensure it is neat and tidy and not overgrown and/or unsightly for the life of the development	*At all times*
10.	Landscaping shall be in accordance with the Landscaping	*As specified*

	Code of the City of Mount Isa Planning Scheme 2020	
Environmental		
11.	The 'general environmental duty' must be achieved to mitigate any environmental harm and/or nuisance described under the *Environmental Protection Act 1994*. (a) there is no discharge to land or water of contaminants that may harm the environment or create a nuisance from the operation of the activity (b) there is no discharge to air of contaminants that may harm the environment or create a nuisance from the operation of the activity (c) noise nuisance is prevented or minimised at noise sensitive places (d) waste production and disposal must be minimised and waste must be managed so it does not harm the environment or create a nuisance from the operation of the activity.	*At all times*
12.	Construction/demolition waste – All waste generated because of the proposed development must be effectively controlled and contained entirely within the boundaries of the site before disposal. All waste is to be disposed of in accordance with the *Environmental Protection (Waste Management) regulation 2000*	*During Construction*
13.	Prevent/minimise the emission of noise that causes, or is likely to cause, environmental nuisance at any nuisance sensitive or commercial place All work must be undertaken within the prescribed timeframe as mentioned in *Environmental Protection Act 1994*, i.e. on a business day or Saturday, between 6.30am and 6.30pm	*During Construction*
14.	The release of dust and/or particulate matter resulting from the activity must not cause environmental harm or cause environmental nuisance at any nuisance sensitive or commercial place	*At all times*
15.	Any recommendations set out in the Council commissioned Noise Study report are required to be implemented. Where changes to the approved drawings are proposed, Council will require the applicant to lodge amended plans	*As specified*
16.	Under the *Nature Conservation Act* 1992, flying-foxes must not be disturbed or driven away from a roost tree. If flying-foxes are observed roosting in trees in the vicinity of the development, construction must be stopped to prevent disturbance.	*During construction*
COMPLIANCE WITH CONDITIONS		
17.	The applicant is to contact Council to arrange a compliance inspection of the development to assess compliance with the Assessment Manager's Conditions of Approval and the	*Prior to commencement of use*

	approved plans	

Moved Cr Fortune
Seconded Cr MacRae

THAT Council APPROVE the Development Application for a Material Change of Use for the Redevelopment of Gallipoli Park Recreational Facility on part of Lot 11 on plan M758229 subject to the following conditions:

NUMBER	CONDITION	TIMING
PLANNING		
General		
1.	The development shall be carried out generally in accordance with the approved documents, plans and drawings attached to this approval except where conditions of this approval dictate otherwise *For clarity, any change to the development that is not generally in accordance with the approved plans and drawings must be approved by Council pursuant to a 'change application" under Chapter 3, Part 5, Division 2, Subdivision 2 of the Planning Act 2016*	*At all times*
2.	The owner/developer shall bear the cost of all alterations necessary to public utility mains, services or installations necessitated by this approval and such works shall be to Council specifications and satisfaction	*At all times*
3.	Upon completion, Detailed Plans are required to be provided and approved by Council.	*Prior to works commencing*
Amenity		
4.	All lighting is to be designed in a way so as not to cause a nuisance to the surrounding residential properties.	*As specified*
5.	No mature trees are to be removed as part of the development without prior approval from Environmental Services.	*As specified*
Landscaping		
6.	Landscaping is to be installed as per plan – *Gallipoli Park – Concept Layout- 27/10/2020 – Draw No: 2506-D1-0003 Rev 1*	*As specified*
7.	Buffer landscaping is to be designed in accordance with Crime Prevention through Environmental Design (CPTED) Guidelines for Queensland	*At all times*
8.	An automatic water irrigation system for all landscaping shall be installed to promote sustainability and shall be maintained by the owner for the life of the development	*At all times*
9.	The owner shall provide ongoing maintenance of the landscaping to ensure it is neat and tidy and not overgrown and/or unsightly for the life of the development	*At all times*
10.	Landscaping shall be in accordance with the Landscaping	*As specified*

	Code of the City of Mount Isa Planning Scheme 2020	
Environmental		
11.	The 'general environmental duty' must be achieved to mitigate any environmental harm and/or nuisance described under the *Environmental Protection Act 1994*. (e) there is no discharge to land or water of contaminants that may harm the environment or create a nuisance from the operation of the activity (f) there is no discharge to air of contaminants that may harm the environment or create a nuisance from the operation of the activity (g) noise nuisance is prevented or minimised at noise sensitive places (h) waste production and disposal must be minimised and waste must be managed so it does not harm the environment or create a nuisance from the operation of the activity.	*At all times*
12.	Construction/demolition waste – All waste generated because of the proposed development must be effectively controlled and contained entirely within the boundaries of the site before disposal. All waste is to be disposed of in accordance with the *Environmental Protection (Waste Management) regulation 2000*	*During Construction*
13.	Prevent/minimise the emission of noise that causes, or is likely to cause, environmental nuisance at any nuisance sensitive or commercial place All work must be undertaken within the prescribed timeframe as mentioned in *Environmental Protection Act 1994*, i.e. on a business day or Saturday, between 6.30am and 6.30pm	*During Construction*
14.	The release of dust and/or particulate matter resulting from the activity must not cause environmental harm or cause environmental nuisance at any nuisance sensitive or commercial place	*At all times*
15.	Any recommendations set out in the Council commissioned Noise Study report are required to be implemented. Where changes to the approved drawings are proposed, Council will require the applicant to lodge amended plans	*As specified*
16.	Under the *Nature Conservation Act* 1992, flying-foxes must not be disturbed or driven away from a roost tree. If flying-foxes are observed roosting in trees in the vicinity of the development, construction must be stopped to prevent disturbance.	*During construction*
COMPLIANCE WITH CONDITIONS		
17.	The applicant is to contact Council to arrange a compliance inspection of the development to assess compliance with the Assessment Manager's Conditions of Approval and the	*Prior to commencement of use*

	approved plans	

VOTE CARRIED **OM03/11/20**

Item 8 - Works and Construction – *Cr Mick Tully*

8.1 - Engineering Services, Monthly Report – October 2020
Folder ID 4650
Provided by A/Director, Engineering Services

Executive Summary
October 2020 Engineering Services Monthly Report presented to Council for information and consideration.

Officer Recommendation
THAT Council receives and accepts the October 2020 Engineering Services Monthly Report.

Moved Cr Tully
Seconded Cr Fortune

THAT Council receives and accepts the October 2020 Engineering Services Monthly Report.

VOTE CARRIED **OM04/11/20**

Item 9 - Beautification, Parks and Gardens – *Cr Kim Coghlan*

9.1 - Parks and Gardens Monthly Report – October 2020
Folder ID 5512
Provided by A/Director, Engineering Services

Executive Summary
October 2020 Parks and Gardens Monthly Report presented to Council for information and consideration.

Officer's Recommendation
THAT Council receives and accepts the October 2020 Parks and Gardens Monthly Report.

Moved Cr Coghlan
Seconded Deputy Mayor Cr Barwick

THAT Council receives and accepts the October 2020 Parks and Gardens Monthly Report.

VOTE CARRIED **OM05/11/20**

Item 10 - Tourism, Events, Sport and Recreation, Library – *Cr Peta MacRae*

10.1 - Library Monthly Report – October 2020
Folder ID 4650
Provided by Coordinator, Library Services

Executive Summary
October 2020 Library Monthly Report presented to Council for information and consideration.

Officer's Recommendation
THAT Council receives and accepts the October 2020 Library Monthly Report.

Moved Cr MacRae
Seconded Cr Stretton

THAT Council receives and accepts the October 2020 Library Monthly Report.

VOTE CARRIED **OM06/11/20**

10.2 – Tourism and Events Monthly Report – September/October 2020
Folder ID 4650
Provided by Director, Executive Services

Executive Summary
September/October 2020 Tourism and Events Monthly Report presented to Council for information and consideration.

Officer's Recommendation
THAT Council receives and accepts the September/October 2020 Tourism and Events Monthly Report.

Moved Cr MacRae
Seconded Cr Fortune

THAT Council receives and accepts the September/October 2020 Tourism and Events Monthly Report.

VOTE CARRIED **OM07/11/20**

10.3 – Australia Day Awards & Citizenship Ceremony
Folder ID 119205
Provided by Director, Executive Services

Executive Summary
Mount Isa City Council proposes to host an Australia Day Awards and Citizenship Ceremony on Australia Day (26 January). There are two essential parts to an Australia Day Ceremony, and they are the Australia Day Awards and Citizenship Ceremony. In addition, there is a third component; which involves the Council offering free ticketed entry to Splashez pool for a maximum of approximately 400 persons.

Officer's Recommendation
THAT Council promote the Australia Day Awards for 2021 and receive nominations and select winners of the awards; and

THAT Council host an Australia Day Ceremony for Awards Nominees and Citizenship Conferees on Australia Day at the Buchanan Park Entertainment Centre; and

THAT Council offer free ticketed entry to Splashez for the community on 26 January.

OR

THAT Council promote the Australia Day Awards for 2021 and receive nominations and select winners of the awards; and

THAT Council host an Australia Day Ceremony for Awards Nominees and Citizenship Conferees on Australia Day at the Buchanan Park Entertainment Centre.

Moved Cr MacRae
Seconded Deputy Mayor Cr Barwick

THAT Council promote the Australia Day Awards for 2021 and receive nominations and select winners of the awards; and

THAT Council host an Australia Day Ceremony for Awards Nominees and Citizenship Conferees on Australia Day at the Buchanan Park Entertainment Centre; and

THAT Council offer free ticketed entry to Splashez for the community on 26 January.

VOTE CARRIED **OM08/11/20**

Item 11 - Environmental Management – *Cr Paul Stretton*

Nil reports for consideration.

Item 12 - Corporate and Financial Services, Economic Development, Promotions and Development - *Deputy Mayor, Cr Phil Barwick*

Nil reports for consideration.

Item 13 – Executive Services – *Interim Chief Executive Officer, David Keenan*

13.1 – Standing Orders Policy V4

Folder ID 6641
Provided by Chief Executive Officer

Executive Summary

The *Local Government Act 2009* and *the Local Government Regulation 2012* provide core requirements for the conduct of ordinary meetings and committees of the local government. This policy applies to Councillors and employees during ordinary meetings and committees of Mount Isa City Council

Officer's Recommendation

THAT Council adopt the updated Standing Orders Policy V4.

Or

THAT Council does not adopt the updated Standing Orders Policy V4.

Moved Cr Coghlan
Seconded Cr Tully

THAT Council adopt the updated Standing Orders Policy V4.

VOTE CARRIED **OM09/11/20**

13.2 – Model Meeting Procedures V2

Folder ID 6641
Provided by Chief Executive Officer

Executive Summary

The *Local Government Act 2009* and *the Local Government Regulation 2012* provide core requirements for the conduct of ordinary meetings and committees of the local government. This procedure applies to

Councillors and employees during ordinary meetings and committees of Mount Isa City Council

Officer's Recommendation

THAT Council adopt the updated Model Meeting Procedures V2.

Or

THAT Council does not adopt the updated Model Meeting Procedures V2.

Moved Deputy Mayor Cr Barwick
Seconded Cr MacRae

THAT Council adopt the updated Model Meeting Procedures V2.

VOTE CARRIED **OM10/11/20**

13.3– Proposed Ordinary Meeting Dates – January to June 2021
Folder ID 6431
Provided by Chief Executive Officer

Executive Summary

Approval is sought for the proposed Council Ordinary Meeting dates from January to June 2021, with respect to public holiday date conflicts.

Officer's Recommendation

THAT Council approve the proposed ordinary meeting dates for January to June 2021:

Wednesday, 27 January 2021	commencing 12 noon at Council Chambers
Wednesday, 10 February 2021	commencing 12 noon at Council Chambers
Wednesday, 24 February 2021	commencing 12 noon at Council Chambers
Wednesday, 10 March 2021	commencing 12 noon at Council Chambers
Wednesday, 24 March 2021	commencing 12 noon at Council Chambers
Wednesday, 21 April 2021	commencing 12 noon at Council Chambers
Wednesday, 13 May 2021	commencing 12 noon at Council Chambers
Wednesday, 27 May 2021	commencing 12 noon at Council Chambers
Wednesday, 9 June 2021	commencing 12 noon at Council Chambers
Wednesday, 23 June 2021	commencing 12 noon at Council Chambers

Or

THAT Council does not approve the proposed ordinary meeting dates for January to June 2021.

Moved Deputy Mayor Cr Barwick
Seconded Cr Tully

THAT Council approve the proposed ordinary meeting dates for January to June 2021:

Wednesday, 27 January 2021	commencing 12 noon at Council Chambers
Wednesday, 10 February 2021	commencing 12 noon at Council Chambers
Wednesday, 24 February 2021	commencing 12 noon at Council Chambers
Wednesday, 10 March 2021	commencing 12 noon at Council Chambers
Wednesday, 24 March 2021	commencing 12 noon at Council Chambers
Wednesday, 21 April 2021	commencing 12 noon at Council Chambers
Wednesday, 13 May 2021	commencing 12 noon at Council Chambers
Wednesday, 27 May 2021	commencing 12 noon at Council Chambers
Wednesday, 9 June 2021	commencing 12 noon at Council Chambers
Wednesday, 23 June 2021	commencing 12 noon at Council Chambers

VOTE CARRIED **OM11/11/20**

13.4 – Future of Australia's Aviation Sector Issues Paper

Folder ID 119037
Provided by Chief Executive Officer

Executive Summary

The Department of Infrastructure, Transport, Regional Development and Communications is seeking input to inform a Five-Year Plan, to strengthen and grow the Australian aviation sector beyond COVID-19.

Officer's Recommendation

THAT Council endorse the submission to the Future of Australia's Aviation Sector Issues Paper.

Moved Deputy Mayor Cr Barwick
Seconded Cr MacRae

THAT Council endorse the submission to the Future of Australia's Aviation Sector Issues Paper.

VOTE CARRIED **OM12/11/20**

Item 14 General Business

Nil

Council Adjourned 12:58 pm
Council Reconvened 1:10 pm

Close of Meeting

Moved Mayor Cr Slade
Seconded Deputy Mayor Cr Barwick

THAT pursuant to Section 254J of the *Local Government Regulation 2012*, Council resolved that the meeting be closed to the public at 1:10pm for discussion of the following matters:

(b) "industrial matters affecting employees".

(c) "the local government's budget".

VOTE CARRIED **OM13/11/20**

Cr Coghlan left Chambers at 1:23pm and returned at 1:24pm.

Senior Executive Assistant Carrie Baxter, Executive Assistant Merlita Perry and Media Officer Lyndsay Jameson left Chambers at 1:15pm and returned at 1:22pm.

Opening of Meeting

Moved Mayor Cr Slade
Seconded Cr Fortune

THAT pursuant to *Section 275 of the Local Government Regulation 2012*, Council re-open the meeting to the public at 1:26pm.

VOTE CARRIED **OM14/11/20**

Item 15 Confidential Reports

LATE 1 – Queensland Treasury Corporation Business Improvement Plan
Folder ID 4654
Provided by Chief Executive Officer

Executive Summary
Council's endorsement is sought regarding Queensland Treasury Corporation (QTC) Business Improvement Plan (BIP).

Officer's Recommendation
THAT Council note the Business Improvement Program (BIP) presentation provided by Queensland Treasury Corporation (QTC) including the improvement initiatives identified with management;

and

THAT Council endorse partnering with Queensland Treasury Corporation (QTC) to implement the improvement program.

Or

THAT Council does not endorse partnering with Queensland Treasury Corporation (QTC) to implement the improvement program.

Moved Deputy Mayor Cr Barwick
Seconded Cr Fortune

THAT Council note the Business Improvement Program (BIP) presentation provided by Queensland Treasury Corporation (QTC) including the improvement initiatives identified with management;

and

THAT Council endorse partnering with Queensland Treasury Corporation (QTC) to implement the improvement program.

VOTE CARRIED **OM15/11/20**

15.1 – Updated Mount Isa Organisational Structure
Folder ID 4654
Provided by Chief Executive Officer

Executive Summary
Council approval is sought for the updated Mount Isa City Council Organisational Structure

Officer's Recommendation
THAT Council endorse the Updated Mount Isa City Council Organisational Structure as presented.

Or

THAT Council does not endorse the Updated Mount Isa City Council Organisational Structure as presented.

Moved	Deputy Mayor Cr Barwick
Seconded	Cr Tully

THAT Council endorse the Updated Mount Isa City Council Organisational Structure as presented.

VOTE CARRIED **OM16/11/20**

15.2 – Audit and Risk Management Committee Meeting Minutes – August 2020
Folder ID 4960
Provided by Acting Director Corporate and Financial Services

Executive Summary
Mount Isa City Council appointed an Audit and Risk Management and Committee whose primary objective is to assist Council in fulfilling its corporate governance role and oversight responsibilities relating to accounting and reporting practices imposed under the Local Government Act 2009, and other relevant legislation. The Committee approved the 20 August 2020 Audit and Risk Management Committee Meeting Minutes on 26 October 2020.

Officer's Recommendation
THAT Council receives and accepts the 20 August 2020 Audit and Risk Management Committee Meeting Minutes.

Moved	Deputy Mayor Cr Barwick
Seconded	Cr Fortune

THAT Council receives and accepts the 20 August 2020 Audit and Risk Management Committee Meeting Minutes.

VOTE CARRIED **OM17/11/20**

There being no further business the meeting closed at 1:29pm

Signed by the Chair of the Ordinary Meeting
held on Wednesday, 25 November 2020.

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Her Worship Mayor Cr Danielle Slade
Mayor of Mount Isa

Minutes of the Ordinary Meeting Of the Mount Isa City Council Wednesday, 14 October 2020 Unconfirmed Minutes

Location: Council Chambers, 23 West Street, Mount Isa

Commenced: 12:00 pm

Attendees:

Mayor	Her Worship Mayor Cr Danielle Slade (Chair)	
Councillors	Deputy Mayor Cr Phil Barwick Cr George Fortune Cr Kim Coghlan Cr Mick Tully Cr Paul Stretton Cr Peta MacRae	
Executive	Mr D Keenan	- Interim Chief Executive Officer
	Mr P Fendley	- Director Executive Service
	Mr C Johnstone	- A/Director Engineering Services
	Ms K MacClure	- Director Corporate Financial Services
Staff	Ms L Jameson	- Media Officer
	Ms J Sully	- Coordinator Promotions and Development
Minutes Clerk	Mrs C Baxter	- Senior Executive Assistant Executive Services
Apologies	Mr J Hart	- Director Compliance and Utilities Services

Item 1 - Mayor's Welcome / Attendance and Apologies / Acknowledgement of Country

Her Worship Mayor Cr Danielle Slade opened the meeting and welcomed all those present. Mayor Cr Slade provided the meeting with an acknowledgement of country.

Item 2 - Council of Clergy Opening Prayer

The Council of Clergy Representative Tim Grant of the Baptist Church opened the meeting with a prayer.

Item 3 - Public Forum

Member of the Public – Mrs Jean Ferris

Mrs Ferris enquired about the 'old Harvey Norman' site.

Mayor Cr Slade advised that community consultation has taken place and is being reviewed.

Interim Chief Executive Officer, David Keenan advised the site is secured in preparation for any development.

Item 4 – Declarable / Prescribed Conflicts of Interest

Councillors are invited to declare any interests in relation to the Agenda, including any late items presented. Councillor interests are noted against the relevant items by the Minutes Clerk for action during the meeting.

Mayor Cr Slade declared a prescribed conflict of interest in Item 7.2 - Material Change of Use for Medium Impact Industry, Transport Depot & Caretaker's Dwelling, Reconfiguration of a Lot (1 into 4) & Operational Works (associated with Reconfiguration of a Lot) DA P03-20 as the applicant made a financial contribution to her election campaign.

Cr Tully declared a declarable conflict of in Item 10.3 – 2021 International Legends of League Mount Isa Event as he is friends with the event organiser.

Item 5 - Presentations

5.1 – Ms Debra Cassinelli
Folder ID 6435

Details of Deputation
Ms Cassinelli, Miss Daley-Kennedy and Miss Wilson presented to Council regarding Charlie Stein Park, Pioneer.

Item 6 - Previous Council Meeting Minutes

6.1 - 23 September 2020 Ordinary Meeting Minutes
Folder ID 6435
Chair Mayor, Cr Danielle Slade

Executive Summary
Minutes of the Ordinary Meeting held 23 September 2020 presented to Council to be confirmed.

Officer's Recommendation
THAT the Minutes of the Ordinary Meeting held on 23 September 2020, as received, be confirmed.

Moved Deputy Mayor Cr Barwick
Seconded Cr MacRae

THAT the Minutes of the Ordinary Meeting held on 23 September 2020, as received, be confirmed.

VOTE CARRIED **OM01/10/20**

6.2 - 30 September 2020 Special Meeting Minutes
Folder ID 6435
Chair Mayor, Cr Danielle Slade

Executive Summary
Minutes of the Special Meeting held 30 September 2020 presented to Council to be confirmed.

Officer's Recommendation
THAT the Minutes of the Special Meeting held on 30 September 2020, as received, be confirmed.

Moved Deputy Mayor Cr Barwick
Seconded Cr Tully

THAT the Minutes of the Special Meeting held on 30 September 2020, as received, be confirmed.

VOTE CARRIED **OM02/10/20**

Item 7 - Business Development and Town Planning – *Cr George Fortune*

7.1 - Development and Land Use Quarterly Report – Quarter 1 – July 2020 – September 2020
Folder ID 42235
Provided by Manager, Development and Land Use

Executive Summary
Quarter 1 – July 2020 – September 2020 Development and Land Use Quarterly Report presented to Council for information and consideration.

Officer's Recommendation
THAT Council receives and accepts the Quarter 1 – July 2020 – September 2020 Development and Land Use Quarterly Report.

Moved Cr Fortune
Seconded Cr Tully

THAT Council receives and accepts the Quarter 1 – July 2020 – September 2020 Development and Land Use Quarterly Report.

VOTE CARRIED **OM03/10/20**

Mayor Cr Slade left the Council Chambers at 12:20pm due to a prescribed conflict of interest in Item 7.2, taking no part in the debate or decision on the matter.

Deputy Mayor Cr Barwick assumed the chair during Mayor Slade's absence.

7.2 - Material Change of Use for Medium Impact Industry, Transport Depot & Caretaker's Dwelling, Reconfiguration of a Lot (1 into 4) & Operational Works (associated with Reconfiguration of a Lot) DA P03-20
Folder ID 117956
Provided by Planning Officer, Development and Land Use

Executive Summary
Council has received a development application for retrospective approval of two (2) industrial workshops and a transport depot & caretaker's dwelling. The application also includes the proposal to subdivide the premises into four (4) individual parcels and undertake associated operational works.

Officer's Recommendation
THAT Council APPROVE the retrospective Development Application for a Material Change of Use for two (2) Industrial/Mechanical Workshops, a Haulage Transport Depot & Caretaker's Dwelling, Reconfiguration of a Lot (1 into 4) & Operational Works (associated with Reconfiguration of a Lot) at 23-35 Northridge Road, Mount Isa subject to the following conditions:

MATERIAL CHANGE OF USE		
NUMBER	CONDITION	TIMING
PLANNING		

General		
1.	The development shall be carried out generally in accordance with the approved documents, plans and drawings attached to this approval except where conditions of this approval dictate otherwise *For clarity, any change to the development that is not generally in accordance with the approved plans and drawings must be approved by Council pursuant to a 'change application" under Chapter 3, Part 5, Division2, Subdivision 2 of the Planning Act 2016*	*At all times*
2.	The owner/developer shall bear the cost of all alterations necessary to public utility mains, services or installations necessitated by this approval and such works shall be to Council specifications and satisfaction	*At all times*
3.	Any gates situated along the road boundary must open inwards onto the applicants/owner's property and not outwards onto Council's road reserve/verge	*At all times*
Amenity		
4.	At no time will vehicles (including trailers) associated with the uses occurring onsite be permitted to be parked, stored or operated on or within the road reserve	*At all times*
5.	Front fencing and front gates are to remain constructed of a fencing material that is at a minimum of 50% transparent	*At all times*
6.	Services and utilities such as air conditioners, hot water systems, garbage bin storage areas and clothes lines located on the first storey of the caretaker's dwelling/office are not to be visible from public view	*As specified*
7.	The combined 72 onsite carparking spaces as per plans, *Shed 1 Carparking Layout Plan June 2020, Shed 2 Carparking Layout Plan June 2020 & Shed 3 Carparking Layout Plan June 2020* , shall be provided and maintained for the life of the development	*At all times*
Landscaping		
8.	Landscaping is to be installed as per plan – *Overall Site Plan - April 2020 – MT190-0123/C1*	*Within three (3) months of approval*
9.	An automatic water irrigation system for all approved landscaping (including the verge) shall be installed to promote sustainability and shall be maintained by the owner for the life of the development	*At all times*
10.	The owner shall provide ongoing maintenance of the landscaping to ensure it is neat and tidy and not overgrown and/or unsightly for the life of the development	*At all times*
11.	Where the owner/developer is proposing to landscape the verge with anything other than turf, a Landscaping Plan is required to provided prior to installation for Council approval. Landscaping Plan(s) to include proposed species, pot sizes and areas of hard landscaping (if any)	*As specified*

12.	Landscaping shall be in accordance with the Landscaping Code of the City of Mount Isa Planning Scheme 2020	*At all times*
ENVIRONMENTAL SERVICES		
13.	The operator must achieve the 'general environmental duty' to mitigate any environmental harm and/or nuisance described under the *Environmental Protection Act 1994*. (a) there is no discharge to land or water of contaminants that may harm the environment or create a nuisance from the operation of the activity (b) there is no discharge to air of contaminants that may harm the environment or create a nuisance from the operation of the activity (c) noise nuisance is prevented or minimised at noise sensitive places (d) Waste production and disposal must be minimised and waste must be managed so it does not harm the environment or create a nuisance from the operation of the activity.	*At all times*
14.	Chemicals and other liquids such as fuels, solvents, oils, batteries and coolants must be kept within a secondary containment system that is impervious to the materials stored within it and must be managed to prevent the release of contaminants to waters or land	*At all times*
15.	All waste generated in carrying out the activity must be reused, recycled or lawfully disposed of offsite	*At all times*
16.	The release of dust and/or particulate matter resulting from the activity must not cause environmental harm or cause environmental nuisance at any nuisance sensitive or commercial place	*At all times*
17.	A contaminant must not be placed in a position where it could reasonably be expected to move or wash into a roadside gutter, stormwater drain or waters	*At all times*
18.	Contaminants from the activities must not be released to land. Examples of methods that could be used to manage contaminants include: (a) Using an impervious groundsheet to catch drips during maintenance of vehicles. The groundsheet should be large enough to catch any spill from the particular vehicle or component being worked on; (b) Using dry methods in cleaning the groundsheet; (c) Using a waste oil collection tray during oil changes; and (d) Collecting wastewater and other liquids from	*At all times*

	cleaning and disposing of properly	
19.	Prevent/minimise the emission of noise that causes or is likely to cause environmental nuisance at sensitive or commercial place. All work must be undertaken within the prescribed timeframe as mentioned in *Environmental Protection Act 1994*, i.e. on a business day or Saturday, between 6.30am and 6.30pm.	*At all times*
ENGINEERING		
General		
20.	Any washdown activities shall require a separate Plumbing and Drainage Application and approval for the washdown bay water treatment system in accordance with the *Plumbing and Drainage Act 2002*	*As specified*
21.	The owner/developer shall meet the requirements of the Queensland Fire Service for provision of fire fighting for the development	*At all times*
Waste		
22.	Refuse container storage areas are: (a) located on-site; and (b) not located within any required setback or landscaping areas; and (c) not located within a *flood hazard area*; and (d) screened from public view, by a solid fence or wall that is 1.8 metres in height, measured from ground level; and (e) provided on an imperviously sealed pad that drains to an approved waste disposal system; and (f) provided with a tap; and (g) large enough to accommodate at least one standard industrial refuse bin of a size appropriate to the nature and scale of the refuse generated by the use	*Prior to commencement of use and then maintained*
23.	Development provides for the on-site collection, treatment and disposal of liquid waste and other potential contamination sources and provides for spills to be wholly contained and retained on-site for subsequent removal and disposal by an approved means	*At all times*
24.	A dedicated refuse storage area is to be provided for the caretaker's dwelling compliant with the following: (a) located directly adjacent the dwelling; (b) not located within any required *setbacks* from an *adjoining land use* or road boundary; and (c) screened from view by a minimum 1.8-metre-high solid fence or wall; and (d) provided on an imperviously sealed pad that drains to an approved waste disposal system; and	*Completed within two (2) months of this approval, then maintained at all times*

	(e) provided with a lockable tap within 5 metres; and (f) large enough to accommodate at least one standard commercial refuse bin (if required) that is of a size appropriate to the nature and scale of the use	
Filling and Excavation		
25.	***Prior to commencement of works***, undertake all civil works in general compliance with the approved plans ensuring: a) All fill material to be placed on the site is to comprise only natural earth and rock and is to be free of contaminants and noxious, hazardous, deleterious and organic materials. b) Filling does not exceed 0.3 metres above natural ground level at any point. c) Excavation or filling does not change existing ground levels by 1 metre or more of any part of the land or where any drainage paths are affected. d) Where earthworks result in a ground surface level at the boundary of an allotment which differs by more than 100 millimetres from the ground surface level at the corresponding location on an adjoining lot, a retaining structure is to be provided, either to retain the new work to prevent collapse onto adjoining land, or to retain the pre-existing earth material on adjoining land to prevent collapse e) Retaining structures which are equal to or more than 1-metre-high are to be constructed in accordance with a design certified by a RPEQ f) Provide RPEQ certification of compliance that the earthworks have been completed in accordance with the approved earthworks plan	*Prior to the commencement of works; or where existing, any compliance rectification works to be completed within two (2) months of this approval*
26.	Any fill, including fill batters and earth bunds/diversion channels, must be solely contained within the development site. Fill cannot be placed on adjacent properties without providing Council with written permission from the respective property owner(s)	*At all times*
27.	***While site/building works is occurring and until all exposed soil areas are permanently stabilised against erosion,*** minimise on-site erosion and the release of sediment or sediment laden stormwater from the site and works areas at all times in accordance with IECA Australasia Best Practice Erosion and Sediment Control Guidelines (November 2008) and to the satisfaction of Council	*While site/building works is occurring and until all exposed soil areas are permanently stabilised against erosion*
28.	As the excavation and filling of each section of the *site* is completed it is to be rehabilitated ensuring: a) The final surface of the *site* is topsoiled, sloped, drained and vegetated or otherwise treated to minimise erosion, infiltration and to prevent ponding of stormwater.	

	b) Rehabilitation ensures that the *site* is stable and poses no threat to ground or surface water quality	
Access, Grades, Manoeuvring, Carparks and Signs		
29.	Provide appropriate dust suppression measures onsite and on access road to prevent dust nuisance	*At all times*
30.	All vehicular access to the site shall be contained within the sealed portions of the road and the subject site's driveways and shall respect all legislative road use requirements for the two-way road.	*At all times*
31.	Construct a hardstand for nominated areas where heavy vehicles will be driven and parked. Construct a pavement of minimum local access street classification standards (including associated drainage) to all areas where light motor vehicles will be driven or parked. Light vehicle access and carpark areas are to have a durable, dust free surface. This requires all surfaces to be sealed, concreted or paved; ***Note:*** *The submitted drawings are not consistent with the planning scheme requirements regarding light vehicle access and carpark areas.*	*Completed within six (6) months of Council approval of the Traffic Management Layout plan and then maintained for the life of the development*
32.	All vehicular activities in relation to the use of the development shall be accommodated within each site including but not limited to; a) All loading and unloading; b) Any commercial vehicle servicing the site; c) Any customers, visitors to the site	*At all times*
33.	The site entry, exits and internal driveways shall be signed and delineated in accordance with the Manual of Uniform Traffic Control Devices and Austroads;	*Completed within six (6) months of Council approval of the Traffic Management Layout plan and then maintained for the life of the development*
34.	The developer shall provide a fully detailed traffic management layout within two (2) months for Council approval demonstrating: a) Safety controls and/or segregation of Light Vehicle parking bays and parking aisle from Heavy Vehicle circulation ways b) Fully dimensioned internal driveways and car parks in compliance with AS/NZS 2890 (Off-street Car Parking) unless otherwise approved c) Location and type of all road and directional signage for both the site and entry/exits in compliance with the Manual of Uniform Traffic Control Devices and Austroads	*Within two (2) months of approval*

	d) Safe pedestrian movements from parking bays to all structures e) Review conflicts of vehicle paths.	
35.	Once a traffic management layout has been approved by Council, the developer shall construct/implement all works within six (6) months of approval ensuring; a) Construct a pavement (including associated drainage) to any new areas where motor vehicles will be driven or parked. Vehicle access and carpark areas are to have a durable, dust free surface. This requires all surfaces to be sealed, concreted or paved. b) Manoeuvring on-site for all types of vehicles to be used for this development. c) The internal driveways and car parks shall be provided in accordance with AS/NZS 2890.1 (Off-street Car Parking). d) Disabled car parking shall be provided in accordance with AS 1428.1-2009. e) accordance with AS 1428.1-2009. f) The internal paved areas are to be signed and delineated in accordance with the approved plans and Manual of Uniform Traffic Control Devices.	*Within six (6) months of approval*
36.	The developer shall ensure that the dedicated caretaker carparks are directly adjacent the dwelling and that pedestrians are not required to cross any parking aisles or heavy vehicle circulation ways to gain access to the main caretaker's entrance	*Within three (3) months of approval*
37.	Prior to commencement of use, obtain a 'Works on Council Property' approval from Council and construct all crossovers demonstrated on approved layout plans	*Prior to commencement of use*
Stormwater		
38.	Complete and implement the works in accordance with the approved Stormwater Management Plan Document – *Concept Post Development Stormwater Management Plan – MT190-0123/PSM2*	*Within three (3) months of approval*
39.	Maintain the dimensions of detention basins in accordance with the approved plan to ensure non-worsening of the existing flow regime to properties that are upstream and downstream of the site.	*At all times*
Sewerage		
40.	A separate Plumbing and Drainage Application and Approval is required for any new on-site sewerage disposal system and/or wastewater treatment systems in accordance with the *Plumbing and Drainage Act 2002* ***Note:*** *Where the approved development's demand*	*Within one (1) month of Council approval*

	exceeds 21 Equivalent Persons, a permit for an Environmentally Relevant Activity (ERA) 63 will be required from the Department of Environment and Heritage Protection.	
COMPLIANCE WITH CONDITIONS		
41.	Within six (6) months of approval the owner/developer is to contact Council to arrange a compliance inspection of the property to assess compliance with the Assessment Manager's Conditions of Approval and the approved plans.	*Within six (6) months of approval*

RECONFIGURATION OF A LOT and OPERATIONAL WORKS		
NUMBER	**CONDITION**	**TIMING**
PLANNING		
General		
1.	The development shall be carried out generally in accordance with the approved documents, plans and drawings attached to this approval except where conditions of this approval dictate otherwise. *For clarity, any change to the development that is not generally in accordance with the approved plans and drawings must be approved by Council pursuant to a 'change application" under Chapter 3, Part 5, Division2, Subdivision 2 of the Planning Act 2016*	*At all times*
2.	The developer/owner is required to reinstate the true eastern property boundary and remove encroachments from Lot 28 on RP734222 or alternatively negotiate purchase of the subject portion from owner of Lot 28 on RP734222 with the formal survey plan lodged for Council endorsement to reflect one or the other	*Prior to Council endorsement of formal survey plan.*
ENGINEERING		
General		
3.	The developer shall ensure every allotment has its own independent energy supply by: (a) Connecting to the reticulated electricity infrastructure network; or (b) An alternative energy supply is provided in accordance with the standards of the relevant regulatory authority.	*Prior to Council endorsement of formal survey plan.*
4.	The developer is to demonstrate to Council's satisfaction, that electricity and telecommunications are available to serve all allotments or that an agreement exists between the applicant and the service provider. Any works or installation of infrastructure in relation to provision of these services shall be at the owner/developer's expense	*Prior to endorsement of survey plans*
5.	The developer shall supply each allotment with its own independent telecommunications connection.	*Prior to Council endorsement of formal survey*

		plan.
6.	Any shared services traversing another allotment(s) will require the creation of an easement as part of the formal survey plan(s) for subdivision	*Prior to Council endorsement of formal survey plan*
General Cont.		
7.	The installation and maintenance of underground services shall meet all standards set out in the current 'City of Mount Isa Planning Scheme' Engineering Works and Services Policy, Australian Standards, Building Code of Australia and all relevant legislation	*At all times*
8.	Each lot's public utilities are located and installed so that they do not interfere with public access by pedestrians or vehicles on public roads	*At all times*
Access, Grades, Maneuvering, Carparks and Signs		
9.	A dedicated access between the road carriageway and the property boundary (crossover) shall be provided to each allotment. Crossovers shall be installed as per the following: (a) Any new crossovers/driveways must comply with regulations and permits in relation to works on Council property and the developer shall obtain a 'Works on Council Property' approval (b) Any driveway/crossover must provide a minimum 1.0m clearance from any electricity poles (c) Crossovers shall be installed at all approved accesses to each created allotment. All crossovers shall be designed and constructed in accordance with the IPWEAQ standard drawings for commercial driveways	*Prior to Council endorsement of formal survey plan*
Stormwater		
10.	The developer/owner shall formally create easements over the stormwater disposal system and associated drainage servicing all four (4) allotments. The easement documentation must clearly identify each lot's responsibilities of the ongoing maintenance and disbursement of associated costs. All costs associated with the creation of the easement (including registration) shall be at the developer/owner's expense and at no cost to Council.	*Prior to Council endorsement of formal survey plan*
11.	The developer shall implement all stormwater management works to the satisfaction of Council.	*Prior to Council endorsement of formal survey plan*
Water		
12.	The developer shall provide each created allotment with its own independent appropriately sized single water service connection and meter assembly / meter box to service the development. *Note: Any new or changes to existing water services require an 'Application for Water Service' to be lodged with*	*Prior to Council endorsement of formal survey plan*

	Council.	
13.	***Prior to endorsement of survey plans***, the developer shall provide separate water connections to each allotment in accordance with the Engineering Works and Services Planning Scheme Policy and at the owner/developer's expense. All house drainage and water services, that service the buildings, are to be contained within the boundaries of each separate allotment.	*Prior to Council endorsement of formal survey plan*
Sewerage		
14.	***Prior to endorsement of survey plans***, an as-built services plan for stormwater, water and sewer infrastructure shall be provided to Council at the developer's expense.	*Prior to endorsem of plans*
COMPLIANCE WITH CONDITIONS		
15.	*Prior to the Endorsement of the Survey Plan*, the owner/developer is to contact Council to arrange a compliance inspection of the property to assess compliance with the Assessment Manager's Conditions of Approval and the approved plans	*Prior to endorsem of plans*

Moved Cr Fortune
Seconded Cr MacRae

THAT Council APPROVE the retrospective Development Application for a Material Change of Use for two (2) Industrial/Mechanical Workshops, a Haulage Transport Depot & Caretaker's Dwelling, Reconfiguration of a Lot (1 into 4) & Operational Works (associated with Reconfiguration of a Lot) at 23-35 Northridge Road, Mount Isa subject to the following conditions:

MATERIAL CHANGE OF USE		
NUMBER	**CONDITION**	**TIMING**
PLANNING		
General		
1.	The development shall be carried out generally in accordance with the approved documents, plans and drawings attached to this approval except where conditions of this approval dictate otherwise *For clarity, any change to the development that is not generally in accordance with the approved plans and drawings must be approved by Council pursuant to a 'change application" under Chapter 3, Part 5, Division2, Subdivision 2 of the Planning Act 2016*	*At all times*
2.	The owner/developer shall bear the cost of all alterations necessary to public utility mains, services or installations necessitated by this approval and such works shall be to Council specifications and satisfaction	*At all times*
3.	Any gates situated along the road boundary must open inwards onto the applicants/owner's property and not outwards onto Council's road reserve/verge	*At all times*
Amenity		

4.	At no time will vehicles (including trailers) associated with the uses occurring onsite be permitted to be parked, stored or operated on or within the road reserve	*At all times*
5.	Front fencing and front gates are to remain constructed of a fencing material that is at a minimum of 50% transparent	*At all times*
6.	Services and utilities such as air conditioners, hot water systems, garbage bin storage areas and clothes lines located on the first storey of the caretaker's dwelling/office are not to be visible from public view	*As specified*
7.	The combined 72 onsite carparking spaces as per plans, *Shed 1 Carparking Layout Plan June 2020, Shed 2 Carparking Layout Plan June 2020 & Shed 3 Carparking Layout Plan June 2020* , shall be provided and maintained for the life of the development	*At all times*
Landscaping		
8.	Landscaping is to be installed as per plan – *Overall Site Plan - April 2020 – MT190-0123/C1*	*Within three (3) months of approval*
9.	An automatic water irrigation system for all approved landscaping (including the verge) shall be installed to promote sustainability and shall be maintained by the owner for the life of the development	*At all times*
10.	The owner shall provide ongoing maintenance of the landscaping to ensure it is neat and tidy and not overgrown and/or unsightly for the life of the development	*At all times*
11.	Where the owner/developer is proposing to landscape the verge with anything other than turf, a Landscaping Plan is required to provided prior to installation for Council approval. Landscaping Plan(s) to include proposed species, pot sizes and areas of hard landscaping (if any)	*As specified*
12.	Landscaping shall be in accordance with the Landscaping Code of the City of Mount Isa Planning Scheme 2020	*At all times*
ENVIRONMENTAL SERVICES		
13.	The operator must achieve the 'general environmental duty' to mitigate any environmental harm and/or nuisance described under the *Environmental Protection Act 1994*. (e) there is no discharge to land or water of contaminants that may harm the environment or create a nuisance from the operation of the activity (f) there is no discharge to air of contaminants that may harm the environment or create a nuisance from the operation of the activity (g) noise nuisance is prevented or minimised at noise sensitive places (h) Waste production and disposal must be minimised and waste must be managed so it	*At all times*

	does not harm the environment or create a nuisance from the operation of the activity.	
14.	Chemicals and other liquids such as fuels, solvents, oils, batteries and coolants must be kept within a secondary containment system that is impervious to the materials stored within it and must be managed to prevent the release of contaminants to waters or land	*At all times*
15.	All waste generated in carrying out the activity must be reused, recycled or lawfully disposed of offsite	*At all times*
16.	The release of dust and/or particulate matter resulting from the activity must not cause environmental harm or cause environmental nuisance at any nuisance sensitive or commercial place	*At all times*
17.	A contaminant must not be placed in a position where it could reasonably be expected to move or wash into a roadside gutter, stormwater drain or waters	*At all times*
18.	Contaminants from the activities must not be released to land. Examples of methods that could be used to manage contaminants include: (e) Using an impervious groundsheet to catch drips during maintenance of vehicles. The groundsheet should be large enough to catch any spill from the particular vehicle or component being worked on; (f) Using dry methods in cleaning the groundsheet; (g) Using a waste oil collection tray during oil changes; and (h) Collecting wastewater and other liquids from cleaning and disposing of properly	*At all times*
19.	Prevent/minimise the emission of noise that causes or is likely to cause environmental nuisance at sensitive or commercial place. All work must be undertaken within the prescribed timeframe as mentioned in *Environmental Protection Act 1994*, i.e. on a business day or Saturday, between 6.30am and 6.30pm.	*At all times*
ENGINEERING		
General		
20.	Any washdown activities shall require a separate Plumbing and Drainage Application and approval for the washdown bay water treatment system in accordance with the *Plumbing and Drainage Act 2002*	*As specified*
21.	The owner/developer shall meet the requirements of the Queensland Fire Service for provision of fire fighting for the	*At all times*

	development	
Waste		
22.	Refuse container storage areas are: (h) located on-site; and (i) not located within any required setback or landscaping areas; and (j) not located within a *flood hazard area*; and (k) screened from public view, by a solid fence or wall that is 1.8 metres in height, measured from ground level; and (l) provided on an imperviously sealed pad that drains to an approved waste disposal system; and (m) provided with a tap; and (n) large enough to accommodate at least one standard industrial refuse bin of a size appropriate to the nature and scale of the refuse generated by the use	*Prior to commencement of use and then maintained*
23.	Development provides for the on-site collection, treatment and disposal of liquid waste and other potential contamination sources and provides for spills to be wholly contained and retained on-site for subsequent removal and disposal by an approved means	*At all times*
24.	A dedicated refuse storage area is to be provided for the caretaker's dwelling compliant with the following: (g) located directly adjacent the dwelling; (h) not located within any required *setbacks* from an *adjoining land use* or road boundary; and (i) screened from view by a minimum 1.8-metre-high solid fence or wall; and (j) provided on an imperviously sealed pad that drains to an approved waste disposal system; and (k) provided with a lockable tap within 5 metres; and (l) large enough to accommodate at least one standard commercial refuse bin (if required) that is of a size appropriate to the nature and scale of the use	*Completed within two (2) months of this approval, then maintained at all times*
Filling and Excavation		
25.	***Prior to commencement of works***, undertake all civil works in general compliance with the approved plans ensuring: g) All fill material to be placed on the site is to comprise only natural earth and rock and is to be free of contaminants and noxious, hazardous, deleterious and organic materials. h) Filling does not exceed 0.3 metres above natural ground level at any point. i) Excavation or filling does not change existing ground levels by 1 metre or more of any part of the land or where any drainage paths are affected. j) Where earthworks result in a ground surface level at the boundary of an allotment which differs by	*Prior to the commencement of works; or where existing, any compliance rectification works to be completed within two (2) months of this approval*

	more than 100 millimetres from the ground surface level at the corresponding location on an adjoining lot, a retaining structure is to be provided, either to retain the new work to prevent collapse onto adjoining land, or to retain the pre-existing earth material on adjoining land to prevent collapse k) Retaining structures which are equal to or more than 1-metre-high are to be constructed in accordance with a design certified by a RPEQ l) Provide RPEQ certification of compliance that the earthworks have been completed in accordance with the approved earthworks plan	
26.	Any fill, including fill batters and earth bunds/diversion channels, must be solely contained within the development site. Fill cannot be placed on adjacent properties without providing Council with written permission from the respective property owner(s)	*At all times*
27.	***While site/building works is occurring and until all exposed soil areas are permanently stabilised against erosion,*** minimise on-site erosion and the release of sediment or sediment laden stormwater from the site and works areas at all times in accordance with IECA Australasia Best Practice Erosion and Sediment Control Guidelines (November 2008) and to the satisfaction of Council	*While site/building works is occurring and until all exposed soil areas are permanently stabilised against erosion*
28.	As the excavation and filling of each section of the *site* is completed it is to be rehabilitated ensuring: c) The final surface of the *site* is topsoiled, sloped, drained and vegetated or otherwise treated to minimise erosion, infiltration and to prevent ponding of stormwater. d) Rehabilitation ensures that the *site* is stable and poses no threat to ground or surface water quality	
Access, Grades, Manoeuvring, Carparks and Signs		
29.	Provide appropriate dust suppression measures onsite and on access road to prevent dust nuisance	*At all times*
30.	All vehicular access to the site shall be contained within the sealed portions of the road and the subject site's driveways and shall respect all legislative road use requirements for the two-way road.	*At all times*
31.	Construct a hardstand for nominated areas where heavy vehicles will be driven and parked. Construct a pavement of minimum local access street classification standards (including associated drainage) to all areas where light motor vehicles will be driven or parked. Light vehicle access and carpark areas are to have a durable, dust free surface. This requires all surfaces to be sealed, concreted or paved; ***Note:*** *The submitted drawings are not consistent with the planning scheme requirements regarding light*	*Completed within six (6) months of Council approval of the Traffic Management Layout plan and then maintained for the life of the development*

	vehicle access and carpark areas.	
32.	All vehicular activities in relation to the use of the development shall be accommodated within each site including but not limited to; d) All loading and unloading; e) Any commercial vehicle servicing the site; f) Any customers, visitors to the site	*At all times*
33.	The site entry, exits and internal driveways shall be signed and delineated in accordance with the Manual of Uniform Traffic Control Devices and Austroads;	*Completed within six (6) months of Council approval of the Traffic Management Layout plan and then maintained for the life of the development*
34.	The developer shall provide a fully detailed traffic management layout within two (2) months for Council approval demonstrating: f) Safety controls and/or segregation of Light Vehicle parking bays and parking aisle from Heavy Vehicle circulation ways g) Fully dimensioned internal driveways and car parks in compliance with AS/NZS 2890 (Off-street Car Parking) unless otherwise approved h) Location and type of all road and directional signage for both the site and entry/exits in compliance with the Manual of Uniform Traffic Control Devices and Austroads i) Safe pedestrian movements from parking bays to all structures j) Review conflicts of vehicle paths.	*Within two (2) months of approval*
35.	Once a traffic management layout has been approved by Council, the developer shall construct/implement all works within six (6) months of approval ensuring; g) Construct a pavement (including associated drainage) to any new areas where motor vehicles will be driven or parked. Vehicle access and carpark areas are to have a durable, dust free surface. This requires all surfaces to be sealed, concreted or paved. h) Manoeuvring on-site for all types of vehicles to be used for this development. i) The internal driveways and car parks shall be provided in accordance with AS/NZS 2890.1 (Off-street Car Parking). j) Disabled car parking shall be provided in accordance with AS 1428.1-2009. k) accordance with AS 1428.1-2009. l) The internal paved areas are to be signed and	*Within six (6) months of approval*

	delineated in accordance with the approved plans and Manual of Uniform Traffic Control Devices.	
36.	The developer shall ensure that the dedicated caretaker carparks are directly adjacent the dwelling and that pedestrians are not required to cross any parking aisles or heavy vehicle circulation ways to gain access to the main caretaker's entrance	*Within three (3) months of approval*
37.	Prior to commencement of use, obtain a 'Works on Council Property' approval from Council and construct all crossovers demonstrated on approved layout plans	*Prior to commencement of use*
Stormwater		
38.	Complete and implement the works in accordance with the approved Stormwater Management Plan Document – *Concept Post Development Stormwater Management Plan – MT190-0123/PSM2*	*Within three (3) months of approval*
39.	Maintain the dimensions of detention basins in accordance with the approved plan to ensure non-worsening of the existing flow regime to properties that are upstream and downstream of the site.	*At all times*
Sewerage		
40.	A separate Plumbing and Drainage Application and Approval is required for any new on-site sewerage disposal system and/or wastewater treatment systems in accordance with the *Plumbing and Drainage Act 2002* ***Note:*** *Where the approved development's demand exceeds 21 Equivalent Persons, a permit for an Environmentally Relevant Activity (ERA) 63 will be required from the Department of Environment and Heritage Protection.*	*Within one (1) month of Council approval*
COMPLIANCE WITH CONDITIONS		
41.	Within six (6) months of approval the owner/developer is to contact Council to arrange a compliance inspection of the property to assess compliance with the Assessment Manager's Conditions of Approval and the approved plans.	*Within six (6) months of approval*

RECONFIGURATION OF A LOT and OPERATIONAL WORKS		
NUMBER	**CONDITION**	**TIMING**
PLANNING		
General		
1.	The development shall be carried out generally in accordance with the approved documents, plans and drawings attached to this approval except where conditions of this approval dictate otherwise.	*At all times*

	For clarity, any change to the development that is not generally in accordance with the approved plans and drawings must be approved by Council pursuant to a 'change application" under Chapter 3, Part 5, Division2, Subdivision 2 of the Planning Act 2016	
2.	The developer/owner is required to reinstate the true eastern property boundary and remove encroachments from Lot 28 on RP734222 or alternatively negotiate purchase of the subject portion from owner of Lot 28 on RP734222 with the formal survey plan lodged for Council endorsement to reflect one or the other	*Prior to Council endorsement of formal survey plan.*
ENGINEERING		
General		
3.	The developer shall ensure every allotment has its own independent energy supply by: (c) Connecting to the reticulated electricity infrastructure network; or (d) An alternative energy supply is provided in accordance with the standards of the relevant regulatory authority.	*Prior to Council endorsement of formal survey plan.*
4.	The developer is to demonstrate to Council's satisfaction, that electricity and telecommunications are available to serve all allotments or that an agreement exists between the applicant and the service provider. Any works or installation of infrastructure in relation to provision of these services shall be at the owner/developer's expense	*Prior to endorsement of survey plans*
5.	The developer shall supply each allotment with its own independent telecommunications connection.	*Prior to Council endorsement of formal survey plan.*
6.	Any shared services traversing another allotment(s) will require the creation of an easement as part of the formal survey plan(s) for subdivision	*Prior to Council endorsement of formal survey plan*
General Cont.		
7.	The installation and maintenance of underground services shall meet all standards set out in the current 'City of Mount Isa Planning Scheme' Engineering Works and Services Policy, Australian Standards, Building Code of Australia and all relevant legislation	*At all times*
8.	Each lot's public utilities are located and installed so that they do not interfere with public access by pedestrians or vehicles on public roads	*At all times*
Access, Grades, Maneuvering, Carparks and Signs		
9.	A dedicated access between the road carriageway and the property boundary (crossover) shall be provided to each allotment. Crossovers shall be installed as per the following: (d) Any new crossovers/driveways must comply with	*Prior to Council endorsement of formal survey plan*

	regulations and permits in relation to works on Council property and the developer shall obtain a 'Works on Council Property' approval (e) Any driveway/crossover must provide a minimum 1.0m clearance from any electricity poles (f) Crossovers shall be installed at all approved accesses to each created allotment. All crossovers shall be designed and constructed in accordance with the IPWEAQ standard drawings for commercial driveways	
Stormwater		
10.	The developer/owner shall formally create easements over the stormwater disposal system and associated drainage servicing all four (4) allotments. The easement documentation must clearly identify each lot's responsibilities of the ongoing maintenance and disbursement of associated costs. All costs associated with the creation of the easement (including registration) shall be at the developer/owner's expense and at no cost to Council.	*Prior to Council endorsement of formal survey plan*
11.	The developer shall implement all stormwater management works to the satisfaction of Council.	*Prior to Council endorsement of formal survey plan*
Water		
12.	The developer shall provide each created allotment with its own independent appropriately sized single water service connection and meter assembly / meter box to service the development. *Note: Any new or changes to existing water services require an 'Application for Water Service' to be lodged with Council.*	*Prior to Council endorsement of formal survey plan*
13.	***Prior to endorsement of survey plans***, the developer shall provide separate water connections to each allotment in accordance with the Engineering Works and Services Planning Scheme Policy and at the owner/developer's expense. All house drainage and water services, that service the buildings, are to be contained within the boundaries of each separate allotment.	*Prior to Council endorsement of formal survey plan*
Sewerage		
14.	***Prior to endorsement of survey plans***, an as-built services plan for stormwater, water and sewer infrastructure shall be provided to Council at the developer's expense.	*Prior to endorsement of plans*
COMPLIANCE WITH CONDITIONS		
15.	*Prior to the Endorsement of the Survey Plan*, the owner/developer is to contact Council to arrange a compliance inspection of the property to assess compliance with the Assessment Manager's Conditions of Approval and the approved plans	*Prior to endorsement of plans*

VOTE CARRIED **OM04/10/20**

Mayor Cr Slade returned to Chambers and resumed the chair at 12:23pm.

7.3 - Application to Purchase Part of Unallocated State Land described as Area B on Lot 2 on plan AP5118 (forms part of land commonly referred to as Imparja Hill, Mount Isa)
Folder ID 120132
Provided by Land Use Coordinator, Development and Land Use

Executive Summary

Council has received a request from the Department of Natural Resources, Mines and Energy for views and/or comments for an application to purchase part of Unallocated State Land, described as Lot 2 on plan AP5118 (commonly referred to as Imparja Hill), area indicated as Area B in drawing CNS20/027 which adjoins the eastern boundary of Lot 6 on plan MPH4568, Mount Isa.

Officer's Recommendation

THAT Council advise the Department of Natural Resources, Mines and Energy that Council offers NO OBJECTION to the application to purchase part of Lot 2 on plan AP5118 (shown as Area B in drawing CNS20/027) subject to the following conditions:

1. Area B shall be amalgamated into land, described as Lot 6 on plan MPH4568, and not created as a stand-alone parcel; and
2. Due to the existing topography, access to the rear of Lot 6 on plan MPH4568 is only achievable by traversing Unallocated State Land **Lot** 2 on plan AP5118 and should the State offer formal access to this area via Unallocated State Land Lot 2 on plan AP5118**,** Council would not agree to the creation of a dedicated/gazetted road; only access via an access easement; and
3. Building approval/s and final certification/s are to be obtained for all structures located in proposed **Area B** on drawing CNS20/027 or alternatively to be removed/demolished; and
4. All vehicles and debris not wholly contained within Area B in drawing CNS20/027 are to be removed from the Scenic Rim Overlay Area (as referenced in the City of Mount Isa Planning Scheme 2020); and
5. All costs associated with the above requirements are to be borne by the applicant or the State and at no cost to Council.

Moved Cr Fortune
Seconded Cr Tully

THAT Council advise the Department of Natural Resources, Mines and Energy that Council offers NO OBJECTION to the application to purchase part of Lot 2 on plan AP5118 (shown as Area B in drawing CNS20/027) subject to the following conditions:

1. Area B shall be amalgamated into land, described as Lot 6 on plan MPH4568, and not created as a stand-alone parcel; and
2. Due to the existing topography, access to the rear of Lot 6 on plan MPH4568 is only achievable by traversing Unallocated State Land Lot 2 on plan AP5118 and should the State offer formal access to this area via Unallocated State Land Lot 2 on plan AP5118, Council would not agree to the creation of a dedicated/gazetted road; only access via an access easement; and
3. Building approval/s and final certification/s are to be obtained for all structures located in proposed **Area B** on drawing CNS20/027 or alternatively to be removed/demolished; and
4. All vehicles and debris not wholly contained within Area B in drawing CNS20/027 are to be removed from the Scenic Rim Overlay Area (as referenced in the City of Mount Isa Planning Scheme 2020); and
5. All costs associated with the above requirements are to be borne by the applicant or the State and at no cost to Council.

VOTE CARRIED **OM05/10/20**

7.4 - Application for Conversion to Freehold
Folder ID 117847
Provided by Land Use Coordinator, Development and Land Use

Executive Summary

The Department of Natural Resources, Mines and Energy has requested Council's views or requirements in relation to an application for conversion to freehold tenure over the area described as Lot 34 on Crown Plan M758146, Mount Isa.

Officer's Recommendation

THAT Council advise the Department of Natural Resources, Mines and Energy that Council SUPPORTS this application for conversion to Freehold tenure over the land described as Lot 34 on Crown Plan M758146, Mount Isa, with all costs associated with the Freehold conversion to be met by the applicant.

Moved Cr Fortune
Seconded Deputy Mayor Cr Barwick

Officer's Recommendation

THAT Council advise the Department of Natural Resources, Mines and Energy that Council SUPPORTS this application for conversion to Freehold tenure over the land described as Lot 34 on Crown Plan M758146, Mount Isa, with all costs associated with the Freehold conversion to be met by the applicant.

VOTE CARRIED **OM06/10/20**

Item 8 - Works and Construction – *Cr Mick Tully*

8.1 - Engineering Services, Monthly Report – September 2020
Folder ID 4650
Provided by A/Director Engineering Services, Engineering Services

Executive Summary

September 2020 Engineering Services Monthly Report presented to Council for information and consideration.

Officer Recommendation

THAT Council receives and accepts the September 2020 Engineering Services Monthly Report.

Moved Cr Tully
Seconded Cr MacRae

THAT Council receives and accepts the September 2020 Engineering Services Monthly Report.

VOTE CARRIED **OM07/10/20**

Item 9 - Beautification, Parks and Gardens – *Cr Kim Coghlan*

9.1 - Parks and Gardens Monthly Report – September 2020
Folder ID 5512
Provided by A/Director, Engineering Services

Executive Summary

September 2020 Parks and Gardens Monthly Report presented to Council for information and consideration.

Officer's Recommendation
THAT Council receives and accepts the September 2020 Parks and Gardens Monthly Report.

Moved Cr Coghlan
Seconded Cr Fortune

THAT Council receives and accepts the September 2020 Parks and Gardens Monthly Report.

VOTE CARRIED **OM08/10/20**

9.2 - Gallipoli Park Pump Track and Recreation Development – Project Execution

Folder ID 5108
Provided by Technical Officer, Technical Services

Executive Summary
The project team have successfully commenced the Requirements Stage of the project as per OM07/08/20, with the Community Consultation phase completed on 6 September 2020, and are now seeking Council support to proceed with the execution of the project.

Officer's Recommendation
THAT Council accept the community consultation findings report; and

THAT Council mitigate general community concern for noise levels by replacing the proposed multi-use court with a learn-to-ride style bike track to cater for young children/families**;** and

THAT Council fully endorse the submission of a Development Application to proceed with the Gallipoli Park Pump Track and Recreation Project.

Moved Cr MacRae
Seconded Deputy Mayor Cr Barwick

THAT Council accept the community consultation findings report; and

THAT Council mitigate general community concern for noise levels by replacing the proposed multi-use court with a learn-to-ride style bike track to cater for young children/families**;** and

THAT Council fully endorse the submission of a Development Application to proceed with the Gallipoli Park Pump Track and Recreation Project.

VOTE CARRIED **OM09/10/20**

Item 10 - Tourism, Events, Sport and Recreation, Library – *Cr Peta MacRae*

10.1 - Library Monthly Report – September 2020

Folder ID 4650
Provided by Coordinator, Library Services

Executive Summary
September 2020 Library Monthly Report presented to Council for information and consideration.

Officer's Recommendation
THAT Council receives and accepts the September 2020 Library Monthly Report.

Moved Cr MacRae
Seconded Cr Tully

THAT Council receives and accepts the September 2020 Library Monthly Report.

VOTE CARRIED **OM10/10/20**

10.2 – Tourism and Events Monthly Report – September 2020
Folder ID 4650
Provided by Coordinator, Promotions and Development

Executive Summary
September 2020 Tourism and Events Monthly Report presented to Council for information and consideration.

Officer's Recommendation
THAT Council receives and accepts the September 2020 Tourism and Events Monthly Report

Moved Cr MacRae
Seconded Cr Fortune

THAT Council receives and accepts the September 2020 Tourism and Events Monthly Report

VOTE CARRIED **OM11/10/20**

Cr Tully left the Council Chambers at 12:45pm due to a declarable conflict of interest in Item 10.3, taking no part in the debate or decision on the matter.

10.3 – 2021 International Legends of League Mount Isa Event
Folder ID 4644
Provided by Community Development Officer, Promotions and Development

Executive Summary
A proposal has been received from The International Legends of League (ILOL) to again host the Australian Legends of League rugby league games in Mount Isa in March 2021, after the success of the 2019 Mount Isa event. International Legends of League are seeking financial support from Council toward the event.

Officer's Recommendation
THAT Council approve "in-principle support" of the International Legends of League's proposed 2021 event and;

THAT Council authorise the CEO to negotiate and finalise the details of the event, including costs, conditional to provision at the midyear budget review.

Moved Cr MacRae
Seconded Cr Coghlan

THAT Council approve "in-principle support" of the International Legends of League's proposed 2021 event and;

THAT Council authorise the CEO to negotiate and finalise the details of the event, including costs, conditional to provision at the midyear budget review.

VOTE CARRIED **OM12/10/20**

Cr Tully returned to Chambers at 12:46pm.

10.4 – North Queensland Sports Foundation 2020 North Queensland Sportstar Awards – Councillor Delegation
Folder ID 5108
Provided by Community Development Officer, Promotions and Development

Executive Summary
The North Queensland Sports Foundation (NQSF) have launched the 2020 Sportstar Awards Volunteer Awards, acknowledging the great work of volunteers in the sporting arena. This year's awards opened on 23 September 2020 with Council electing to close local nominations on 19 October 2020 to enable the nominations to be assessed and one nominee per category submitted to NQSF by the closing date of 23 October 2020.

Officer's Recommendation
THAT Council nominate Cr Peta MacRae and Cr Paul Stretton to assess the local nominations for the 2020 Sportstar Awards Volunteer Awards and select one nominee per category for submission to the North Queensland Sports Foundation.

Moved Cr MacRae
Seconded Cr Fortune

THAT Council nominate Cr Peta MacRae and Cr Paul Stretton to assess the local nominations for the 2020 Sportstar Awards Volunteer Awards and select one nominee per category for submission to the North Queensland Sports Foundation.

VOTE CARRIED **OM13/10/20**

10.5 – North Queensland Sports Foundation MoveIT NQ Program
Folder ID 5108
Provided by Community Development Officer, Promotions and Development

Executive Summary
The North Queensland Sports Foundation (NQSF) have established a partnership with the Western Queensland Primary Health Network (WQPHN), which will allow expansion of the MoveIT NQ project into Mount Isa in 2020/21. The MoveIT program aims to introduce and deliver programs, specifically designed to suit the needs of the Mount Isa community and increase physical activity.

Officer's Recommendation
THAT Council endorse the provision of free community activities through local providers as part of the "MoveIT NQ Mount Isa" program 2020/21, with $15,000 of funding provided by the North Queensland Sports Foundation towards the program.

Moved Cr MacRae
Seconded Deputy Mayor Cr Barwick

THAT Council endorse the provision of free community activities through local providers as part of the "MoveIT NQ Mount Isa" program 2020/21, with $15,000 of funding provided by the North Queensland Sports Foundation towards the program.

VOTE CARRIED **OM14/10/20**

Item 11 - Environmental Management – *Cr Paul Stretton*

11.1 - Approval of Environmental Charge Projects for Financial Year 2020/2021
Folder ID 119116
Provided by Environmental Officer, Environmental Services

Executive Summary
As a part of Council's Environmental Management Plan, the 2020/2021 Annual Implementation Plan for the Environmental Charge and the Environmental Charge Policy, Council is required to undertake Environmental Charge Projects. The Environmental Charge reserve fund will fund these projects and must align with the requirements of the Environmental Charge Policy. For the 2020/2021 financial year, ten (10) Environmental Charge projects have been identified, totalling a budget of $755,000 to implement all projects this financial year.

Officer's Recommendation
THAT Council approve the Environmental Charge Projects for the 2020/2021 Financial Year for the total budget of $755,000 to undertake all projects; and

THAT Council will undertake additional community consultation regarding the relocation of the bat colony.

Moved Cr Stretton
Seconded Cr Fortune

Officer's Recommendation
THAT Council approve the Environmental Charge Projects for the 2020/2021 Financial Year for the total budget of $755,000 to undertake all projects; and

THAT Council will undertake additional community consultation regarding the relocation of the bat colony.

VOTE CARRIED **OM15/10/20**

Item 12 - Corporate and Financial Services, Economic Development, Promotions and Development - *Deputy Mayor, Cr Phil Barwick*

12.1 – Corporate and Financial Services Monthly Report – September 2020
Folder ID 4755
Provided by Manager, Corporate and Financial Services

Executive Summary
September 2020 Corporate and Financial Services Monthly Report presented to Council for information and consideration.

Officer's Recommendation
THAT Council receives and accepts the September 2020 Corporate and Financial Services Monthly Report.

Moved Deputy Mayor Cr Barwick
Seconded Cr MacRae

THAT Council receives and accepts the September 2020 Corporate and Financial Services Monthly Report.

VOTE CARRIED **OM16/10/20**

Item 13 – Executive Services – *Interim Chief Executive Officer, David Keenan*

13.1 – 2020-2021 Annual Operational Plan Update
Folder ID 4987
Provided by Interim Chief Executive Officer, Executive Services

Executive Summary
Under Section 174 (3) of the *Local Government Regulation 2012*, the Chief Executive Officer must present a written assessment to Council, on a quarterly basis, of progress towards implementing the Annual Operational Plan.

Officer's Recommendation
THAT Council adopt the first quarter 2020-2021 Annual Operational Plan as presented.

Moved Deputy Mayor Cr Barwick
Seconded Cr Fortune

THAT Council adopt the first quarter 2020-2021 Annual Operational Plan as presented.

VOTE CARRIED **OM17/10/20**

13.2 – Updated Councillor Acceptable Request Guidelines V4
Folder ID 117215
Provided by Corporate Governance Coordinator, Executive Services

Executive Summary
Review of the Councillor Acceptable Request Guidelines V4.

Officer's Recommendation
THAT Council adopt the Councillor Acceptable Request Guidelines V4.

Moved Cr Fortune
Seconded Cr Tully

THAT Council adopt the Councillor Acceptable Request Guidelines V4.

VOTE CARRIED **OM18/10/20**

13.3 – Human Rights Policy
Folder ID 117215
Provided by Corporate Governance Coordinator, Executive Services

Executive Summary
Implementation of a new Human Rights Policy.

Officer's Recommendation
THAT Council adopt the Human Rights Policy V1.

Moved Deputy Mayor Cr Barwick
Seconded Cr Tully

THAT Council adopt the Human Rights Policy V1.

VOTE	CARRIED	**OM19/10/20**

13.4 – Update of Councillor Gifts and Benefits Policy V2
Folder ID 117215
Provided by Corporate Governance Coordinator, Executive Services

Executive Summary
Review and update of Councils Councillor Gifts and Benefits Policy V2.

Moved Cr Fortune
Seconded Deputy Mayor Cr Barwick

Officer's Recommendation
THAT Council adopt the updated Councillor Gifts and Benefits Policy V2.

VOTE	CARRIED	**OM20/10/20**

Item 14 General Business

Nil

Council Adjourned 1:00 pm
Council Reconvened 1:15 pm

Close of Meeting

Moved Mayor Cr Slade
Seconded Deputy Mayor Cr Barwick

THAT pursuant to Section 275 of the *Local Government Regulation 2012*, Council resolved that the meeting be closed to the public at 1:16pm for discussion of the following matters:

(a) "the appointment, dismissal or discipline of the chief executive officer".

(c) "the local government's budget".

(g) "negotiations relating to a commercial matter involving the local government for which a public discussion would likely to prejudice the interests of the local government".

VOTE	CARRIED	**OM21/10/20**

Opening of Meeting

Moved Mayor Cr Slade
Seconded Cr Fortune

THAT pursuant to *Section 275 of the Local Government Regulation 2012*, Council re-open the meeting to the public at 1:41pm.

VOTE	CARRIED	**OM22/10/20**

Item 15 Confidential Reports

15.1 – Complaint regarding the Public Official and Senior Executive Employee

Folder ID 5524

Provided by Interim Executive Manager, Executive Services

Executive Summary

For Council to consider a report from the Integrity and Governance Standing Committee.

Officer's Recommendation

THAT Council note this report and the action taken to address concerns raised;
and
THAT Council note that processes were developed and are now implemented to ensure compliance with the procurement strategy and good governance;
and
THAT the CEO provide an update to Council within 12 months in relation to procurement and good governance;
and
THAT the Integrity and Governance Standing Committee be disbanded.

Moved Deputy Mayor Cr Barwick
Seconded Cr Fortune

THAT Council note this report and the action taken to address concerns raised;
and
THAT Council note that processes were developed and are now implemented to ensure compliance with the procurement strategy and good governance;
and
THAT the CEO provide an update to Council within 12 months in relation to procurement and good governance;
and
THAT the Integrity and Governance Standing Committee be disbanded.

VOTE CARRIED **OM23/10/20**

15.2 – Community Grants and Sponsorship Round 1 2019-20

Folder ID 5098

Provided by Community Development Officer, Promotion and Development

Executive Summary

On 31 August 2020, Round 1 of the 2020/21 Community Grants and Sponsorship closed with Council receiving a total of 7 applications; 5 for Community Grants and 2 for Sponsorship. All applications go through a comprehensive process, and procedures have been developed to ensure a fair, open and transparent selection is determined.

Officer's Recommendation

THAT Council award the following organisations to receive the Community Grants and Sponsorship, Round 1 August 2020 funding to:

Community Grants:	Project/Event	Amount
Mount Isa Filipino Aust. Assoc. Inc.	Upgrades to Food Van	$ 3,200.00
Mount Isa AFL Inc.	Line Marking Equipment Upgrade	$ 1,835.45

North West Canoe Club	Project Outriggers	$ 5,000.00
Mount Isa Judo Academy	New Signage and Security Lights	$ 4,816.00
		Total $ 14,851.45
Sponsorship:		
Commerce North West Inc. 2020	Jemena Northern Outback Business Awards	$ 3,500.00
Zonta Club of Mount Isa	International Women's Day Dinner 2021	$ 5,000.00
		Total $ 8,500.00

****All amounts are Exclusive of GST (if applicable)**

Moved Deputy Mayor Cr Barwick
Seconded Cr Tully

THAT Council award the following organisations to receive the Community Grants and Sponsorship, Round 1 August 2020 funding to:

Community Grants:	**Project/Event**	**Amount**
Mount Isa Filipino Aust. Assoc. Inc.	Upgrades to Food Van	$ 3,200.00
Mount Isa AFL Inc.	Line Marking Equipment Upgrade	$ 1,835.45
North West Canoe Club	Project Outriggers	$ 5,000.00
Mount Isa Judo Academy	New Signage and Security Lights	$ 4,816.00
		Total $ 14,851.45
Sponsorship:		
Commerce North West Inc. 2020	Jemena Northern Outback Business Awards	$ 3,500.00
Zonta Club of Mount Isa	International Women's Day Dinner 2021	$ 5,000.00
		Total $ 8,500.00

****All amounts are Exclusive of GST (if applicable)**

VOTE CARRIED **OM24/10/20**

15.3 – Asphalting Works at locations within Mount Isa City
Folder ID 96569

Provided by Acting Director, Engineering Services

Executive Summary

A recent inspection of eight streets at locations within the Mount Isa City revealed the need for asphalt overlay repairs due to deterioration of the street surfaces. This work needs to be carried expediently while maintaining a focus on the ***'The Sound Contracting Principle – Value for Money'.***

Officer's Recommendation

THAT Council awards the combined asphalting works at locations within Mount Isa City 2020-4 Contract to Zafa Asphalting Pty Ltd for the sum of $503,661 (gst exclusive).

Moved Cr Fortune
Seconded Cr Coghlan

THAT Council awards the combined asphalting works at locations within Mount Isa City 2020-4 Contract to Zafa Asphalting Pty Ltd for the sum of $503,661 (gst exclusive).

VOTE CARRIED **OM25/10/20**

15.4 – Funding Milestone 2 - Mount Isa Family Fun Precinct Redevelopment (Stage 2)

Folder ID 5108

Provided by Acting Coordinator, Technical Services

Executive Summary

On 20 April 2020, Mount Isa City Council was notified through correspondence from the Minister for State Development, Manufacturing, Infrastructure and Planning that it had passed the Business Case phase of the Queensland Government's Building Our Regions program (Round 5) and was successful in being awarded $3,756,500 for the Project. As per our contractual arrangement under the Funding Dead of Agreement, Council is required to present the following resolution within three (3) months of signing.

Officer's Recommendation

THAT Council confirms:

- it has budgeted its financial contribution to the project;
- is committed to delivering the project; and
- acknowledges responsibility for any funding shortfall if costs or other contributors change.

Moved Cr Tully
Seconded Cr Fortune

THAT Council confirms:

- it has budgeted its financial contribution to the project;
- is committed to delivering the project; and
- acknowledges responsibility for any funding shortfall if costs or other contributors change.

VOTE CARRIED **OM26/10/20**

15.5 – Materials Order for Soffit Replacement to Civic Centre

Folder ID 4704

Provided by Acting Director, Engineering Services

Executive Summary

The Civic Centre has been identified as having a number of serious deficiencies that have ultimately resulted in a significant loss of safety and functionality. The area requiring most urgent attention is the replacement of the soffits and their immediate framing members following failures of the fixing and subsequent danger to passers-by from falling cladding and framing. This work needs to be carried expediently while maintaining a focus on the 'The Sound Contracting Principle – Value for Money'.

Officer's Recommendation

THAT the ordering of the soffit material to the Civic Centre be separated from the main construction contract to permit a fast track construction of the repairs and avoid builder's margin on a single supplier product.

Moved Cr Tully
Seconded Cr Fortune

THAT the ordering of the soffit material to the Civic Centre be separated from the main construction contract to permit a fast track construction of the repairs and avoid builder's margin on a single supplier product.

VOTE	CARRIED	**OM27/10/20**

There being no further business the meeting closed at 1:46pm.

Signed by the Chair of the Ordinary Meeting
held on Wednesday, 11 November 2020.

_____

Her Worship Mayor Cr Danielle Slade
Mayor of Mount Isa

OFFICER'S REPORT

ITEM 7.1

TO	The Mayor, Deputy Mayor and Councillors
OFFICER	Planning Officer, Development and Land Use
AGENDA	11.11.2020 Council Ordinary Meeting
FOLDER ID	# 126127

SUBJECT	Development Application for a Material Change of Use for Gallipoli Park Recreational Facility
LOCATION	Part of Lot 11 on plan M758229

EXECUTIVE SUMMARY

Council has received an internal development application for the redevelopment of Council's Gallipoli Park, reserve land under Council's trusteeship.

OFFICER'S RECOMMENDATION

THAT *Council APPROVE the Development Application for a Material Change of Use for the Redevelopment of Gallipoli Park Recreational Facility on part of Lot 11 on plan M758229 subject to the following conditions:*

NUMBER	CONDITION	TIMING
PLANNING		
General		
1.	The development shall be carried out generally in accordance with the approved documents, plans and drawings attached to this approval except where conditions of this approval dictate otherwise *For clarity, any change to the development that is not generally in accordance with the approved plans and drawings must be approved by Council pursuant to a 'change application" under Chapter 3, Part 5, Division 2, Subdivision 2 of the Planning Act 2016*	*At all times*
2.	The owner/developer shall bear the cost of all alterations necessary to public utility mains, services or installations necessitated by this approval and such works shall be to Council specifications and satisfaction	*At all times*
3.	Upon completion, Detailed Plans are required to be provided and approved by Council.	*Prior to works commencing*
Amenity		
4.	All lighting is to be designed in a way so as not to cause a nuisance to the surrounding residential properties.	*As specified*
5.	No mature trees are to be removed as part of the development without prior approval from Environmental Services.	*As specified*
Landscaping		
6.	Landscaping is to be installed as per plan – *Gallipoli Park – Concept Layout- 27/10/2020 – Draw No: 2506-D1-0003 Rev 1*	*As specified*
7.	Buffer landscaping is to be designed in accordance with Crime Prevention through Environmental Design (CPTED) Guidelines for Queensland	*At all times*

8.	An automatic water irrigation system for all landscaping shall be installed to promote sustainability and shall be maintained by the owner for the life of the development	*At all times*
9.	The owner shall provide ongoing maintenance of the landscaping to ensure it is neat and tidy and not overgrown and/or unsightly for the life of the development	*At all times*
10.	Landscaping shall be in accordance with the Landscaping Code of the City of Mount Isa Planning Scheme 2020	*As specified*
Environmental		
11.	The 'general environmental duty' must be achieved to mitigate any environmental harm and/or nuisance described under the *Environmental Protection Act 1994*. (a) there is no discharge to land or water of contaminants that may harm the environment or create a nuisance from the operation of the activity (b) there is no discharge to air of contaminants that may harm the environment or create a nuisance from the operation of the activity (c) noise nuisance is prevented or minimised at noise sensitive places (d) waste production and disposal must be minimised and waste must be managed so it does not harm the environment or create a nuisance from the operation of the activity.	*At all times*
12.	Construction/demolition waste – All waste generated because of the proposed development must be effectively controlled and contained entirely within the boundaries of the site before disposal. All waste is to be disposed of in accordance with the *Environmental Protection (Waste Management) regulation 2000*	*During Construction*
13.	Prevent/minimise the emission of noise that causes, or is likely to cause, environmental nuisance at any nuisance sensitive or commercial place All work must be undertaken within the prescribed timeframe as mentioned in *Environmental Protection Act 1994*, i.e. on a business day or Saturday, between 6.30am and 6.30pm	*During Construction*
14.	The release of dust and/or particulate matter resulting from the activity must not cause environmental harm or cause environmental nuisance at any nuisance sensitive or commercial place	*At all times*
15.	Any recommendations set out in the Council commissioned Noise Study report are required to be implemented. Where changes to the approved drawings are proposed, Council will require the applicant to lodge amended plans	*As specified*

16.	Under the *Nature Conservation Act* 1992, flying-foxes must not be disturbed or driven away from a roost tree. If flying-foxes are observed roosting in trees in the vicinity of the development, construction must be stopped to prevent disturbance.	*During construction*
COMPLIANCE WITH CONDITIONS		
17.	The applicant is to contact Council to arrange a compliance inspection of the development to assess compliance with the Assessment Manager's Conditions of Approval and the approved plans	*Prior to commencement of use*

BUDGET AND RESOURCE IMPLICATIONS

- There will be ongoing maintenance of facility for the life of the infrastructure.
- Increased maintenance of the Thorpe Street carpark.

BACKGROUND

Council obtained funding in February 2020 through the Queensland Government's "Active Community Infrastructure Projects" which was intended to support social and community wellbeing by assisting creation of community sport and recreational areas.

As part of the planning stage of the proposed development, the Project Team (consisting of Technical Services and Community Development) consulted with Council's internal stakeholders to identify risks/impacts and provide comments as to how these risks/impacts would be controlled and/or mitigated. Council's Project Team also conducted community consultation to identify additional concerns that community may have with the development. Where possible, the Project Team implemented changes to the proposed development to address their concerns.

With the final concept plan being completed, the purpose of the development application is to obtain the required development approval to redevelop the southern portion of Gallipoli Park into a second public recreational facility that will service the northern end of the City.

Council's Cadet Planning Officer, with the cooperation with Council's Technical Services section, has prepared and submitted a development application, which has been assessed by Council's Planning Officer and subsequently submitted this report for Council's approval.

LINK TO CORPORATE PLAN

People & Communities – To establish safe and healthy communities with a strong sense of identity which supports the people and groups who work, live, play and visit here.

Services & Infrastructure – To establish innovative and efficient infrastructure networks that service the local communities and industries.

CONSULTATION (Internal and External)

- Development & Land Use
- Technical Services
- Mount Isa Public

LEGAL CONSIDERATIONS

Not applicable.

POLICY IMPLICATIONS

Not applicable.

RISK IMPLICATIONS
Not applicable.

HUMAN RIGHTS CONSIDERATIONS
Yes

ATTACHMENTS
- Planning Officer's Report
- Plans for consideration

REFERENCE DOCUMENT
- Development Application for Material Change of Use for Park – Prepared by Mount Isa City Council, received on 29 October 2020
- Assessment Number: 04648-00000-000

Report Prepared by:	**Report Authorised by:**
Planning Officer Development and Land Use 06/11/2020	Interim Chief Executive Officer 06/11/2020

ATTACHMENT 1

Planning Officer's Report

OFFICER'S REPORT

SUMMARY

Proposal

Council has received an internal development application for the redevelopment of the southern part of Gallipoli Park. The proposed development will include a pump track, pedal park, exercise equipment, covered areas, new pathways and landscape buffers.

Locality

Locality Plan

Subject Property

Development Application Number

P07-20

Date Received

29.10.2020

Property Description

Part of Lot 11 on plan M758229

Address

Gallipoli Park, Soldiers Hill

Site Area

26,330m^2

Zoning

Open Space

Current Use

Park

Concurrence Agencies

N/A

Status	
Application lodged	29 October 2020
Officer's Report tabled at Council's Ordinary Meeting	11 November 2020

Matters for Consideration

- Landscaping adjoining residential properties limited to 1.2m in width in places due to existing Council infrastructure in place.
- Landscaping buffers placed between facility and adjoining roads.
- Development footprint is not to exceed 5%, this development footprint is 7.2%
- Noise study is currently being commissioned by Council's Technical Services section, pending the results of this study, additional noise mitigation may be implemented.
- Carparking is proposed to be provided within the existing 51 bay, sealed parking area on Thorpe Street.

REPORT

Proposal

In February 2020, Council's Technical Services section was successful in obtaining funding through the Queensland Government's "Active Community Infrastructure Projects" funding stream. This funding program is intended to support social and community wellbeing by assisting the creation of functional, adaptable, inclusive and accessible places for community sport and recreation.

The guiding principles supporting the funding program are intended to encourage the provision of a wide range of sporting and recreational activities conveniently located, and easily accessible, to a wide range of community members. The southern portion of Gallipoli Park in Soldiers Hill (Lot 11 on plan M758229) was identified as an area where additional recreation facilities could be provided. Given the only park with significant infrastructure is the Family Fun Precinct centrally located in Isa Street, the funding provides the opportunity to develop a second facility to service the northern end of the City at a location easily accessible to the residents of Soldiers Hill and close to existing car parking facilities.

The proposed site benefits from its close proximity to existing youth and recreation orientated spaces including the Barkly State School and Alexandra Oval. Crucially, Gallipoli Park is the only open space area, within close proximity of a residential area, which is large enough to accommodate the size of the facility envisioned by Council; with sufficient space remaining to accommodate adequate buffers to preserve residential amenity, and which will not result in the loss of existing playing fields. The size of the site will ensure that approximately two-thirds of the park will remain unaltered and available for use by residents that prefer a traditional park, characterised by green space and minimal built form.

It is envisioned that the proposed recreation facility will incorporate the following:

- A state-of-the-art asphalt pump track catering to mountain bike, BMX, scooter riders and skateboarders at a wide variety of skill levels
- A pedal park bike circuit to encourage younger children to experience the fun and benefits of cycling while teaching them how to cycle safely;
- Exercise equipment to encourage physical activity and fitness;
- Covered picnic tables to provide families the opportunity to picnic outdoors and permit the supervision of children using the facilities;
- Toileting facilities for the convenience of patrons using the facility; and
- Concrete pathways, lighting and significant onsite landscaping to enhance the amenity of the facility while preserving the amenity of the surrounding residential properties.

The entire facility is proposed to occupy a 95.0m x 46.0m area at the southern end of Lot 11 on M758229, adjacent to the existing 51 bay carpark on Thorpe Street. The proposed facility will occupy approximately 7.2% of the total area of Lot 11 on M758229.

Site Details

The subject site has an area of 26,330m^2 and is zoned Open Space under the City of Mount Isa Planning Scheme 2020.

The site is rectangular in shape with a road frontage to Kokoda Road along the northern boundary. The streets of Soldier's Hill form a series of crescents surrounding the site. Crescents are formed of Rabaul and Merauke Streets; and Tarakan and Salamaua Streets, which front the site to the east. Similarly, crescents formed of Finschafen and Lae Streets; and Wewak and Bougainville Streets front the site to the west. The northern end of Thorpe Street adjoins the southern boundary. The site is located within a principally residential area. The northern portion of Gallipoli Park, Lot 1 on plan M758229, lies across Kokoda Road to the north.

The site forms the southern portion of Gallipoli Park. The site is largely devoid of infrastructure with the exception of concrete footpaths along the southern and western boundaries and two seats located at the northern end. The park is grassed, with clusters of established trees in the centre, and at the northern end. No lighting, rubbish bins, or ablution facilities are provided, with only limited seating available.

A review of Schedule 3 of the MICC Local Government Infrastructure Plan indicates that the site is located within Council's Priority Infrastructure Area. An existing double vehicle cross-over on Kokoda Road is provided for vehicle access purposes. Council's on-line service mapping indicates that Council water mains traverse both the north and south of the site, running approximately east-west. A Council sewer main and stormwater pipe traverse the centre of the site, also orientated east-west. The new facility is proposed over the southern portion of the site, well clear of existing services.

The site dips slightly in the centre before sloping upwards at the northern end. Flood hazard mapping within the City of Mount Isa Planning Scheme 2020 indicates the site lies outside the 1 in 100 ARI flood event.

Planning Assessment

Defined Use

Park

Level of Assessment

Code Assessable

Applicable Planning Scheme Codes

- Community and Recreation Activities Code
- Parking, Access and Loading Code
- Landscaping Code
- Excavation and Filling Code
- Engineering Works and Services Code
- Airport Overlay Code
- Major Infrastructure Overlay Code

Community and Recreation Activities Code

Performance Outcomes	Acceptable Outcomes	Proposed Development	Council Assessment	Statement of Reasons
Assessment benchmarks for Assessable Development and Requirements for Accepted Development				
Built Form and Scale				
PO 6	**AO 6.2**	While the Development Footprint is located within the 15m setback from the adjoining residential properties to the south, it is noted that the main noise generating element of the facility: the Pump Track, is located outside the setback, being 17.1m from the nearest residential property. Additionally, it is considered that the existing 1.8m Colorbond boundary fence along the northern boundary of 1 Thorpe Street, and the solid masonry wall forming the northern elevation of the Dwelling at 19-23 Thorpe Street will assist in screening the recreation facility from the occupiers of these properties and assist in mitigating noise emissions arising from the facility.	Council agree that while the development is located within the adjacent residential property setback, the actual the element that generates noise is located well outside the setback. Existing infrastructure of the neighboring residential properties with increased landscaping will also assist in mitigating noise emissions.	The proposed development has been designed in a way for minimal noise impacts to the surrounding properties. Use of the existing boundary infrastructure and additional landscaping will provide both screening and noise mitigation.
	6.3	Five 6.0m x 6.0m Covered Picnic Areas and a 6.0m x 4.0m Toilet Block are proposed as part of the recreation facility, resulting in a total site coverage figure of 0.8% - below the 5% maximum prescribed in AO 6.3 of the Code. While the Development Footprint for the facility will exceed the 250m^2 maximum prescribed under AO 18.1, is noted that the 1,884m^2 Development Footprint represents only 7.2% of the total site area - leaving some 24,446m^2 of the site as open space.	While the proposed development exceeds the permittable 5% of Gross Floor Area, the gross floor areas only consist of the open covered areas to provide shade for users and a toilet block that improves the amenity for users.	A total area of 7.2% Gross Floor Areas of the proposed development does not compromise the sense of open space of Gallipoli Park with the proposed structures improving the amenity for users.

Performance Outcomes	Acceptable Outcomes	Proposed Development	Council Assessment	Statement of Reasons
		As such, while 1,884m^2 is a significant amount, considering the size of the lot, and the fact that 92.8% of it will remain open space, it is submitted that the facility will remain consistent with the intent of the Open Space Zone given that the vast majority of the park will remain open and undeveloped. I note that no buildings or structures are proposed which will be greater than 6m in height.		
Landscaping				
PO 10	**AO 10.2**	Due to the proximity of the facility to surrounding residential properties, 2.0m wide, densely planted landscaping strips are proposed along the eastern and western sides of the recreation facility to enhance the appearance of the facility from the street. Additional landscaping is also proposed along the common boundaries of both adjoining Thorpe Street properties to buffer these properties from any noise emissions generated by the facility. Due to the placement of the existing concrete footpath, landscaping buffers immediately in front of 1 Thorpe Street are restricted to a width of 1.2m. Despite this, additional landscaping is provided on the opposite side of the footpath to achieve the intent of Performance Outcome (PO) 10 of the Code. Both adjoining properties benefit from existing full height solid fences along the common boundaries.	Council footpath located within the required 2m buffer to the adjoining property (1 Thorpe Street). 	Given that there is already existing infrastructure in the form of a footpath located within the setback, the allowance of the landscape buffer to be only 1.2m in depth is considered to be acceptable as it will be combined with an existing 1.8m solid fence that forms a more sufficient buffer.

Performance Outcomes	Acceptable Outcomes	Proposed Development	Council Assessment	Statement of Reasons
Provisions specific to certain uses				
PO 18	**AO 18.1**	While the Development Footprint for the facility will exceed the 250m^2 maximum prescribed under AO 18.1, is noted that the 1,884m^2 Development Footprint represents only 7.2% of the total site area - leaving some 24,446m^2 of the site as open space.	Already assessed as part of Assessment against Performance Outcome 6.	A total area of 7.2% Gross Floor Areas of the proposed development does not compromise the sense of open space of Gallipoli Park with the proposed structures improving the amenity for users.

Carparking, Access and Loading Code

Performance Outcomes	Acceptable Outcomes	Proposed Development	Council Assessment	Statement of Reasons
Assessment benchmarks for Assessable Development and Requirements for Accepted Development				
Vehicle Parking				
PO 4	**AO 4.1**	Parking for the recreation facility is proposed to be accommodated within the existing 51 space, sealed carparking area on Thorpe Street. Table 9.4.6.3 (b) within the Parking and Access Code does not prescribe a carparking requirement for Parks, as such, there is no obligation to provided dedicated parking to service the facility. Despite this, given that the intention in creating the recreation facility is to encourage greater use of existing open spaces, it is considered prudent to provide some level of dedicated parking for the facility. Consequently, the facility has been prosed at the southern end of the Park to capitalise on the adjacent existing carparking.	While Park uses are not required to provide onsite carparking, parking is proposed to be provided in the Thorpe Street carpark which will discourage the potential of on-street parking on the smaller surrounding streets.	

Performance Outcomes	Acceptable Outcomes	Proposed Development	Council Assessment	Statement of Reasons
		It is noted that the Thorpe Street carpark is currently informally utilised by parents of students at the neighbouring Barkly Highway State School during school pick-up and drop-off times. Despite this, it is understood that there is no formal agreement between Council and the School governing this arrangement, as such, it appears that the School does not have priority use of the parking in Thorpe Street. In any case, it is noted that the principal users of the recreation facility will be school-aged children who, by virtue of their educational commitments, will not be utilising the facility during school-hours when the greatest demand will be placed on the carpark. As such, it is considered that both the School and recreation facility can share the carparking, given that peak demand for each use will occur at different times of day.	.	

Landscaping Code

Performance Outcomes	Acceptable Outcomes	Proposed Development	Council Assessment	Statement of Reasons
Assessment benchmarks for Assessable Development and Requirements for Accepted Development				
Landscape Buffers				
PO 5	**AO 5.1 & AO 5.2**	While it is acknowledged that the facility is proposed in close proximity to existing residential Dwellings, the development proposes landscaped buffers, and makes use of existing full-height boundary fences to screen the facility from adjoining properties. Pending the outcome of the proposed Noise Study, Council's Technical Services section will evaluate the need for additional landscaping or acoustic mitigation at this time.	Proposed development uses a combination of new landscaping buffers and existing boundary fence/wall infrastructure. Council is also commissioning a noise study to determine if additional landscaping buffers is required. Pending results of this, other mitigation methods may be required.	Through a combination of sufficient landscaping buffers and existing full height boundary fencing/solid walls, the surrounding residential properties are able to be screened from the park.

Excavation and Filling Code

Assessment has determined development is generally able to achieve the requirements of the code

Engineering Works and Services Code

Assessment has determined development is generally able to achieve the requirements of the code

Airport Overlay Code

Assessment has determined development is generally able to achieve the requirements of the code

Major Infrastructure Overlay Code

Assessment has determined development is generally able to achieve the requirements of the code

Infrastructure Charges

While Gallipoli Park is located in the Priority Infrastructure Area of the Local Government Infrastructure Plan (LGIP), as the proposed development's only gross floor area (GFA) consists of the covered areas for tables and ablutions block, Council would not being levying any Infrastructure Charges on this development.

CONCLUSION

Council has received a development application for the redevelopment of the southern part of Gallipoli Park described as part of Lot 11 on plan M758229 for a Recreational Facility.

The proposed development is to create a second recreational facility in the northern portion of the City. The facility will include a state-of-the-art asphalt pump track; a pedal park bike circuit, exercise equipment, covered picnic tables, toilet facilities, new concrete pathways and increased landscaping to enhance the amenity of the facility incorporating design principles to preserve the amenity of surrounding residential properties.

The proposed development generally complies with the relevant codes and where it does not, has provided alternative options that comply with Performance Outcomes of the relevant codes.

It is therefore recommended that Council approve the redevelopment of the Gallipoli Park Recreational Facility on part of Lot 11 on plan M758229.

A T T A C H M E N T 2

Consultation

Consultation (internal/external)

Internal

Throughout the planning/design process all relevant sections and Council Officers were asked to provide advice, comments and conditions for the proposed redevelopment of Gallipoli Park.

Where required, the project team implemented changes to the development design to control/mitigate risks and impacts that were identified by Council Officers.

External

Community Consultation

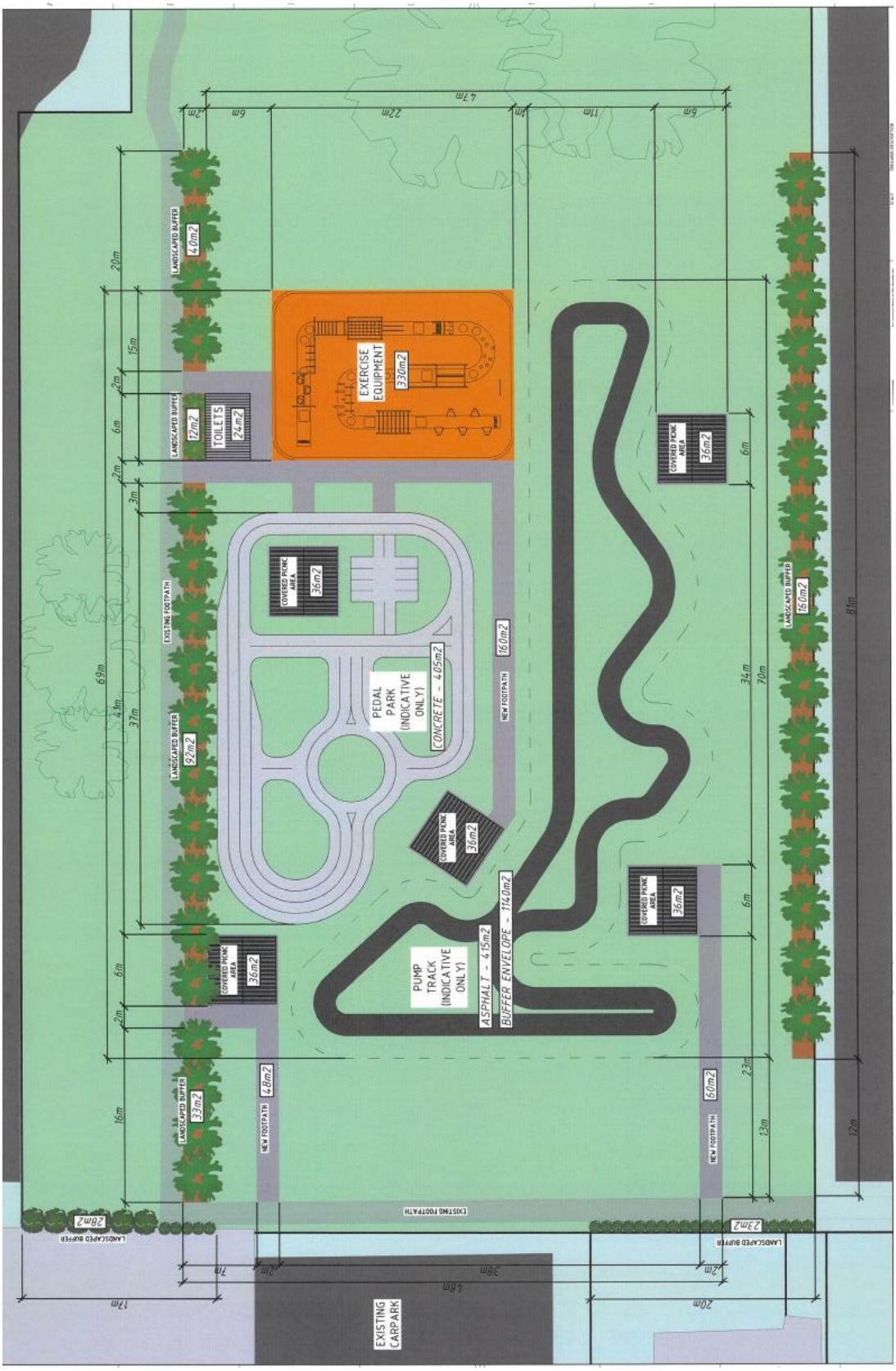
As part of the planning stages of the project, Council undertook community consultation through an online survey, a social media campaign, letter box drops and informational signage. At the conclusion of the consultation, it was determined that the proposed multi-purpose court would be removed and replaced with a pedal park to teach young children about bike safety.

Queensland Police Service

The Project Team met with representatives of the Queensland Police Service who provided significant insight into how the development could be designed in accordance with the Crime Prevention through Environmental Design guidelines.

Plans for Consideration

N



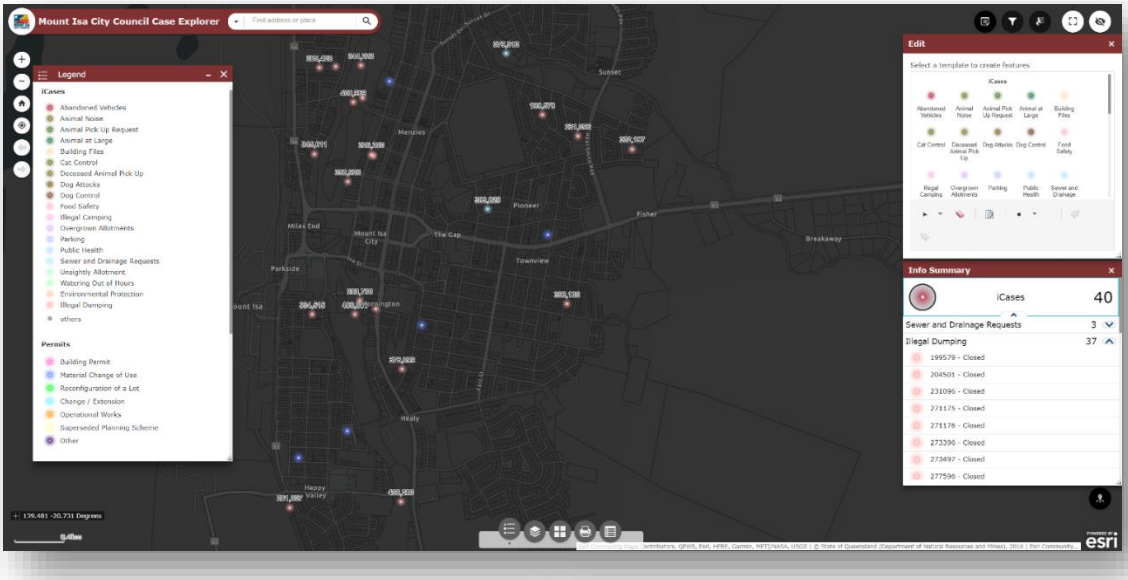
MERAUKE STREET
TARAKAN STREET
SALAMAUA STREET
OWEN STANLEY ROAD
GALLIPOLI PARK
(SOUTH)
11M758229
26,330m2
LAE STREET
WEWAK STREET
BOUGAINVILLE STREET
THORPE STREET
DEVELOPMENT ENVELOPE
EXISTING CARPARK
27m
16m
16m
16m

monthly report

OCTOBER 2020

MOUNT ISA CITY COUNCIL

ITEM 8.1



ArcGIS mapping system

ENGINEERING SERVICES

FOLDER ID: 4650

1 PROJECTS

Main project focus has been on progressing through funded projects already commenced such as:

- Markham Valley Road medium beautification
- Transfield/Brett Avenue Shared Cycle Path Design
- Barkly Highway Shared Cycle Path Design
- Outback Self-guided itinerary walking trails for bird watchers and hikers
- Waste Management Facility – Transfer Station, Tip Shop and Inspection Station
- Outback at Isa Masterplan

Planning & Design is currently in progress for:

- 2020 City Christmas Tree and decorations
- Pamela/Deighton/Isa Street Intersection Redevelopment
- Pamela/Trainor Street Intersection Redevelopment
- Family Fun Precinct Redevelopment Stage 2
- Smart Water Meters
- Materials Recovery Facility
- ArcGIS implementation
- Gallipoli Park Recreation Development

RFQ/RFTs recently out to market or being assessed/awarded:

- Family Fun Precinct Redevelopment Stage 2
  - Steel fencing construction
  - Lifeguard fit out design
  - Skate bowl replacement design/engineering
- Blackspot
  - Pamela/Deighton/Isa Street Intersection Redevelopment design
  - Pamela/Trainor Street Intersection Redevelopment design
- Outback at Isa Masterplan consultancy

2 FUNDING

- Technical Services received approval on the variation request under Works for Queensland (W4Q) to reallocate funds from the Tanker Waste Receiving Facility to prioritise the UV treatment of recycled water. An additional variation request is about to progress for the rescoping of the Tip Shop to deliver the Waste Transfer Station.

- Due to resources and delays, an extension of funding milestones under the North West Minerals Province Economic Transition Strategy has been requested for the:
  - Development of a Master Plan of Outback at Isa; and
  - a tourism with self-guided itinerary, focused on bird watching.

  The request is proposing to give Council until March 2021 with acquittal due June 2021 and is currently awaiting formal documentation.

- Following Council's successful Expression of Interest (EOI) for the new Walking Network Pilot Program offered by the State Department of Transport and Main Roads (DTMR), the team have conducted an initiation meeting, with an information session/ workshop scheduled with Councillors and stakeholders to follow in early November.

- DTMR have recently notified Council of its successful nomination of additional Principal Cycle Network Program (PCNP) funding off-road shared cycle paths for:
  - Thomson Road Construction Stage 2; and
  - Twenty Third Avenue Construction.

  Technical Services will begin the next steps to arrange an inception meeting, review the design, costs/scope and execute a funding agreement prior to commencing any works or media announcements.

- Technical Services is still waiting on the outcome of the 2021/22 Blackspot Program nomination through DTMR for the proposed Miles Street and Mary Street Intersection Redevelopment.

- QRA (Queensland Reconstruction Authority) have provided training to elected members and staff on Disaster Recovery Funding Arrangements (DRFA) – Mount Isa City Council was awarded close to $3 million.
- Procurement and planning in progress for road related funded works, with majority of rural works commencing after the wet season where possible.

3 BUDGET

Please refer to 2.1 to 3.4 for the overall performance in the Engineering department. Please see also Corporate and Financial Services report.

4 TECHNICAL SERVICES

Technical Services continues to work towards implementation and continuous improvement of the Local Government Controlled Area framework, Project Management Framework, GIS and Asset Information Control processes and Funding coordination. The team has also been busy planning and securing resources for delivery of the externally funded capital works projects.

First quarter review of the Capital Program has been undertaken and findings being prepared for submission with the Amended Council Budget coming up.

5 RURAL AND URBAN – MOUNT ISA

The jet patcher has been patching holes around town and at Gunpowder Road. Council is in the process of implementing changes to the operation and maintenance of the jet patcher to improve the environmental impact of the equipment. Sweeping has continued for the month both in the CBD and around the city streets with both machines back up and running.

Line marking has continued for the month of October with the crew still remarking streets around town.

General maintenance and replacement of signage that have faded over time or have been vandalised continued for the month. A new large signage on anti-dumping information was placed on the outer areas of the city, which is considered to be a hotspot for illegal dumping.

Waste Transfer Station signs targeted for clean-up.

6 RURAL AND URBAN - CAMOOWEAL

Camooweal operations have continued as normal during the month with general maintenance being carried out around the town with both the crew back at work.

7 CONCRETE BATCH PLANT

Concrete production for the month of October has slowed with a total of 114.6m^3 produced. Taking advantage of the quiet period, Batch Plant staff have made significant improvements to the material sales area. This includes restructuring the bunkers to help remove dust hazards and contamination; building new water catchment wash down pits; improvements on the plant itself which will improve the environmental footprint of the whole plant.

8 WORKSHOP

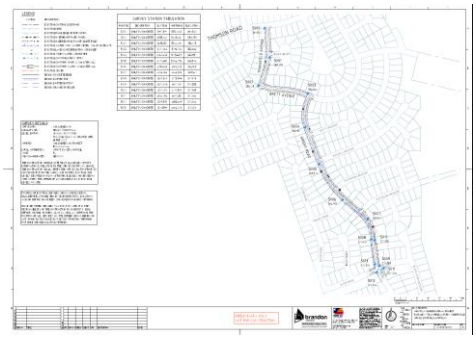
This month the workshop aimed to establish proactive approaches with improving the workplace environment; which also simultaneously optimised productivity. In addition to general services and repairs to council fleet, the team continue to undertake regular visits to rural crews and campsites for vehicle/plant services and checks. Operations at the workshop remain steady in October. Production is expected to increase in the future as heavy vehicle inspections and renewal of registrations are due soon.

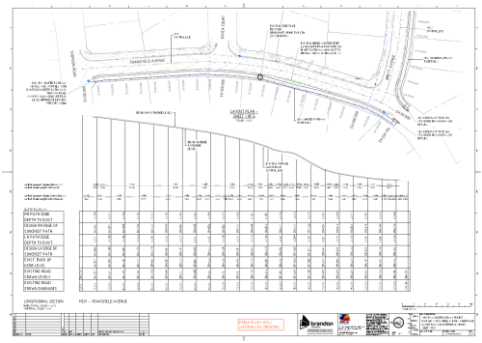
1.1 MOUNT ISA MEMORIAL CEMETERY

CURRENT STATUS	95% Completed
START DATE	Sept 2019
EST.COMPLETION DATE:	March 2021
FUNDING SOURCE:	W4Q (Round 3)
BUDGET:	$600K
EXPENDITURE TO DATE:	$555,010
SCOPE:	Reconstruct pavement to include widening for additional parking. Resurface using two coat seal. Construct islands to separate and organise traffic flow. Upgrade planter beds at entrance. Upgrade hard stand area for monument.
PROGRESS UPDATE:	The new raised area has been completed and the final trim is happening now.

1.2 TRANSFIELD / BRETT AVENUE PCNP SHARED PATH DESIGN & CONSTRUCTION

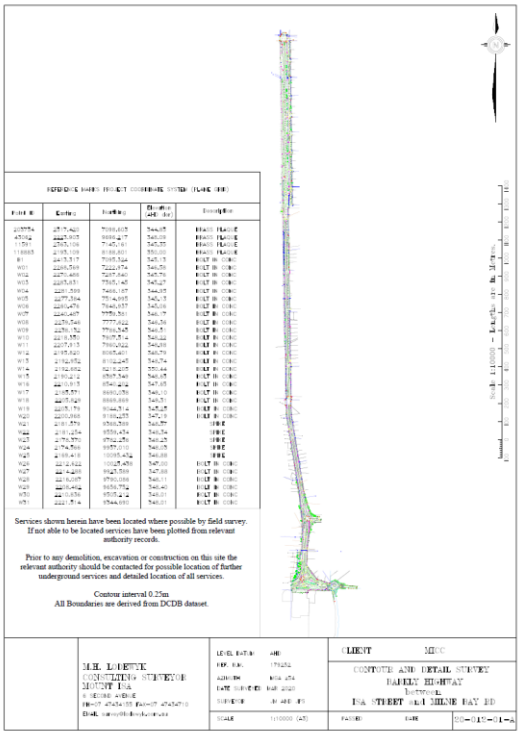
CURRENT STATUS:	Design – 60% Completed
START DATE:	Feb 2020
EST.COMPLETION DATE:	Oct 2020
FUNDING SOURCE:	Cycle Network LG Grants $70,000 Council $70,000
BUDGET:	$140,000
EXPENDITURE TO DATE:	$21,372
SCOPE:	This project will deliver design and construction over 390 metres of 2.5-metres-wide shared path along the western side of Transfield Avenue and the Southern side of Brett Avenue. Council will continue the design only of Wright Road, which terminates at the intersection of Suter Road for future staged construction.
PROGRESS UPDATE:	Wright Road design completed. Following feedback from TMR, Council designer is undertaking amended design for Transfield and Brett Avenues. Designer has identified compliance issues. Council has requested advice from TMR on how to resolve these issues. Preliminary drawings scheduled for submission Nov 2020.





1.3 BARKLY HIGHWAY – PCNP SHARED PATH DESIGN

CURRENT STATUS:	Design – 7% Completed
START DATE:	Feb 2020
EST.COMPLETION DATE:	June 2020
FUNDING SOURCE:	Cycle Network LG Grants $30,000 Council $30,000
BUDGET:	$60,000
EXPENDITURE TO DATE:	$35,000
SCOPE:	This project will deliver the detailed design of 3.2km of 2.5-3m wide shared path along the Barkly Highway from the Isa Street/Fourth Avenue intersection to Milne Bay Road. Markham Valley Road will be used as an alternative to the Barkly Highway where possible.
PROGRESS UPDATE:	Consultant prepared high level desktop options but did not recommend a preferred option/s for consideration by TMR. Following feedback from TMR, Council is preparing an RFQ with the aim of achieving a viable solution.

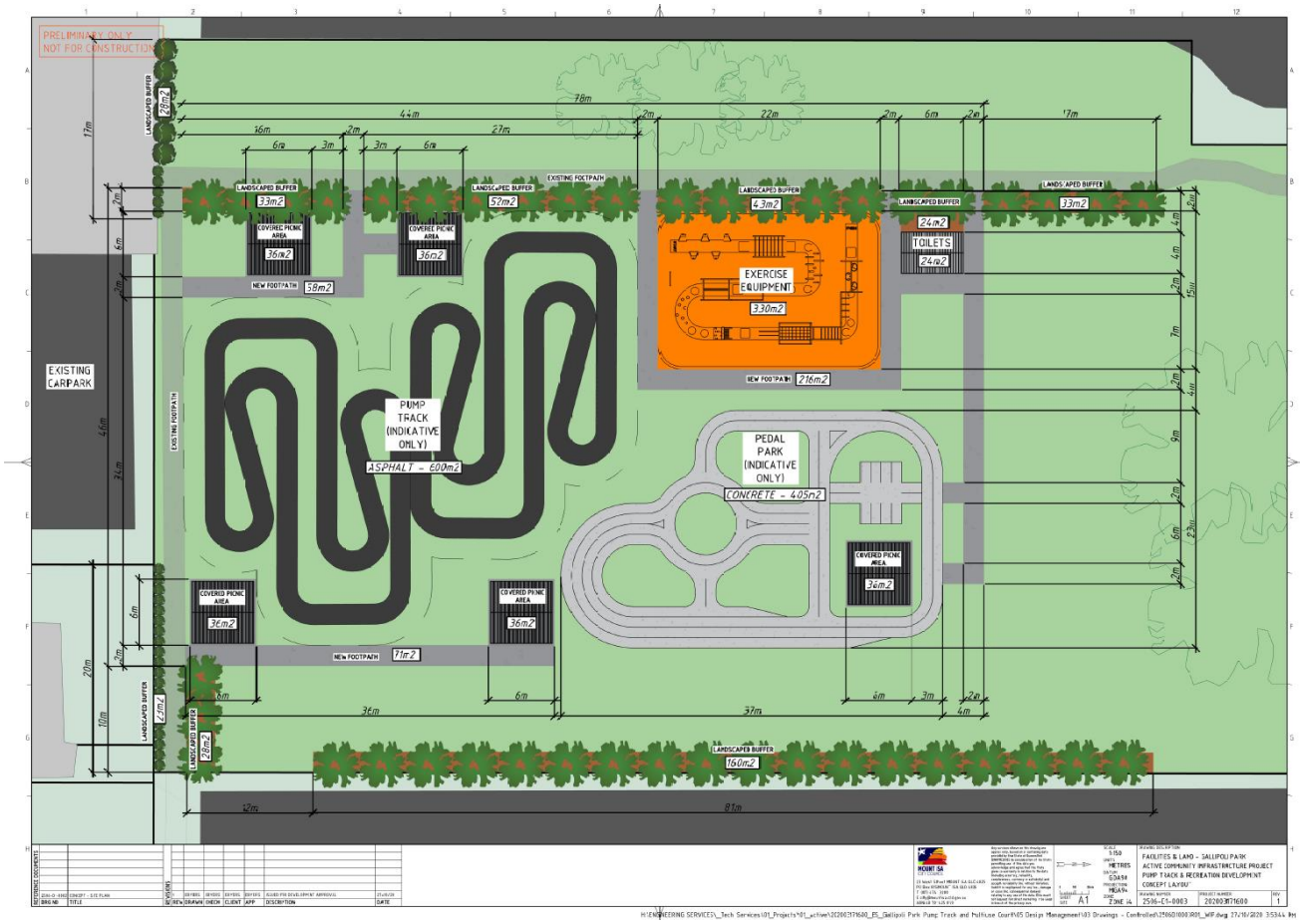


1.4 MARKHAM VALLEY MEDIAN BEAUTIFICATION

CURRENT STATUS:	Construction – 40%
START DATE:	Sept 2019
EST.COMPLETION DATE:	Dec 2020
FUNDING SOURCE:	W4Q
BUDGET:	$240,000
EXPENDITURE TO DATE:	$68,655
SCOPE:	Frequent pedestrian resting areas constructed and landscaped along a proposed shared path beginning at the intersection of Markham Valley Road and Owen Stanley Road and continuing north along the left side of Markham Valley Road terminating at Milne Bay Road.
PROGRESS UPDATE:	Concrete pads and footpath portions completed. Water connection to concrete pads by Council progressing. Quotes received for 1) refurbishment and placement of historical mining plant; and 2) concrete kerbing on Barkly Highway. Briefing note has been prepared recommended alternative solution due to safety and budget issues.

1.5 GALLIPOLI PARK PUMP TRACK AND RECREATION DEVELOPMENT

CURRENT STATUS:	Planning
START DATE:	Dec 2019
EST.COMPLETION DATE:	Sept 2021
FUNDING SOURCE:	Active Community Infrastructure Round 1
BUDGET:	$895,000
EXPENDITURE TO DATE:	$1,400.60
SCOPE:	Construct a custom asphalt pump track, full sized multi-use court (e.g. basketball, soccer, futsal, handball, tennis, volleyball and badminton), an exercise equipment zone, shade shelters and other associated park furniture for free community use at Gallipoli Park Mount Isa.
PROGRESS UPDATE:	The project team held a workshop presentation earlier this month to seek Council direction to proceed with the execution of the project. Council resolved on 14 October 2020 that Council accept the community consultation findings report; and Council mitigate general community concern for noise levels by replacing the proposed multi-use court with a learn-to-ride style bike track to cater for young children/families; and Council fully endorse the submission of a Development Application for the Gallipoli Park Pump Track and Recreation Development. The DA preparation has commenced and an RFQ will be released for a Noise Modelling Survey. Initial communication has also commenced to seek a variation to the funding milestones, as current circumstances will prevent pre-construction completion by December 2020.

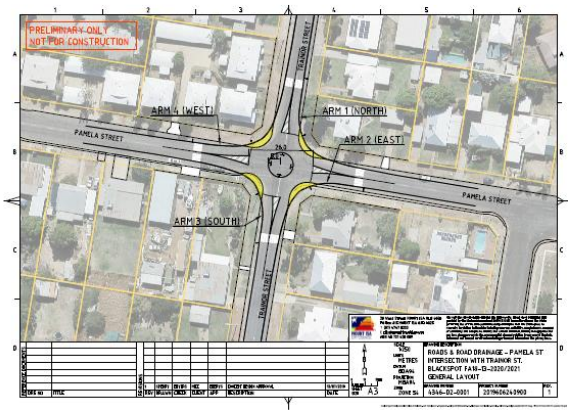


1.6 PAMELA/DEIGHTON/ISA STREET BLACKSPOT

CURRENT STATUS:	Planning
START DATE:	July 2019
EST.COMPLETION DATE:	June 2021
FUNDING SOURCE:	Black Spot Program 2020-21
BUDGET:	$250,000
EXPENDITURE TO DATE:	$0
SCOPE:	Installation of a dumbbell type roundabout installation (two roundabouts side-by-side). The proposed installation will keep a fully functioning single lane around the entirety of each roundabout with a future option of closing the median between each apron should the need arise in the future.
PROGRESS UPDATE:	Contract about to be awarded for the detailed design following a competitive tender process.

1.7 PAMELA/TRAINOR STREET BLACKSPOT

CURRENT STATUS:	Planning
START DATE:	July 2019
EST.COMPLETION DATE:	June 2021
FUNDING SOURCE:	Black Spot Program 2020-21
BUDGET:	$100,000
EXPENDITURE TO DATE:	$0
SCOPE:	Installation of roundabout
PROGRESS UPDATE:	Contract about to be awarded for the detailed design following a competitive tender process.



1.8 SMART WATER METER

CURRENT STATUS:	Planning
START DATE:	Sept 2019
EST.COMPLETION DATE:	Dec 2021
FUNDING SOURCE:	Local Government Grants and Subsidies Program - $1,766,720.95 MICC - $1,179,573.96
BUDGET:	$2,946,294.91
EXPENDITURE TO DATE:	$9558.77
SCOPE:	Installation of automatic meter reading devices to all water service connections within Mount Isa and creation of District Metered Areas (DMA's) to reduce operating costs, non-revenue water and greater accuracy for the end user.
PROGRESS UPDATE:	An extension to the funding deadline has been granted. Project deadline is now 31 December 2021. Internal work has been done to gather all the meter data required for implementation as well as concept designs for the new District Metered Areas (DMA) planned. Jacobs Engineering has been engaged to review existing water network reports, concept for DMA's and meter data, make a recommendation on the best implementation method and incorporate this information into a functional specification and tender documents.

1.9 CHRISTMAS IN THE CITY

CURRENT STATUS:	20% Complete
START DATE:	August 2020
EST.COMPLETION DATE:	30 October 2020
FUNDING SOURCE:	Council
BUDGET:	To be finalised
EXPENDITURE TO DATE:	$0
SCOPE:	To set up and decorate the Council Christmas tree and decorate the Council Admin Building, Civic Centre and the Camooweal Hall with lights and Christmas décor. Operational works are set to commence early September to be up in time for Christmas carols on November 13/14.
PROGRESS UPDATE:	The Christmas Swags have been decorated and put up around the Library and the Admin Building. The tree has been put on hold due to Remembrance Day ceremony and will be put up once the ceremony has finished. Lights are still needing to be hung on the Swags.

1.10 SELF-GUIDED BIRD WATCHING

CURRENT STATUS:	Planning
START DATE:	August 2020
EST.COMPLETION DATE:	November 2020
FUNDING SOURCE:	Maturing the tourism infrastructure pipeline in North West Queensland
BUDGET:	$75,000
EXPENDITURE TO DATE:	$0
SCOPE:	Develop self-guided drive and walking trails for visitors and bird watchers which will support eco-tourism initiatives and enhance the type of tourism activities on offer in Mount Isa. Scope of Works covers the design and implementation of the requested signage, visitor resources and road markers to identify sites.
PROGRESS UPDATE:	Council's contractor have recently submitted their draft of the bird watching strategy, including an analysis of the sites visited with recommendations. This report is still being reviewed internally and will be actioned within the coming weeks with more detailed update to follow. Due to resources and delays, an extension of funding milestones have been requested proposing to give Council until March 2021 with acquittal due June 2021.

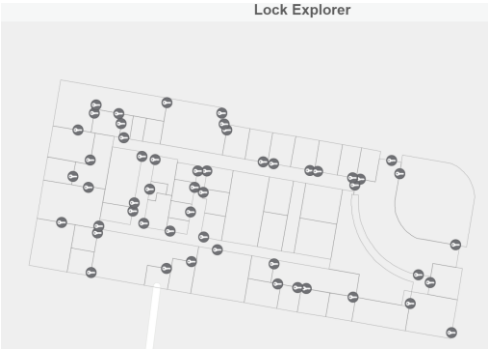
1.11 ARCGIS IMPLEMENTATION

CURRENT STATUS:	Workshop Outputs Under Review
START DATE:	Dec 2019
EST.COMPLETION DATE:	Dec 2020
FUNDING SOURCE:	Council
BUDGET:	$120,000
EXPENDITURE TO DATE:	$99,425.99 (including software licence costs)
SCOPE:	Replacement of Council's mapping system for the release of public maps and ensure the capability for mobile viewing applications and data collection across the whole organisation.
PROGRESS UPDATE:	ESRI are currently updating the draft strategy map of the outcomes and solutions from the workshops. Tentatively aiming to present this to the Executive Team on the 11th of November. In the interim, Council Officers have been developing different views and information portals to assist with their operations. Drawings and plans for as-constructed assets and underground services are being sorted and filed in the internal MagiQ environment and accessible in IsaMaps. e.g. all known digital Water, Sewer, Stormwater, Construction and Internal Drainage Plans and linked to each Lot on Plan in Mount Isa and Camooweal Service Areas. Property address datasets are being finalised after migrating from MapInfo to ESRI in line with the State's data requirements and the Practical+ Rating System. There are still technical issues regarding the internal portal environment as it will require upskilling internal officers and deciding the boundaries and responsibilities for system administration and configuration.

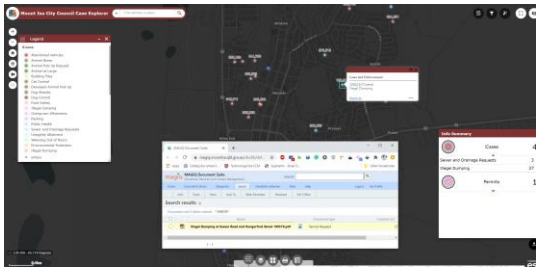
MICC Information Portals available:

Development Explorer
Making information about Development Applications available for public access.

Lock Explorer
Linking Key Register to office spaces for the key register to expand to external gates and facilities.



Case Explorer
Linking iCasework Bundles to MagiQ to visualise cases.



Water Explorer
3D view of the Mount Isa City Water Network.

1.12 MATERIALS RECOVERY FACILITY (MRF)

CURRENT STATUS:	Planning
START DATE:	June 2020 – Planning Jan 2021 – Shed Construction commence May 2021 - MRF D&C Contract award Nov 2021 – MRF Construction commence
EST.COMPLETION DATE:	Nov 2022
FUNDING SOURCE:	Building Better Regions: - $6,060,131
BUDGET:	Planning; - $150,000 Design and Construct: $8,801,508
EXPENDITURE TO DATE:	Nil
SCOPE:	Design, Construction and Project Management of a purpose built building to hold a Material Recovery Facility (MRF), the installation of Material Recovery Equipment as well as construction of laydown areas for recycling residential resource waste and covered storage of products.
PROGRESS UPDATE:	Undertaking planning activities: • Consultant is progressing with work to determine MRF operations best practice including a review of current waste data and composition. • Consultation has begun with other Councils in the region regarding the possibility of them supplying material to the MRF. • End market uses are being contacted for potential use/selling of products produced by the MRF. • Storage Shed Tender is out to market, closing 27th October. The Grant Agreement has been signed off with BBRF.

1.13 FAMILY FUN PRECINCT REDEVELOPMENT – STAGE 2

CURRENT STATUS:	Planning
START DATE:	Construction – Sept 2020
EST.COMPLETION DATE:	Dec 2022
FUNDING SOURCE:	Building Our Regions (BOR) $3,756,500, MICC $1,355,000
BUDGET:	$5,111,500
EXPENDITURE TO DATE:	$16,050
SCOPE:	• Installation of new strategically placed shade structures throughout • Security upgrades including fit-for-purpose fencing and lighting • Re-surfacing and irrigation upgrades in high use areas • Replacement and installation of new play equipment, free exercise equipment and high impact park furniture throughout
PROGRESS UPDATE:	• First construction RFQ about to be assessed • Application for development to assessed under a 'Superseded Planning Scheme' approved • Currently completing updated project plans, schedules and additional reports to meet BOR Milestone 2 requirements

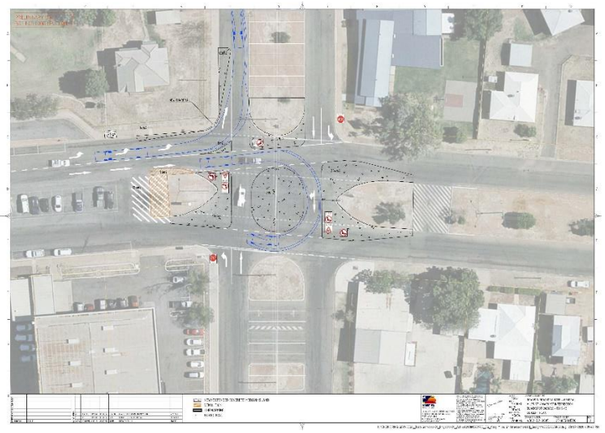
1.14 OUTBACK AT ISA MASTERPLAN

CURRENT STATUS:	Planning
START DATE:	August 2020
EST.COMPLETION DATE:	March 2021
FUNDING SOURCE:	Maturing the tourism infrastructure pipeline in North West Queensland
BUDGET:	$75,000
EXPENDITURE TO DATE:	$13,078.73
SCOPE:	Develop a Master Plan for Mount Isa's Outback at Isa facility, to support a sustainable future and enhance the economic viability and vibrancy. The report aims to effectively capitalise on opportunities to improve the visual and aesthetic qualities, amenity and attractiveness of the centre.
PROGRESS UPDATE:	Stafford Strategy have been awarded the contract, with a kick-off meeting held late October. A stakeholder workshop is currently being arranged with Council for mid-November whilst the consultant is conducting site visits. Project is to be transferred to OPEX expenditure as part of half yearly capital review. Due to resources and delays, an extension of funding milestones has been requested proposing to give Council until March 2021 with acquittal due June 2021.

1.15 TIP SHOP & WASTE TRANSFER STATION

CURRENT STATUS:	Detailed Design
START DATE:	April 2020
EST.COMPLETION DATE:	June 2021
FUNDING SOURCE:	Works 4 Qld Rd 3 - $695,076.03 MICC - $70,000
BUDGET:	Detailed Design: $70,000 Construction: $695,076.03
EXPENDITURE TO DATE:	DD: $23,458.76 Con: NIL
SCOPE:	Design and construction of new Waste Transfer Station (WTS) and conversion of existing WTS and tunnel into a tip shop.
PROGRESS UPDATE:	Currently undergoing detailed design for the new WTS. Safety in Design workshop along with a 75% design review has been undertaken. Geotechnical investigation for new WTS site has taken place and report has been received. Preliminary costings indicate that only the Waste Transfer Station will be able to be built under the funding. This will require a variation to the funding body and additional funding from Council to complete the Tip Shop in next years budget.

2.1 FUNDING APPLICATIONS AWAITING DECISION

Fund Name	Government Department	Application Scope	Fund Contribution	Council Contribution
Blackspot 2021/22	Department of Transport and Main Roads	***Miles Street and Mary Street Intersection Redevelopment*** Intersection redevelopment involving new centre-median site preparation and construction. Extension of both carriageways existing centre-refuges to clearly align traffic flow and facilitate one-lane access. Installation of a channelized left turn from West onto Mary Street to facilitate the removal of the second traffic lane entering the intersection. Installation of new Stop and Give Way signage at all entrances to intersection, located on adjacent medians. Installation of appropriate warning signs to inform of changed conditions at/within intersection. Directional line marking in all roadway areas affected by proposed changes. 	255,500	-
		Total	**$255,500**	

2.2 FUNDING AWARDED THIS MONTH

Fund Name	Government Department	Funding Round/Period	Projects	Total Project Budget	Fund Contribution	Council Contribution
Principal Cycle Network Program (PCNP)	Department of Transport and Main Roads	2020-21	***Thomson Road Stage 2 Construction*** Construction of 670 metres of 2.5 metre wide off road shared path on Thomson Road between Mount Isa-Duchess Road and Transfield Avenue. The project will include a crossing of Burton Street.	210,000	105,000	105,000
Principal Cycle Network Program (PCNP)	Department of Transport and Main Roads	2020-21	***Twenty Third Avenue Construction*** Construction of 600 metres of 2.5 metre wide off road shared path on Twenty Third Avenue between Kirkwood Avenue and Fourth Avenue. The project will include 4 intersection treatments and moving 1 power pole.	272,727	136,364	136,364
			Total	**$482,727**	**$241,364**	**$241,364**

2.3 FUNDING UNSUCCESSFUL THIS MONTH

Nil

2.4 END OF MONTH STATUS OF ACTIVE FUNDING

Fund Name	Government Department	Funding Round/Period	Projects	Total Project Budget	Fund Contribution	Council Contribution
Active Community Infrastructure	Department of Housing and Public Works/ Sport and Recreation	Round 1	Gallipoli Park Activate Play Space	895,000	895,000	-
Betterment Program – Flood Damage MICC.0004.1819	Queensland Reconstruction Authority	2019-2021	Floodway Construction – Lake Julius	516,159	492,159	24,000
Bridgestone Mining Solutions community involvement program	Bridgestone Mining Solutions Australia Pty Ltd (Private Non-Government)	2019-2020	The construction of 2 x shade shelters and park table seating at both Sunset Oval and Captain James Cook Oval.	34,792	34,792	-
Building Better Regions	Department of Infrastructure, Transport, Cities and Regional Development	Round 4	Recycling Initiative – Materials Recovery Facility	8,180,485	6,060,131	2,120,354
Building Our Regions	Department of State Development, Manufacturing, Infrastructure and Planning	Round 5	Stage 2 of the Mount Isa Family Fun Precinct Redevelopment	4,915,000	3,715,000	1,200,000
Local Government Grants and Subsidies (LGSSP)	Department of Local Government Racing and Multicultural Affairs	2019-21	Non-Revenue Water Smart Metering Initiative	2,943,958	1,766,720	1,177,238
Local Roads and Community Infrastructure Program (LRCI)	Department of Infrastructure, Transport Regional Development & Communications		CCTV Implementation Program Camooweal Hall Floor Refurbishment Camooweal Facilities Refurbishment/Upgrades	1,009,519	1,009,519	-
North West Minerals Province Economic Transition Strategy	Department of Innovation and Tourism Industry Development	2019-2020	Development of a Master plan of Outback at Isa facility	75,000	75,000	-
			Development of tourism self-guided itinerary to include bird watching	75,000	75,000	-
Principal Cycle Network Program (PCNP)	Department of Transport and Main Roads	Round 1, 2018-19	Thomson Road (Construction)	199,900	99,950	99,950
Principal Cycle Network Program (PCNP)	Department of Transport and Main Roads	2019-2020	Barkly Highway Shared Cycle Path Design	60,000	30,000	30,000
Principal Cycle Network Program (PCNP)	Department of Transport and Main Roads	2019-2020	Transfield Ave to Wright Rd (Shared off Road Cycle Path) Stage 1	140,000	70,000	70,000
Queensland Black Spot Program	Department of Transport and Main Roads	2020-2021	Isa / Pamela / Deighton Street Intersection Redevelopment	400,000	250,000	150,000
Queensland Black Spot Program	Department of Transport and Main Roads	2020-2021	Pamela Street and Trainor Street Intersection Redevelopment	100,000	100,000	-
Reconstruction of Essential Public Asset – Flood Damage MICC.12.18	Queensland Reconstruction Authority	2018-2020	Regional Road Reconstruction – All Roads	4,848,631	4,757,900	90,713
Reconstruction of Essential Public Asset – Flood Damage MICC.0005.1819	Queensland Reconstruction Authority	2019-2021	Regional Road Reconstruction – Mt Oxide, Gunpowder, Urandangi	3,135,124	3,052,499	82,625
Roads & Transport Alliance TIDS	Department of Transport and Main Roads via NWQRRTG	2019-2020	Funding for various rural roads related projects	930,000	465,000	465,000
Roads to Recovery (R2R)	Department of Infrastructure, Regional Development and Cities	2019-2024	Funding for various City Streets/ Rural Roads related projects	5,047,594	5,047,594	-
Walking Network Pilot Program	Department of Transport and Main Roads	2020-2021	The program will encompass the following: • engage relevant stakeholders • develop a walking network plan for the nominated precinct (up to 2km radius around a nominated activity centre) • develop a works program (including options, high level cost estimates and priorities) • support preparation of required materials for Council approval prepare evaluation plans to assess the impact of projects once complete	Variable	Variable	-

Fund Name	Government Department	Funding Round/Period	Projects	Total Project Budget	Fund Contribution	Council Contribution
Works for Queensland Program (W4Q)	Department of Local Government, Racing and Multicultural Affairs	Round 3, 2019-21	Medians, Parks & Open Spaces Upgrades – Landscaping and civil maintenance and upgrades	900,000	900,000	-
			Cemetery Upgrades Stage 2 – Construct access and service roads. Installation of irrigation system, landscaping and security fencing	600,000	600,000	-
			Tip Sales Shop	695,076	695,076	-
			Tanker Waste Receiving Facility – Construct a new facility at the Mount Isa Wastewater Treatment Plant to receive and analyse tanker waste	350,000	350,000	-
			Environmental Evaluation of Landfill Site – Establish data required for groundwater monitoring. Construct ground water testing bores	250,000	250,000	-
Works for Queensland Program (W4Q) COVID	Department of Local Government Racing and Multicultural Affairs	2020-2021	Water main replacement program	500,000	500,000	-
			Sewer main replacement program	850,000	730,000	120,000
			Valve Replacement Program	350,000	350,000	-
			Upgrades to Water Reservoirs	990,000	990,000	-
			Total	**$38,991,238**	**$33,361,340**	**$5,629,880**

2.4 COMPLETED FUNDING

Fund Name	Government Department	Funding Round/Period	Projects	Total Project Expenditure	Total Project Budget	Fund Contribution	Council Contribution
Bridges Renewal Program	Department of Infrastructure and Regional Development	Round 3, 2018-20	Isa Street Bridge Replacement *Project scope increased to include the roundabout intersection	7,687,202	5,739,000	3,504,500	4,182,702 (Includes $635,000 other State Funding)
Building Better Regions Fund (BBRF) – Infrastructure Projects Stream	Department of Industry, Innovation and Science	Round 3, 2019-20	Captain Cook and Sunset Oval Floodlighting Installation	589,985.45	589,859	442,394	147,465
Maturing the Infrastructure Pipeline Program (MIPP)	Department of State Development, Manufacturing, Infrastructure and Planning	Round 2, 2018-20	GIS Datasets	117,610.25	130,000	130,000	-
			Mount Isa Transport and Logistics Centre – Feasibility study	344,116	345,454.55	344,116	-
North West Minerals Province Economic Transition Strategy	Department of Innovation and Tourism Industry Development	2019-2020	Development of a virtual reality experience as part of the Riversleigh Fossil Centre – Big Bird (Dromornithid) LED wall with interactivity	152,177.22	150,000	150,000	
Outback Tourism Infrastructure Fund	Department of Innovation, Tourism Industry Development and the Commonwealth Games	Round 1	Riversleigh Fossil Centre Revitalisation	2,045,837.88	2,101,213	1,230,000	815,837.88
Principal Cycle Network Program (PCNP)	Department of Transport and Main Roads	Round 1, 2018-19	Thomson Road (Design Only)	21,812	40,000	10,906	10,906
Principal Cycle Network Program (PCNP)	Department of Transport and Main Roads	Round 2, 2018-19	Twenty-third and Fourth Avenue (Design only)	38,222.79	45,000	19,111.40	19,111.40
Queensland Black Spot Program	Department of Transport and Main Roads	2018-2019	Camooweal Street/ Mary Street Intersection Upgrade	549,957.26	351,000	305,000	244,957.26
			Total	**$11,546,921**	**$9,491,527**	**$6,136,027**	**$5,420,980**

Report date: 26/10/2020
32.3% of year elapsed

3.1 TECHNICAL SERVICES

Cost Centre		Annual		YTD				This Month				Comment
No.	Description	Budget	Budget Depleted	Budget	Actual Expense	Variance	Status	Budget	Actual Expense	Variance	Status	
5100-2110	Technical Services	$ 1,555,000.00	17%	$ 502,712.33	$ 268,629.00	$ 234,083.33	Under Budget	$ 110,767.12	$ 62,649.00	$ 48,118.12	Under Budget	
	Total	**$1,555,000.00**	**17%**	**$ 502,712.33**	**$ 268,629.00**	**$ 234,083.33**	**Under Budget**	**$ 110,767.12**	**$ 62,649.00**	**$ 48,118.12**	**Under Budget**	

3.2 RURAL & URBAN – MOUNT ISA OPERATIONS

Cost Centre		Annual		YTD				This Month				Comment
No.	Description	Budget	Budget Depleted	Budget	Actual Expense	Variance	Status	Budget	Actual Expense	Variance	Status	
5500-2311	Urban Pavement & Drainage Main	$ 1,611,000.00	27%	$ 632,830.00	$ 435,588.00	$ 197,242.00	Under Budget	$ 226,769.73	$ 104,623.00	$ 122,146.73	Under Budget	
5516-2715	Street Cleaning Mount Isa	$ 489,000.00	27%	$ 161,250.00	$ 132,198.00	$ 29,052.00	Under Budget	$ 37,995.21	$ 19,999.00	$ 17,996.21	Under Budget	
	Total	**$2,100,000.00**	**27%**	**$ 794,080.00**	**$ 567,786.00**	**$ 226,294.00**	**Under Budget**	**$ 264,764.93**	**$ 124,622.00**	**$ 140,142.93**	**Under Budget**	

3.3 RURAL & URBAN – CAMOOWEAL OPERATIONS

Cost Centre		Annual		YTD				This Month				Comment
No.	Description	Budget	Budget Depleted	Budget	Actual Expense	Variance	Status	Budget	Actual Expense	Variance	Status	
9500-2301	Camooweal Aerodrome	$ 54,000.00	39%	$ 21,912.00	$ 21,320.00	$ 592.00	Under Budget	$ 8,301.04	$ 2,309.00	$ 5,992.04	Under Budget	
9500-2302	Camooweal Cemetery	$ 14,000.00	30%	$ 5,161.00	$ 4,166.00	$ 995.00	Under Budget	$ 1,632.23	$ 139.00	$ 1,493.23	Under Budget	
9500-2303	Camooweal Garbage Collection	$ 92,224.00	15%	$ 11,606.00	$ 13,931.00	-$ 2,325.00	Over Budget	-$ 11,639.50	$ 2,575.00	-$ 14,214.50	Over Budget	
9500-2304	Camooweal Parks/Trees	$ 97,000.00	38%	$ 54,362.00	$ 36,983.00	$ 17,379.00	Under Budget	$ 29,912.68	$ 7,280.00	$ 22,632.68	Under Budget	
9500-2305	Camooweal Refuse Tip	$ 80,248.00	1%	$ 1,420.00	$ 869.00	$ 551.00	Under Budget	-$ 18,806.89	$ -	-$ 18,806.89	Over Budget	
9500-2306	Camooweal Street Cleaning	$ 43,000.00	43%	$ 9,960.00	$ 18,350.00	-$ 8,390.00	Over Budget	-$ 878.36	$ 1,282.00	-$ 2,160.36	Over Budget	
9500-2307	Camooweal Local Laws	$ 6,000.00	24%	$ 1,250.00	$ 1,411.00	-$ 161.00	Over Budget	-$ 262.33	$ -	-$ 262.33	Over Budget	
	Total	**$386,472.00**	**25%**	**$ 105,671.00**	**$ 97,030.00**	**$ 8,641.00**	**Under Budget**	**$ 8,258.88**	**$ 13,585.00**	**-$ 5,326.12**	**Over Budget**	

3.4 WORKSHOP – PLANT AND EQUIPMENT MAINTENANCE

Cost Centre		Annual		YTD				This Month				Comment
No.	Description	Budget (To be finalised)	Budget Depleted	Budget	Actual Expense	Variance	Status	Budget	Actual Expense	Variance	Status	
2310-2331	Wages for Council Equipment	$ 979,307.00	18%	$ 316,597.88	$ 180,712.00	$ 135,885.88	Under Budget	$ 69,758.85	$ 27,900.00	$ 41,858.85	Under Budget	
2310-2332	Fuel Expenses	$ 630,000.00	29%	$ 203,671.23	$ 180,023.00	$ 23,648.23	Under Budget	$ 44,876.71	$ 62,709.00	-$ 17,832.29	Over Budget	
2310-2333	Vehicle Damages	$ 40,000.00	12%	$ 12,931.51	$ 4,634.00	$ 8,297.51	Under Budget	$ 2,849.32	$ 385.00	$ 2,464.32	Under Budget	
2310-2334	Vehicle Parts	$ 430,000.00	22%	$ 139,013.70	$ 92,856.00	$ 46,157.70	Under Budget	$ 30,630.14	$ 16,140.00	$ 14,490.14	Under Budget	
2310-2335	Tyres and Batteries	$ 125,000.00	19%	$ 40,410.96	$ 23,238.00	$ 17,172.96	Under Budget	$ 8,904.11	$ 74.00	$ 8,830.11	Under Budget	
2310-2336	External Labour & Parts	$ 110,000.00	141%	$ 35,561.64	$ 155,236.00	-$ 119,674.36	Over Budget	$ 7,835.62	$ 44,061.00	-$ 36,225.38	Over Budget	
2310-2337	Rego & Insurance	$ 195,000.00	0%	$ 63,041.10	$ -	$ 63,041.10	Under Budget	$ 13,890.41	$ -	$ 13,890.41	Under Budget	
2310-2401	Floating Plant & Loose Tools	$ 30,000.00	53%	$ 9,698.63	$ 15,858.00	-$ 6,159.37	Over Budget	$ 2,136.99	$ 1,746.00	$ 390.99	Under Budget	
	Total	**$2,539,307.00**	**26%**	**$ 820,926.65**	**$ 652,557.00**	**$ 168,369.65**	**Under Budget**	**$ 180,882.14**	**$ 153,015.00**	**$ 27,867.14**	**Under Budget**	

4.1 CUSTOMER APPLICATIONS RECEIVED THIS MONTH

Classification category	Awaiting outcome	Approved	Rejected	Total
Dial Before You Dig	0	29	0	29
Build Over Sewer	1	0	0	1
Heavy Vehicle Permits (NHVR)	11	19	7	37
Works on Council Property	2	0	0	2
Temporary Road Closure/ Special Event	0	0	0	0
LAAN (Request to Waive Notification Period)	1	0	0	1
Total	**15**	**48**	**7**	**69**

4.2 CUSTOMER ENQUIRIES RECEIVED THIS MONTH

Classification category	Answered
General	3
Total	**5**

4.3 CUSTOMER SERVICE REQUESTS RECEIVED THIS MONTH

Classification category	Actioned
Asset Information	7
Signage	1
Project request	1
Total	**9**

4.4 COMPLAINTS PROCESSED THIS MONTH

NIL

5.1 URBAN PAVEMENT & DRAINAGE MAINTENANCE

	Item	Quantity	Units	Notes
Patching	No. of Potholes	363	Item	
	Litres Emulsion	1716	Litres	
	Aggregate (7mm)	12.8	m^3	
	Plant Mix	4	kg	
Line Marking	White Paint	0	Litres	Line marking has slowed down for the month of October.
	Yellow Paint	95	Litres	
	Black Paint	0	Litres	
	Glass Beads	4	kg	
Signs	Repaired Signs	0	Item	Signs have been knocked down or damaged by the elements such as wind loosening bolts etc.
	Replacement Signs	4	Item	Signs have been either damaged beyond repairs or have become obsolete due to changing standards.
	Vandalized Signs	0	Item	
	New signs	1	Item	
Watering/Dust Control	Dust Suppression	3 loads per day	-	Dust suppression continues as normal for the month of August due to the dry conditions. The back road to Healy Estate is being watered daily. Also carting water to the Gunpowder Roadworks job.
Street Sweeping	Rosmech Sweeper (Unit 345)	905 34.7	Km Tonnes	Street sweeping has continued for the month of September with both sweepers. Sweeping has been carried out in both the CBD and outer city streets.
	Schwarze A4 Storm (Unit 343)	685 5.67	Km Tonnes	
General Urban Road Maintenance Works	Cemetery – Upgrade to Internal Roads and Kerb at Mount Isa Cemetery			Placement of 20mm stone ongoing as staff is available.

5.2 COUNTRY ROAD MAINTENANCE/RURAL CONSTRUCTION

Road	Total Length of Road	Effected Length	Notes
Camooweal end of Urandangi Road	123 kms	27 kms	Bush crew have re-sheeting the Camooweal end of Urandangi road.
Urandangi Road	123 kms	15 kms	Brush crews are grading a 15km section of bull dust and topping with gravel.
Rockland	26 kms	23 kms	Maintenance Grade
Dalton Cres	city streets	asphalt overlays	

Road	Total Length of Road	Effected Length	Notes
Death Adder Gully	city streets	asphalt overlays	
Moondarra Drive	city streets	asphalt overlays	

6.1 CAMOOWEAL AERODROME

Maintenance grade have been implemented on the road around the airport fence line in preparation for the wet season.

6.2 CAMOOWEAL CEMETERY

There have been no changes to the general maintenance of the cemetery for the period of October 2020.

6.3 CAMOOWEAL GARBAGE COLLECTIONS

Garbage collection continues as usual for the period of October 2020.

6.4 CAMOOWEAL PARKS / TREES/ HALL

General maintenance and servicing of the public areas continued for the month. New garden beds have been installed in front of the town hall. Irrigation has been fixed around the cricket pitch and grass has started to grow. Waiting for the NRL posts to turn and be erected on the site.

6.5 CAMOOWEAL REFUSE TIP

Monthly maintenance of clearing overgrown grass and shrubs continue as normal.

6.6 CAMOOWEAL STREET CLEANING

Street cleaning operations were ongoing with tourists travelling by caravans starting to move again.

6.7 Other Works

- New chlorine plant set for the town water supply and working.
- Maintenance grade completed on Rockland Road ready for the wet season.

7.1 SIGNAGE AND SAFETY

7.1.1 Safety Incidents

Zero safety incidents for the month of October

7.1.2 Safety/Maintenance

- Regular discussions have taken place regarding COVID-19 and health and safety.
- Material sales area have been restructured to improve dust and contamination.

7.2 LABORATORY OPERATIONS

7.2.1 Concrete Testing

Concrete testing has been carried out on 32MPa concrete

7.2.2 Material Testing

Compression testing
32MPa

Sieve Analysis testing
Zero sieve testing completed

Organics Testing
Zero Organics testing has been recorded however we have had discussions with our suppliers to re-screen products that had organics in.

7.3 MATERIAL HANDLING AND RECENT WORKS

Materials/ Equipment	This Month (m3)	YTD (m3)	Notes
Sands and C/Dust	62.6	604.3	
20mm and 10mm Rundown and Cover Aggregates	68.1	1243.59	
Ballast and Over Size Rock	0	639.7	
General Fill and Road base	26	320.71	
Topsoils	7.3	319.85	
Concrete Blends and Ready Mix	12.7	799.94	
Total	**176.7**	**3928.09**	

8.1 ACTIVITY SUMMARY

Environmental safety improvements in the Workshop department have continued. The team will continue to monitor progress and make changes accordingly. Strategies to proactively maintain an eco-friendly workplace will persist throughout the year with the assistance of Council's Environmental Department. The following listed items demonstrate only a brief summary of the improvements made:

- The team have obtained additional waste bins to segregate materials such as recyclable items and regulated waste.
- Signage has been designed and ordered to clearly label dedicated waste bins.
- Training exercises and toolbox meetings remain focused on following correct practice measures and conforming to environmental safety recommendations.
- Oil absorbent pads are being utilised underneath equipment to reduce spills and mess.

The Workshop continue to regularly service and maintain council fleet. The most notable repairs conducted in the month of October include the Batch Plant Flip Screen, a paint machine, and repairs to electrical components on vehicles.

A Flip Screen attached to the Batch Plant's Volvo L50E Front Loader was repaired this month due to hydraulic failure and oil leaks. The Flip Screen is used to filter aggregates from resources such as soil.

The Paint Machine has spent ample time in the workshop due to a pump fault. The Small Plant Mechanic is testing and repairing parts to find the most efficient and cost-effective solution.

The workshop Electronics Technician has worked on improving technology used in the council fleet. 2- Way Radio communication systems are regularly checked and maintained. Radio communications set up in council vehicles are widely used in day-to -day operations. Reverse cameras are also being modified for vehicles with limited rear view and blind spots caused by mounted equipment. This action aims to improve safety while operating vehicles and reduce the risk of damages occurring.

	Materials/ Equipment	Responsible Officer	Quantity	Notes
General Services	Scheduled Services (includes routine safety checks)	T/L Maintenance	36	Routine services and check overs.
	Trucks Repairs	T/L Maintenance	20	Repairs to trucks such as refuse, tippers, sweepers, etc.
	Car Repairs	T/L Maintenance	12	Repairs to light fleet vehicles.
	Earthmoving Equipment Repairs	T/L Maintenance	11	Repairs to graders, loaders, etc.
	Small Plant Repairs	T/L Maintenance	18	Repairs on mowers, chainsaws, generators, etc.
Components	Electrical Faults	T/L Maintenance	35	Includes light fixtures, radio installs, etc.
	Tyres	T/L Maintenance	13	Tyre replacements and puncture repairs.
	Engines / Transmission	T/L Maintenance	5	
	Bodywork	T/L Maintenance	9	Includes work conducted on body or adjustments made to vehicle/equipment.
	Leaks	T/L Maintenance	7	Any liquid, air, hydraulic or oil leaks.
		Total	**97**	**Total repairs and services.**

Figure 2: Works conducted on the Batch Plant Flip Screen attached to a Volvo Front Loader. The Volvo Loader also had a service upon arrival.

Figure 1: Line-Marking Paint Machine reported to the workshop for major repairs.

OCTOBER 2020 monthly report

MOUNT ISA CITY COUNCIL

ITEM 9.1

PARKS AND GARDENS

FOLDER ID: 5512

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1. OPERATIONAL OVERVIEW

- Crews will continue this month with the beautification works throughout the medians and CBD areas.
- Concentrating on slashing and whipper snipping and clearing of litter from road verges.
- Some small excavation work to remove old stumps along East Street.

2. CEMETERY MAINTENANCE – MOUNT ISA

- Upgrades of the cemetery have shown more people are visiting and attending to their graves.
- With the strong winds removing a lot of flowers and artefacts rubbish bins have had to be placed in certain areas.
- Security cameras are being monitored weekly for vandalism.
- Topping up of sunken graves throughout cemetery is ongoing.
- Small shrub was removed that had been growing in the flower holder of a headstone

3. CEMETERY BURIALS – MOUNT ISA

- There have been four (4) burials and two (2) internments of ashes for the month.

4. FAMILY PARK OPERATIONS

- Cleaning and maintenance are carried out on a daily basis.
- Playground and park equipment regularly checked for vandalism.
- Issues with bins not being emptied on a regular basis has been rectified
- Park is being sprayed for spiders.

PARK USAGE RECORD

.

Organisations	2019	October	2020	Organisations
Playgroup Qld	4	Selwyn Park	4	Playgroup Qld
	0	Sunset Oval	5	Christian Outreach Centre
Playgroup Qld	3	Bob Gardner Park	3	Playgroup Qld
St Joseph's Catholic School	1	Captain James Cook	0	

5. MOUNT ISA SPORTING OVALS AND PASSIVE PARKS

- Mowing hasn't picked up yet.
- Issues with bins not being emptied on a regular basis has been rectified.
- Spray unit is in the workshop being repaired.

6. C.B.D. MAINTENANCE

- Irrigation maintenance throughout the town and CBD is ongoing.
- Hedges in the CBD were trimmed and tidied.
- Spraying of weeds and weeding continue in the CBD

7. RESERVES AND EASEMENTS

- The clearing of grass, weeds and trees from easements, reserves and around drains remains an ongoing task for the crews.
- Spraying of bindies and weeds will continue as the rain has encouraged their growth
- Damaged trees are being removed along fence lines and gateways.

8. NURSERY

- The nursery crew continue to distribute new plants throughout the city and replace plants that have died.
- Propagating cuttings continues this month.
- Older plants are being sorted for Markham Valley project
- Shade sails has been upgraded in the native tree section to protect the young plants from the heat.
- Fencing has been replaced to tidy the nursery area.

9. LOOKOUT/BOARDWALK

- Crews continue with weekly cleaning and maintenance of the lookout area which includes removal of rubbish, mowing, trimming and replacing plants, removing graffiti, watering, repairing and maintaining irrigation system when in service and addressing any vandalism.

10. MEDIAN STRIPS

- Termite mounds on medians removed and sprayed.
- Plumbing department have been informed on the irrigation valve behind Kmart needs is not working and needs replacement.
- Trees that are encroaching or obstructing footpaths or roads are being lifted.

11. VANDALISM - PARKS & MEDIANS

- Parks and Garden crew monitor on the Illegal dumping of rubbish in our parks, reserves and easements, cleaning up any broken glass, rubbish or graffiti.
- Sprinklers are being been checked and replaced for any vandalism along medians and parks. Cars that drive in parks damage these irrigation systems.
- The crew are careful when cleaning in areas that may have used syringes laying around.

12. FLYING FOX ROOSTING AREA MAINTENANCE AND MITIGATION WORKS

- Flying foxes that normally arrive in the cemetery this time have relocated elsewhere. This is due to the fig trees not fully recovering from the damages caused by roosting.

13. OTHER WORKS

- Repairing fences around the city continues.
- Public requests are being investigated and acted upon.
- Mulching to refresh gardens are being carried out.
- Preparing plants and irrigation for Markham Valley.
- Large stumps have been removed from East Street and are being prepared for sealing.

Cost Centre		Annual		YTD				This Month				Comment
No.	Description	Budget	Budget Depleted	Budget	Actual Expense	Variance	Status	Budget	Actual Expense	Variance	Status	
3250-2015	Cemetery Maintenance (Mount Isa)	$296,000	32%	$ 95,693.15	$ 94,189.00	$ 1,504.15	Under Budget	$ 21,084.93	$ 15,183.00	$ 5,901.93	Under Budget	
3250-2016	Cemetery Burials (Mount Isa)	$41,000	31%	$ 13,254.79	$ 12,592.00	$ 662.79	Under Budget	$ 2,920.55	$ -	$ 2,920.55	Under Budget	
3700-2120	Family Park Operations/Skate Park	$262,000	30%	$ 84,701.37	$ 78,446.00	$ 6,255.37	Under Budget	$ 18,663.01	$ 48,704.00	-$ 30,040.99	Over Budget	
3700-2178	Mount Isa Sporting Ovals	$175,000	8%	$ 56,575.34	$ 13,476.00	$ 43,099.34	Under Budget	$ 12,465.75	$ 1,663.00	$ 10,802.75	Under Budget	
3700-2240	CBD Maintenance	$351,000	32%	$ 113,473.97	$ 111,783.00	$ 1,690.97	Under Budget	$ 25,002.74	$ 12,572.00	$ 12,430.74	Under Budget	
3700-2241	Reserves & Easements	$410,000	20%	$ 132,547.95	$ 81,973.00	$ 50,574.95	Under Budget	$ 29,205.48	$ 6,769.00	$ 22,436.48	Under Budget	
3700-2293	Nursery	$121,000	19%	$ 39,117.81	$ 22,849.00	$ 16,268.81	Under Budget	$ 8,619.18	$ 924.00	$ 7,695.18	Under Budget	
3700-2294	Mount Isa Passive Parks	$1,043,000	41%	$ 337,189.04	$ 423,889.00	-$ 86,699.96	Over Budget	$ 74,295.89	$ 144,072.00	-$ 69,776.11	Over Budget	
3700-2296	Lookout Boardwalk Maintenance	$16,000	4%	$ 5,172.60	$ 585.00	$ 4,587.60	Under Budget	$ 1,139.73	$ -	$ 1,139.73	Under Budget	
3700-2297	Mount Isa Median Strips	$511,000	30%	$ 165,200.00	$ 153,758.00	$ 11,442.00	Under Budget	$ 36,400.00	$ 20,838.00	$ 15,562.00	Under Budget	
3700-2301	Hazardous Plant Removal	$64,000	40%	$ 20,690.41	$ 25,392.00	-$ 4,701.59	Over Budget	$ 4,558.90	$ 3,295.00	$ 1,263.90	Under Budget	
3700-2302	Public Conveniences-Mount Isa	$32,000	38%	$ 10,345.21	$ 12,055.00	-$ 1,709.79	Over Budget	$ 2,279.45	$ 4,689.00	-$ 2,409.55	Over Budget	
3700-2650	Vandalism Parks & Medians	$187,000	10%	$ 60,454.79	$ 18,362.00	$ 42,092.79	Under Budget	$ 13,320.55	$ 3,064.00	$ 10,256.55	Under Budget	
3700-2660	Flying Fox Mitigation	$28,000	0%	$ 9,052.05	$ -	$ 9,052.05	Under Budget	$ 1,994.52	$ -	$ 1,994.52	Under Budget	
Total		**$3,537,000.00**	30%	$1,143,468.49	$1,049,349.00	$ 94,119.49	Under Budget	$ 251,950.68	$ 261,773.00	-$ 9,822.32	Over Budget	

By: Lois Huston

LIBRARY

ITEM 10.1

MONTHLY REPORT

OCTOBER 2020

EXECUTIVE SUMMARY

This month, the library:

- Enjoyed a visit from The Honourable Leeanne Enoch, Minister for Environment and the Great Barrier Reef, Minister for Science and Minister for the Arts.
- Restarted library programming with a special book week story time.
- Is showcasing the library's indigenous collection by holding an art competition to celebrate NAIDOC week.
- Saw a drop in visitors and transactions, as there are less travellers passing through Mount Isa in September and using library facilities.

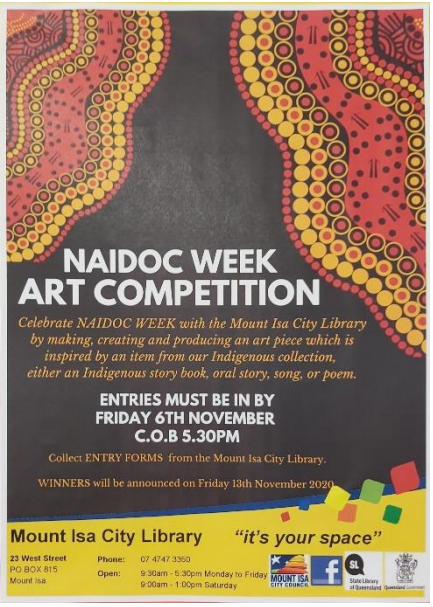
Honoured visitor to Mount Isa City Library

On 29 September 2020, Mount Isa City Library was visited by The Honourable Leeanne Enoch, Minister for Environment and the Great Barrier Reef, Minister for Science and Minister for the Arts. It was a great pleasure to welcome Ms Enoch to the library, was particularly taken with our brightly coloured children's area. Ms Enoch is a strong advocate for children's literacy and was the minister who supported the First Five Forever funding that the state government gives to the public libraries to offer programs to children aged 0 – 5 years.

By: Lois Huston

Library Programming Re-started

Due to the outbreak of Covid-19 earlier this year, all library programming had been put on hold. Finally, we have begun to reinstate programming, with our first activity being a special Book Week story time. As we are still under stage 3 restrictions, we took care to limit the number of patrons who could be in the space. While family groups could sit together, we also needed to ensure that all groups were 1.5m apart.



NAIDOC Week Art Competition

It's always important to involve the community in the library. With NAIDOC week happening in early November, the library is holding an art competition, open to children and adults. The competition will help us showcase our Indigenous collection. The entries close on 6 November 2020, and artworks will be displayed in the library the following week.

STATISTICS
(from 1 October 2020 – 26 October 2020)

VISITORS
- August 2020 - **21** days open with **1773** visitors
- Sept. 2020 - **22** days open with **1935** visitors
- October 2020 - **17** days open with **1285** visitors*

TRANSACTIONS *(issues, returns, reservations, renewals)*
- August 2020 - **4568** transactions
- Sept. 2020 - **8888** transactions
- October 2020 - **3996** transactions*

COMPUTER USAGE
- August 2020 - **529** customers for a total time of **212.19** hours
- Sept. 2020 - **529** customers for a total time of **207.44** hours
- October 2020 - **373** customers for a total time of **152.52** hours*

NEW MEMBERS
- August 2020 - **240** new members
- Sept. 2020 - **231** new members
- October 2020 - **138** new members*

*Partial month data (1 October 2020 – 26 October 2020)

E-book and E-audiobook statistics
(from 1 October 2020 – 26 October 2020)

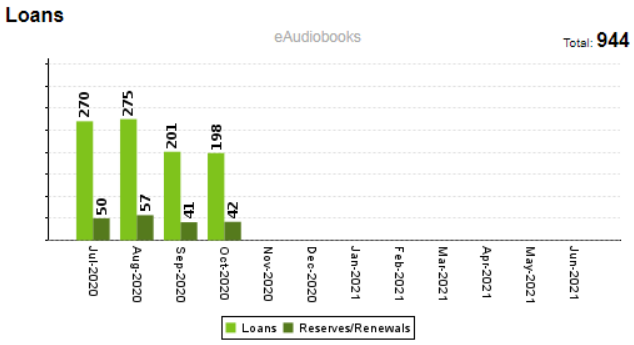
eAudiobooks by Title

195 Loans
40 Reserves/Renewals
883 eAudiobooks (881 Titles and 2 Concurrent Copies)
12 Newly Added

eBooks by Title

78 Loans
26 Reserves/Renewals
1145 eBooks (1117 Titles and 28 Concurrent Copies)
18 Newly Added

E-Book and E-Audiobook statistics for this financial year.



Promotion & Development Report – September & October 2020

Tourism & Events Portfolio

ITEM 10.2

Events & Promotions:

Due to COVID-19 Restrictions, Council events have been delayed/cancelled.

CIVIC EVENTS (Mayoral)

Postponed:

- **Welcoming Babies Day – ~~March 17, 2020~~**
- **Seniors Christmas – Will not proceed due to COVID-19 restrictions**
  A gift is being prepared for distribution.

COMMUNITY EVENTS (Cr MacRae)

- **Wonderland Under the Stars – October 23, 24 & 25**
  A FREE open-air family-friendly community event at Kruttschnitt Oval. The concept is to create a magical playground for adults and families to present a world-class circus, cabaret, comedy and music along with the Wonderland tropical-inspired garden with a sunset bar, popcorn and fairy floss. A maximum of 500 people per show. Event will comply with COVID Safe requirements.
- **Christmas Tree Lighting – November 18**
  Facebook Live event on Civic Centre front lawn for Mayor to switch on Christmas Tree Lights.
- **Christmas Carols – December 4**
  Visiting entertainers, The Crack Up Sisters and David Kidd to perform along with many talented locals, singing traditional Christmas Carols. The Crack Up Sisters will entertain the crowd with acrobatics and comedy with a Christmas theme. Carols will be held at the Buchanan Park Arena to maximise the community's ability to attend. Food and Market Stalls are encouraged to create a Christmas Festival experience. Event will comply with Queensland Government COVID Safe requirements.
- **NYE Fireworks – December 31**

100 YEARS CELEBRATIONS

- **100 Years Celebrations 2023**
  A community survey has been created and is being promoted on Facebook to assist with developing ideas for commemorations and events for 2023. Promotion of the survey will occur weekly on Facebook for a few months to allow everyone interested the opportunity to participate.

  Survey responses to date: 93

  There are several members of the community that are passionate about the history of Mount Isa. They are coming forward with ideas and content that they are wanting to share.

NON-COUNCIL EVENTS PARTICIPATION

- **RSL Events – November 11 – Remembrance Day**
  - Commemoration will be held on the Civic Centre Cenotaph on Remembrance Day.
  - Council supports this event with promotion, event booking with MICCOE and set up and pack down of event.
  - Event will comply with Queensland Government COVID Safe requirements.

SPORT & RECREATION:

- **Move It NQ Program**

  The North Queensland Sports Foundation have formed a partnership with the Western Queensland Primary Health Network to expand the Move It NQ Program into Mount Isa. The program has successfully been run through the North Queensland Primary Health Network area during 2019-20. The program is aimed at residents who are not currently exercising due to variety of factors and will deliver a range of free community exercise programs through $15,000 of funding for the program. Negotiations were undertaken with providers during August and September for the program and will commence with Tai Chi, Aquarobics and Fitness Sessions.

  A funding agreement between Council and North Queensland Sports Foundation providing $15,000 for the program was executed on 7.10.20 the 2020-21 year. Agreements are being prepared for program providers and programs are scheduled to commence mid November.

CURRENT PROJECTS:

- **COVID-19 Response Team** – Supporting the Response Team by sharing information to staff and community as changes are made to council operations and facilities close. Supporting State and Federal Government and Queensland Health information sharing.

- **Overlanders Way** – Ongoing content supplied for social media.

- **Local Adventures Survey** – A survey report has been provided to the Director Executive Services for a future Council briefing.

  Survey Responses to date: 172

- **City of Opportunity** - In late October city wide filming and photoshoots occurred which will provide council with a new 3 minute documentary style video, 1 minute social media video and hours of raw footage to be re cut for years to come. The first video is due to launch in December with a renewed City of Opportunity campaign focused specifically on liveability this time.

TOURISM STRATEGY:

Strategic Priority One: Getting the Foundations Right

- Local Tourism Organisation Transition Group: First group meeting was held on September 11 2020. A four hour discussion involving roles, staff and mission statements was held as well as designating tasks and business case development, funding models etc was divvied up between the group to reconvene in November. Currently working on a business case and funding model for the LTO group to consider and form a basis for funding.

Strategic Priority Two: Make it Easy

- Customer Journey: Website for MICCOE is live nominated staff will maintain website content now that the media officer has resigned from MICCOE.

- Arrival Signage on way to City Centre: $114K has been awarded to MICC to commence signage proposal.

Strategic Priority Three: Meet Mount Isa

- Let visitors live the Mount Isa story: As above - State Development signage grant.

Strategic Priority Four: Stay One More Night

- Create Eco Glamping Accommodation Product at Lake Moondarra: Lake Moondarra glamping working group and feasibility group are yet to meet post-election for an update on project area, topographical information etc.

- Itineraries, experiences and connections: Joined the project committee for Motorsports Complex.

- Develop Mount Isa trails network: Bird Watching self-guided trails have commenced with Stakeholder engagement held in August with a draft project submitted by consultants to be reviewed by Maddi and Stacey shortly.

- Product and Experience packages: Early stages of forming a committee for the 100-year celebrations for Mount Isa 2023. Survey is still out to the public with committee members being selected shortly.

Strategic Priority Five: Targeted approach to travel industry and key influencers

- Target social media influencers and grow engagement:
  Sean Scott Photography visited Mount Isa in late August and produced high quality imagery and video footage. Footage has been used by QLD Airports to promote a Mount Isa – Brisbane sale with virgin airlines as well as multiple social media posts and shared partners.

OFFICER'S REPORT

ITEM 10.3

TO	The Mayor, Deputy Mayor and Councillors
OFFICER	Promotion & Development EA
AGENDA	11.11.2020 Council Ordinary Meeting
FOLDER ID	#119205
SUBJECT	Australia Day Awards & Citizenship Ceremony
LOCATION	Not Applicable

EXECUTIVE SUMMARY

Mount Isa City Council proposes to host an Australia Day Awards and Citizenship Ceremony on Australia Day (26 January).

There are two essential parts to an Australia Day Ceremony, and they are the Australia Day Awards and Citizenship Ceremony. In addition, there is a third component; which involves Council offering free ticketed entry to Splashez pool for approximately 400 persons.

OFFICER'S RECOMMENDATION

THAT Council promote the Australia Day Awards for 2021 and receive nominations and select winners of the awards; and

THAT Council host an Australia Day Ceremony for Awards Nominees and Citizenship Conferees on Australia Day at the Buchanan Park Entertainment Centre; and

THAT Council offer free ticketed entry to Splashez for the community on 26 January.

OR

THAT Council promote the Australia Day Awards for 2021 and receive nominations and select winners of the awards; and

THAT Council host an Australia Day Ceremony for Awards Nominees and Citizenship Conferees on Australia Day at the Buchanan Park Entertainment Centre.

BUDGET AND RESOURCE IMPLICATIONS

The proposed arrangements are within budget, with the exception of the loss of income from one day of community access to Splashez Pool which is estimated at $1,200 and would be partially offset from increased sales of refreshments. Free ticketed entry to Splashez Pool on Australia Day would see approximately 400 community members utilising the pool. Current predicted staffing levels can manage 400 patrons at one time. By allowing 400 tickets to be gifted to the community, these number may be staggered throughout the day, enabling adequate resourcing levels.

BACKGROUND

Australia Day Awards Categories

Australia Day Awards can vary in detail from one Council to another. Traditionally Mount Isa City Council has presented the following awards:

- **Citizen of the Year**
- **Young Citizen of the Year**
- **Senior Citizen of the Year**
- **Senior Sport Award**
- **Junior Sports Award**

- **Community Event of the Year** – Recommend due to COVID Council pull this Award for 2021
- **Arts & Culture Award** – Requires consideration due to COVID
- **Spirit of Mount Isa Award** – Nominated by Council only

Please note the following nominations conditions of entry:

- The nominee must be a resident within Mount Isa City Council Local Government area;
- A person who has previously been nominated, but did not receive the award may be nominated;
- A previous recipient of an award can be nominated for the same category or any other category.
- You cannot nominate yourself;
- An individual may be entered into more than one category but will be assessed according to their merits on the basis of the selection criteria for each individual category for which they are nominated.
- Mount Isa City Council Councillors are eligible to receive nominations. However, please notify the Councillor before nominating so they have the option to decline.
- Mount Isa City Council employees and their families are eligible to be nominated and/or nominate a person for the awards.
- Mount Isa City Council employees, political candidates and elected representatives may be withdrawn from nomination should the nomination refer to matters within the roles and responsibilities of their position, or any perception by the Council of a nominee having an unfair advantage.
- Council reserve the right to reclassify the nominated categories of any entry. It is at the Council's discretion to award prizes. The Council's selection will be final.
- Award recipients will be announced at the Australia Day Awards Ceremony on Tuesday 26 January 2021 NOT BEFORE. Ceremony details will be provided to the nominee and nominator closer to the time.
- Nominations close at 5:00 pm on Monday 21st December 2021.

Australia Day Awards

Australia Day Awards nominations are promoted and collected by Council Promotions & Development Team. The nominations are reviewed by Council and the Award Winners selected by Councillors.

Council as representatives of the community are best placed to review the nominations received to select the winners and to decide on a Spirit of Mount Isa Award (if desired). Organising a meeting of the Councillors is the most efficient administration of the Awards in the time timeframes Council Staff have to organise Australia Day after Christmas closure.

Awards Ceremony	**Timeline**
Open Nominations and promote the Awards	01 November – COB December 21
Process Nominations • Collate Nominations into their categories • Organise a meeting of Councillors for nominations review and selection of Awards • Seek further information on nominations (if required) to finalise judging on a category or to prepare for the Ceremony speeches	04 - 15 January
Awards Ceremony planning • Create the Awards and organise engraving and framing • Send invitations to all the Nominees and Nominators to attend the Ceremony • Develop an Event Runt Sheet including speeches • Prepare Media Releases to promote the event and news of the Nominees and the Winners • Organise an MC and have an on-site rehearsal with the MC and Mayor at the venue	18 – 25 January
Australia Day Awards & Citizenship Ceremony	26 January

Southern Gulf NRM Sarus Crane Award
Council facilitates the promotion of this Award and the collection of nominations **only**. Council does not judge or supply this Award; both these functions are organised by Southern Gulf NRM. The Southern Gulf NRM Sarus Crane Award is presented on Australia Day in the Awards Ceremony by a Southern Gulf NRM Representative.

Australia Day Events
Traditionally Mount Isa City Council hosts an Australia Day Awards and Citizenship Ceremony on Australia Day in conjunction with a community activity.

The last two years we have hosted a Pool Party at Splashez, however last year we had to cancel the Pool Party due to heavy rain. It is almost guaranteed to rain on Australia Day in Mount Isa and in a declared La Nina season, there are increased chances of heavy rain on or around Australia Day.

COVID restrictions have an effect on numbers that we are able to host at any venue, it is therefore recommended that our Australia Day Awards and Citizenship Ceremony be invitation only for Nominees and Citizenship Conferees including their friends and family. And that Council offer free entry to Splashez on Australia Day instead of a community activity. Free Entry to Splashez Pool on Australia Day would also be dependent on staffing level availabilities (currently being reviewed by Splashez Pool).

LINK TO CORPORATE PLAN
Priority 1.3 – Promote, celebrate and recognise our indigenous heritage, local history and diverse cultures.
Priority 1.4 – Promote Mount Isa as a place where people want to live, learn, work and visit.

CONSULTATION (Internal and External)
Consultation was held with Director Corporate & Financial Services to consider the FREE entry to Splashez Pool.

LEGAL CONSIDERATIONS
It is a requirement of the Department of Home Affairs for Council to host a Citizenship Ceremony on Australia Day unless there are no conferees awaiting a ceremony.

POLICY IMPLICATIONS
Nil

RISK IMPLICATIONS
The Splashez Pool have maximum attendance due to this promotion and have to close admissions to keep within the COVID requirements.

HUMAN RIGHTS CONSIDERATIONS

- **Your right to freedom of thought, conscience, religion and belief** – People have the freedom to think and believe what they want – for example, religion. They can do this in public or private, as part of a group or alone.
- **Your right to taking part in public life** – Every person has the right to take part in public life, such as the right to vote or run for public office.
- **Your right to privacy and reputation** – Everyone has the right to keep their lives private. Your family, home or personal information cannot be interfered with, unless the law allows it.

ATTACHMENTS

- Nil

REFERENCE DOCUMENT

- Nil

Report Prepared by: Promotion & Development EA 23.10.2020	**Report Authorised by:** Director Executive Services 23.10.2020

OFFICER'S REPORT

ITEM 13.1

TO	The Mayor, Deputy Mayor and Councillors
OFFICER	Chief Executive Officer
AGENDA	1.11.2020 Council Ordinary Meeting
FOLDER ID	# 6441
SUBJECT	Standing Orders Policy V4
LOCATION	Not Applicable

EXECUTIVE SUMMARY

The *Local Government Act 2009* and *the Local Government Regulation 2012* provide core requirements for the conduct of ordinary meetings and committees of the local government. This policy applies to Councillors and employees during ordinary meetings and committees of Mount Isa City Council

OFFICER'S RECOMMENDATION

THAT Council adopt the updated Standing Orders Policy V4.

Or

THAT Council does not adopt the updated Standing Orders Policy V4.

BUDGET AND RESOURCE IMPLICATIONS

Nil

BACKGROUND

Council is committed to conducting its meetings in accordance with the principles of the *Local Government Act 2009,* ensuring an efficient, accountable, transparent and sustainable delivery of effective service within our local government area.

In October 2020 the Department of Local Government, Racing and Multicultural Affairs released updated 'Best Practice Standing Orders for Local Government and Standing Committee Meetings'

Council's Standing Orders Policy was revised to incorporate these model meeting procedures.

LINK TO CORPORATE PLAN

Priority 5.2 – Enable our community to be actively informed and educated encouraging local contribution to decision making.

Priority 5.3 – Demonstrate inclusive, innovative, robust and forward-thinking decision making and leadership/

CONSULTATION (Internal and External)

Department of Local Government, Racing and Multicultural Affairs
Interim Chief Executive Officer

LEGAL CONSIDERATIONS

Adopting updated model procedures ensures Council remains compliant with local government legislation.

POLICY IMPLICATIONS

Model Meeting Procedures
Recording of Council Meetings Policy
Councillor Investigation Policy

RISK IMPLICATIONS

Not adopting updated model procedures risks Council not remaining compliant with local government legislation.

HUMAN RIGHTS CONSIDERATIONS

Consideration has been given to the protected human rights as per Council's Human Rights Policy.

ATTACHMENTS

- Draft Standing Orders Policy (V4)

REFERENCE DOCUMENT

- Best Practice Standing Orders for Local Government and Standing Committee Meetings'

Report Prepared by:	**Report Authorised by:**
Senior Executive Assistant Office of the Mayor and CEO 02/11/2020	Interim Chief Executive Officer 02/11/2020

STATUTORY POLICY

MOUNT ISA CITY COUNCIL

Standing Orders Policy

RESOLUTION NO. ~~OM10/12/2018~~ VERSION V~~3~~4

APPLIES TO STATUTORY POLICIES ONLY

This an official copy of the **Standing Orders Policy**, made in accordance with the provisions of *Local Government Act 2009, Local Government Regulation 2012, Local Government (Councillor Complaints) and Other Legislation Amendment Act 2018* and current Council Policies.

Statutory Policies comply with a legislative requirement; the **Standing Orders Policy** is approved by the Mount Isa City Council for the operations and procedures of Council.

.....

~~Sharon Ibardolaza~~David Keenan

Interim Chief Executive Officer

DOCUMENT VERSION CONTROL					
Governance/Policies/Statutory/ Doc ID#30756				**POLICY**	Statutory (Council)
VERSION	**DATE**	**RESOLUTION**	**DETAILS**		
V1	20.04.201	OM00.00.0000	**Responsible Officer** - Chief Executive Officer		
V2	10.10.201	OM34/04/2016	**Responsible Officer** - Chief Executive Officer		
V3	12.12.201	OM10/12/2018	**Responsible Officer** - Chief Executive Officer		
V4					
				REVIEW DUE	04.2021~~0~~

DISTRIBUTION AND DISSEMINATION			
Internal email to all employees	X	Section meetings / Toolbox talks	
Internal email to all Councillors	X	Included in employee inductions	
Staff noticeboards		Uploaded to Council website	X
Internal training to be provided	X	External training to be provided	

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Registered in Magiq	X		

1. PURPOSE

Mount Isa City Council's ("Council") Standing Order Policy has been established to provide written rules for the orderly conduct of Council Meetings.

2. COMMENCEMENT

This Policy will commence on and from ~~12 December 2018~~12 November 2020. It replaces all other policies or arrangements governing Council Meetings (whether written or not).

3. APPLICATION

This Policy applies to all participants of Council Meetings including the Chair, elected members, Council officers and members of the public.

4. RESPONSIBILITIES

All participants including the Chair, elected members, Council officer and members of the public are bound to act within this policy.

5. STANDING ORDERS

5.1 These Standing Orders apply to all meetings of Council and any standing Committees. These Standing Orders do not apply to meetings of the audit and risk management committee.

5.2 Any provision of these Standing Orders may be suspended by resolution of any meeting of Council. A separate resolution is required for any such suspension and must specify the application and duration of each suspension.

5.3 Where at a Council meeting a matter arises which is not provided for in these Standing Orders, such matters shall be determined by resolution of Council upon a motion which may be put without notice but ~~otherwise in conformity~~conforming with these Standing Orders.

6. PROCEDURES FOR MEETINGS OF COUNCIL

~~6.1 Meetings~~

~~6.1.1 In accordance with s257 and s258 of the *Local Government Regulation 2012*, a local government must meet at least once a month. Written notice of the meeting must be provided at least 2 days before the meeting unless impactable to do so. This written notice can be given to a councillor electronically.~~

~~6.1.2 A special meeting can be called by the Chief Executive Officer, however only the business stated in the notice of the meeting can be conducted.~~

6.1 Presiding Officer

6.1.1 The m~~M~~ayor will preside at a meeting of Council.

6.1.2 If the m~~M~~ayor is absent or unavailable to preside, the Deputy Mayor will preside.

6.1.3 If both the m~~M~~ayor and the d~~D~~eputy m~~M~~ayor, or the m~~M~~ayor's delegate, are absent or unavailable to preside, a councillor chosen by the councillors present at the meeting will preside at the meeting.

6.1.4 Council will choose the chairperson for a Committee meeting. This chairperson will normally preside over meetings of the Committee.

6.1.5 If the chairperson of a Committee is absent or unavailable to preside, a councillor chosen by the councillors present will preside over the Committee meeting.

~~6.1.5~~ Before proceeding with the business of the meeting, the person presiding at the meeting will undertake the acknowledgement and/or greetings deemed appropriate by the Council.

6.2 Order of Business

~~6.2.1 Before proceeding with the business of the meeting, the person presiding at the~~

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~~meeting shall undertake the acknowledgement and/or greetings deemed appropriate by the Council.~~

~~6.2.2~~6.2.1 The order of business shall be determined by resolution of Council from time to time. The order of business may be altered for a particular meeting where the councillors at that meeting pass a motion to that effect. A motion to alter the order of business may be moved without notice.

~~6.2.3~~6.2.2 Unless otherwise altered, the order of business shall be as follows:

a) attendances;

b) apologies and granting of leaves of absence;

c) confirmation of minutes;

d) officers reports.

~~6.2.4~~6.2.3 The minutes of a preceding meeting whether an ordinary or a special meeting, not previously confirmed shall be taken into consideration, at every ordinary meeting of Council, in order that such minutes may be confirmed~~. and n~~No discussion shall be permitted ~~with respect to such~~about these minutes except with respect to their accuracy as a record of the proceedings. Amendments to the minutes may be made prior to confirming the minutes. This must be done by moving a motion to amend the minutes that must be voted on and carried. Once the resolution is passed the minutes can be amended. All councillors present at the meeting can vote to confirm the minutes including those who were absent at the previous meeting and those who had a conflict of interest at the previous meeting.

6.3 Agendas

6.3.1 The agenda may contain:

a) notice of meeting;

b) minutes of the previous meetings;

c) business arising out of previous meetings;

d) business which the mayor wishes to have considered at that meeting without notice;

e) matters of which notice has been given;

f) committees' reports to Council referred to the meeting by the CEO;

g) officers' reports to Council referred to the meeting by the CEO;

h) deputations and delegations from the community that are approved to attend; and

i) any other business Council determines by resolution be included in the agenda paper.

6.3.2 Business not on the agenda or not fairly arising from the agenda shall not be considered at any meeting unless permission for that purpose is given by Council at such meeting. Business must be in accordance with the adopted Terms of Reference for each Committee. A councillor who wants an item of General Business included on the agenda for a particular meeting must give written notice of the nature of the business to the chief executive officer at least 7 days before the notice of meeting is given.

6.3.3 The agenda for the local government must be made publicly available by 5pm on the business day after the notice of meeting is given to the councillors. The related reports for the local government meeting must also be included and available to the public excluding confidential reports.

~~6.3.2~~6.3.4 Matters on the agenda that will require the meeting to be in a closed session will be clearly identified including the reasons why the session will be closed.

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6.4 Petitions

6.4.1 Any petition presented to a meeting of Council ~~shall~~will:

a) be in legible writing or typewritten and contain a minimum of ten (10) signatures;

b) include the name and contact details of the Principal Petitioner (i.e., ~~one person who is the organiser and who will act as the key contact for the issue~~the key contact);

c) include the postcode of all petitioners; and

d) have the details of the specific request/matter appear on each page of the petition.

6.4.2 Where a councillor presents a petition to a meeting of Council no debate on or in relation to it shall be allowed and the only motion which may be moved is:

a) that the petition be received; ~~or~~

b) received and referred to a committee or officer for consideration and a report to Council; or

~~6.4.2~~c) not be received because it is deemed invalid.

6.4.3 Council will respond to the Principal Petitioner in relation to all petitions deemed valid.

6.5 Deputations

6.5.1 A deputation wishing to attend and address a meeting of Council shall apply in writing on Council's approved Deputation Application Form to the CEO not less than seven (7) business days before the meeting.

6.5.2 The CEO, on receiving an application for a deputation shall notify the chairperson who shall determine whether the deputation may be heard. The CEO shall inform the deputation of the determination in writing, prior to the meeting. Where it has been determined the deputation will be heard, a convenient time shall be arranged for that purpose, and an appropriate time period allowed.

6.5.3 For deputations comprising of three or more persons, only three persons shall be at liberty to address Council unless the councillors at the meeting determine otherwise by resolution. A deputation shall be given adequate opportunity to explain the purpose of the deputation.

6.5.4 If a member of the deputation other than the appointed speakers interjects or attempts to address the Council, the chairperson may ~~finalise~~ terminate the deputation.

6.5.5 The chairperson may terminate an address by a person in a deputation at any time where:

a) the chairperson is satisfied that the purpose of the deputation has been sufficiently explained to the councillors at the meeting;

b) the time period allowed for a deputation has expired; or

c) the person uses insulting or offensive language or is derogatory towards councillors or Council officers.

6.5.6 The CEO is responsible for the deputation including that the appointed speaker/s are notified in writing of developments or future actions as appropriate.

6.6 Public participation at meetings

6.6.1 A member of the public may take part in the proceeding of a meeting only when invited to do so by the chairperson.

6.6.2 In each Meeting, time may be required to permit members of the public to address the Council on matters of public interest related to local government. The overall time allotted shall not exceed fifteen minutes and no more than three (3) speakers shall be

permitted to speak at any one meeting. Each individual is limited to two questions each if questions are submitted to the Chief Executive Officer the day before the meeting. An individual is limited to one question without notice. The right of any individual to address the Council during this period shall be at the absolute discretion of Council.

6.6.3 If any address or comment is irrelevant, offensive, or unduly long, the chairperson may require the person to cease making the submission or comment.

6.6.4 For any matter arising from such an address, Council may take the following actions:

a) refer the matter to a committee;

b) deal with the matter immediately;

c) place the matter on notice for discussion at a future meeting; or

d) note the matter and take no further action.

6.6.5 Any person addressing the Council shall stand and act and speak with decorum and frame any remarks in respectful and courteous language.

6.6.6 Any person who is considered by the Council or the mayor to be unsuitably dressed may be directed by the mayor or chairperson to immediately withdraw from the meeting. Failure to comply with such a request may be considered an act of disorder.

~~6.5.6~~

7 PRESCIBED CONFLICT OF INTEREST

7.1. Councillors are ultimately responsible for informing of any prescribed conflict of interest on matters to be discussed at a council or committee meeting (other than ordinary business matters). When dealing with a prescribed conflict of interest, councillors must abide by the following procedures:

7.1.1. A councillor who has notified the chief executive officer of a prescribed conflict of interest in a matter to be discussed in a council meeting must also give notice during the meeting.

7.1.2. A councillor who first becomes aware of a prescribed conflict of interest in a matter during a council meeting must immediately inform the meeting of the conflict of the interest.

7.1.3. When notifying the meeting of a prescribed conflict of interest, the following details must be provided:

a) if it arises because of a gift, loan or contract, the value of the gift, loan or contract

b) if it arises because of an application or submission, the subject of the application or submission

c) the name of any entity other than the councillor that has an interest in the matter

d) the nature of the councillor's relationship with the entity that has an interest in a matter

e) details of the councillor's and any other entity's interest in the matter

7.1.4 The councillor must then leave the place of the meeting, including any area set aside for the public, and stay away while the matter is being discussed and voted on, unless the subject councillor has written notice from the Minister to participate in the matter.

7.1.5 Once the councillor has left the area where the meeting is being conducted, the council can continue discussing and deciding on the matter at hand.

8 DECLARABLE CONFLICT OF INTEREST

8.1 Councillors are ultimately responsible for informing of any declarable conflict of interest on matters to be discussed at council or committee meetings that might lead to a decision that is contrary to the public interest (other than ordinary business matters).

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8.2 A councillor may raise their personal interests in a matter at the meeting to canvas the view of the other councillors prior to deciding to declare a conflict of interest. If the other councillors suspect the personal interest might be a conflict of interest, the councillor may disclose their suspicion and the processes under section 150EW of the *Local Government Act 2009.*

8.3 When dealing with a declarable conflict of interest, councillors must abide by the following procedures:

8.3.1 A councillor who has notified the chief executive officer of a declarable conflict of interest in a matter to be discussed at a council meeting must also give notice during the meeting.

8.3.2 A councillor who first becomes aware of a declarable conflict of interest in a matter during a council meeting must inform the meeting of the conflict of interest

8.3.3 When notifying the meeting of a declarable conflict of interest, councillors should provide sufficient detail to allow the other councillors to make an informed decision about how best to manage the declarable conflict of interest in the public interest. The following details must be provided:

a) The nature of the declarable conflict of interest

b) If it arises because of the councillor's relationship with a related party:

a. The name of the related party to the councillors

b. The nature of the relationship of the related party to the councillor

c. The nature if the related party's interest in the matter

c) If it arises because of a gift or loan from another person to the councillor or a related party:

a. The name of the other person

b. The nature of the relationship of the other person to the councillor or related party

c. The nature of the other person's interest in the matter

d. The value of the gift or loan and the date the gift or loan was made.

8.3.4. After a councillor has declared a conflict of interest, the councillor should consider leaving the meeting while the matter is discussed unless they have reasons why their participation would improve making the decision in the public interest.

8.3.5. If the councillor chooses not to leave the meeting, the councillor may advise the other councillors of their reasons for seeking permission to participate in making the decision.

8.3.6. The other non-conflicted councillors at the meeting must then decide, by resolution, whether the councillor can participate in the decision making in relation to the matter, including voting on the matter, or whether they should not participate in the decision and leave the place of the meeting while the matter is decided by the non-conflicted councillors. The non-conflicted councillors may impose conditions on the councillor under a decision to either participate or leave the meeting e.g. may stay for the debate but must leave for the vote. The councillor must comply with any decision or condition imposed by the non-conflicted councilors.

8.3.7. In deciding on a councillor's declarable conflict of interest in a matter, only councillors who do not themselves have a prescribed or declarable conflict of interest in the matter are eligible to participate in the decision making. The decision may be made even if the number of those councillors is less than a majority or less than a quorum for the meeting consistent with section 150ET of the LGA.

8.3.8. The councillor who is the subject of the decision may remain in the meeting while the debate is occurring and can participate by answering questions from the chairperson to assist the other councillors in making their decision. The subject councillor must not vote or otherwise participate in making the decision but may remain in the meeting while the vote on the matter takes place and the decision is declared by the chairperson, on

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whether the councillor may remain in the meeting and participate in deciding the matter in which the councillor has a declarable conflict of interest.

8.3.9. When deciding whether a councillor may participate in the decision making on a matter in which they have a declarable conflict of interest, the other councillors should consider the particular circumstances of the matter including, but not limited to:

a) How does the inclusion of the councillor in the deliberation affect the public trust
b) how close or remote is the councillor's relationship to the related part
c) if the declarable conflict of interest relates to a gift or other benefit, how long ago was the gift or benefit received
d) will the benefit or detriment the subject councillor or their related party stands to receive from the decision have major or minor impact on them
e) how does the benefit or detriment the subject councillor stands to receive compare to others in the community
f) how does this compare with similar matters that council has decided and have other councillors with the same or similar interests decided to leave the meeting
g) whether the subject councillor has unique skills, knowledge or expertise that might help make the best decision in the public interest.

8.3.10. If the non-conflicted councillors cannot decide about the declarable conflict of interest of a councillor, they are taken to have decided that the councillor must leave and stay away from the meeting while the non-conflicted councillors discuss and vote on the matter.

8.3.11. A decision about a councillor who has a declarable conflict of interest in a matter applies in relation to the councillor for participating in the decision, and all subsequent decisions, about the same matter unless the there is a change to the councillor's personal interests and/or the nature of the matter being discussed. If the non-conflicted councillors decide that the councillor can act in the public interest on the matter, then the councillor may participate in the meeting and be involved in processes occurring outside of a council meeting about the same matter e.g. briefing sessions or workshops.

8.3.12. In making the decision under 8.3.6 and 8.3.9, it is irrelevant how the subject councillor intended to vote on the issue or any other issue (if known or suspected).

8.3.13. A councillor does not contravene the above procedures if the councillor participates in a decision under written approval from the Minister.

9. REPORTING SUSPECTED CONFLICT OF INTEREST

9.1. If a councillor at a meeting reasonably believes or suspects that another councillor has a personal interest in a matter that may be a prescribed or declarable conflict of interest, and that councillor is participating in a decision on that matter, the councillor must immediately inform the chairperson of the meeting of their belief or suspicion, and the facts and circumstances that led to their belief or suspicion.

9.2. The chairperson then should ask the relevant councillor with the suspected personal interest whether they have any prescribed or declarable conflict of interest in the matter. If the councillor agrees they have a conflict of interest, the councillor must follow the relevant procedures above.

9.3. If the councillor believes they do not have a conflict of interest, they must inform the meeting of that belief and their reasons for that belief.

9.4. The non-conflicted councillors must then decide whether the councillor has a prescribed conflict of interest, a declarable conflict of interest or that the councillor does not have prescribed or declarable conflict of interest in the matter. If the meeting decides the councillor has a conflict of interest, the councillor must follow the relevant procedures above.

9.5. If the councilors cannot reach a majority decision, then they are taken to have determined that the councillor has a declarable interest.

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10. Loss of Quorum

10.1. In the event where one or more councillors leave a meeting due to a prescribed or declarable conflict of interest in a matter that results in a loss of a quorum for deciding the matter, the council must resolve to:

a) Delegate the consideration and decision on the matter, pursuant to section 257 of the LGA
b) Defer the matter to a later meeting
c) Not decide the matter and take no further action in relation to the matter

10.2. All councillors including the conflicted councillors, may participate in deciding to delegate or defer a matter.

10.3. If the matter cannot be delegated under an Act, the council should seek ministerial approval for the councillors to be able to consider and vote on the matter, subject to any conditions the Minister may impose.

~~7.~~11 MOTIONS

~~7.1~~11.1 Motion to be moved

~~7.1.1~~11.1.1 A councillor is required to 'move' a motion and then another councillor is required to 'second' the motion.

~~7.1.2~~11.1.2 When~~Where~~ a motion has been moved and seconded, it shall become subject to the control of Council and shall not be withdrawn without the consent of Council.

~~11.1.1~~10.1.3 Other councillors can propose amendments to the motion which must be voted on before voting on the final motion~~.~~

11.1.3.1 A motion brought before a meeting of Council in accordance with the ~~*Local Government Act 2009*~~LGA or these Standing Orders ~~shall~~ will be received and put to the meeting by the chairperson.

11.1.3.2 The chairperson may require a motion or amendment to a motion to be stated in full or be in writing before permitting it to be received.

~~7.1.3~~11.1.3.3 The chairperson may refuse to accept a motion if it is not within the meeting's jurisdiction and rule a motion out of order if necessary. Any motion that is vague, proposes an unlawful action, is outside the scope of the meeting, is defamatory, vexatious or is unnecessary, may be ruled out of order.

~~7.1.4~~11.1.4 The chairperson may call the notices of motion in the order in which they appear on the agenda, and where no objection is taken to a motion being taken as a formal motion, and the motion is seconded the chairperson may put the motion to the vote without discussion and the vote occur.

~~7.2~~**11.2** Absence of Mover of Motion

~~7.2.1~~11.2.1 Where a councillor who has given notice of a motion is absent from the meeting of Council at which the motion is to be considered, the motion may be:

a) moved by another councillor at the meeting; or
b) deferred to the next meeting.

~~7.3~~11.3 Motion to be seconded

~~7.3.1~~11.3.1 A motion or an amendment to a motion shall not be debated at a meeting of Council unless or until the motion or the amendment is seconded, with the exception of Procedural Motions.

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~~7.4~~11.4 Amendment of Motion

~~7.4.1~~11.4.1 An amendment to a motion shall be in terms which maintain or further clarify the intent of the original motion and do not contradict the motion.

~~7.4.2~~11.4.2 ~~Not more than one motion or one proposed amendment to a motion may be put before a meeting of Council at any one time.~~ Where an amendment to a motion is before a meeting of the local government, no other amendment to the motion will be considered until after the first amendment has been voted on.

~~7.4.3 Where an amendment to a motion is before a meeting of Council, no other amendment to the motion shall be considered until after the first amendment has been put.~~

~~7.4.4~~11.4.3 Where a motion is amended by another motion, the original motion shall not be put as a subsequent motion to amend that other motion.

~~7.5~~11.5 Speaking to motions and amendments

~~7.5.1~~11.5.1 The mover of a motion or amendment shall read it and shall state that it is so moved but shall not speak to it until it is seconded.

~~7.5.2~~11.5.2 The chairperson will manage the debate by allowing the councillor who proposed the motion the option of speaking first on the motion. The chairperson will then call on any other councillor who wishes to speak against the motion and then alternatively for and against the motion as available, until all councillors who wish to speak have had the opportunity.

~~7.5.3~~11.5.3 A councillor may make a request to the chairperson for further information before or after the motion or amendment is seconded.

~~7.5.4 A motion or amendment may be withdrawn by the mover thereof with the consent of Council, which shall be signified without debate, and a councillor shall not speak upon such motion or amendment thereof after the mover has been granted permission by Council for its withdrawal.~~

~~7.5.5~~11.5.4 The mover of a motion or amendment shall have the right to reply. Each councillor shall speak no more than once to the same motion or same amendment except as a right of reply. Once the right of reply has been delivered the debate ends.

~~7.5.6~~11.5.5 Each speaker shall be restricted to not more than five (5) minutes unless the chairperson rules otherwise.

~~7.5.7~~11.5.6 Where two or more councillors indicate they may wish to speak at the same time, the chairperson shall determine who is entitled to priority.

~~7.5.8~~11.5.7 In accordance with ~~s273~~ section 254H of the *Local Government Regulation 2012*, if a decision made at a meeting is inconsistent with a recommendation or advice given to Council by an advisor of the Council, the minutes of the meeting must include a statement of the reasons for not adopting the recommendation or advice.

~~7.6~~11.6 Method of taking vote

~~7.6.1~~11.6.1 The chairperson will call for all councillors in favour of the motion to indicate their support by raising their hand. The chairperson will then call for all councillors against the motion to indicate their objection. A councillor may call for a 'division' to ensure their objection to the motion is recorded in the minutes. If a division is taken, the minute secretary shall record the names of councillors voting in the affirmative and of those voting in the negative. The chairperson shall declare the result of a vote or a division as soon as it has been determined.

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~~7.6.2~~11.6.2 Councillors have the right to request that their names and how they voted be recorded in the minutes if they so request, for voting other than by division.

~~7.6.3~~11.6.3 Except upon a motion to repeal or amend it, the resolution shall not be discussed after the vote has been declared.

~~7.6.4~~11.6.4 If a report contains distinct recommendations, the decision of Council may be taken separately on each recommendation. If a decision by the meeting is contra to a recommendation in a report the minutes must give the reasons for the decision.

11.7 Withdrawing a motion

11.7.1 A motion or amendment may be withdrawn by the mover with the consent of the council, which will be without debate, and a councillor will not speak to the motion or amendment after the mover has been granted permission by the council meeting for its withdrawal.

~~7.7~~11.8 Repealing or amending resolutions

~~7.7.1~~11.8.1 A resolution of Council may not be amended or repealed unless notice of motion is given in accordance with the requirements of the ~~*Local Government Act 2009* or the *Local Government Regulation 2012*.~~ legislation.

~~7.7.2~~11.8.2 Councillors present at the meeting at which a motion to repeal or amend a resolution is put, may defer consideration of that motion. Such deferral shall not be longer than three (3) months.

~~7.8~~11.9 Procedural motions

~~7.8.1~~11.9.1 A councillor at a meeting of Council may, during the debate of a matter at the meeting, move, as a procedural motion, without the need for a seconder the following motions:

a) that the question/motion be now put before the meeting;

b) that the motion or amendment now before the meeting be adjourned;

c) that the meeting proceeds to the next item of business;

d) that the question lie on the table;

e) a point of order;

f) a motion of dissent against the chairperson's decision;

g) that this report/document be tabled;

h) to suspend the rule requiring that (insert requirement); or

i) that the meeting stands adjourned.

~~7.8.2~~11.9.2 A procedural motion, that 'the question be put', may be moved and where ~~such a~~the procedural motion is carried, the chairperson shall immediately 'put the question to the motion' or amendment to that motion under consideration. Where ~~such~~ the procedural motion is lost, debate on the motion or amendment to that motion ~~shall continue.~~will resume.

~~7.8.3~~11.9.3 The procedural motion, that the motion or amendment now before the meeting be adjourned, may specify a time or date, to which the debate shall be adjourned. Where no date or time is specified:

a) a further motion may be moved to specify such a time or date; or

b) the matter about which the debate is to be adjourned, shall be included in the business paper for the next meeting.

~~7.8.4~~11.9.4 Where a procedural motion, that the meeting proceed to the next item is carried, debate on the matter that is the subject of the motion shall cease and may be considered again by Council on the giving of notice in accordance with the Standing Orders.

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~~7.8.5~~11.9.5 A procedural motion, that the question lie on the table, shall only be moved where the chairperson or a councillor requires additional information on the matter before the meeting (or the result of some other action of Council or person is required) before the matter may be concluded at the meeting. Where such a procedural motion is passed, the Council shall proceed with the next matter on the business paper. The motion, that the matter be taken from the table, may be moved at the meeting at which the procedural motion was carried or at any later meeting.

~~7.8.6~~11.9.6 Any councillor may ask the chairperson to decide on a 'point of order' where it is believed that another councillor:

a) has failed to comply with proper procedures;

b) is in contravention of the Local Government Act/Regulations; or

c) is beyond the jurisdiction power of Council.

~~P~~oints of order cannot be used as a means of contradicting a statement made by the councillor speaking. Where a 'point of order' is moved, consideration of the matter to which the motion was moved shall be suspended. ~~pursuant to clause 7.4.2~~ The chairperson shall determine whether the point of order is upheld.

Upon the question of order suddenly arising during the process of a debate, a councillor may raise a point of order, and thereupon the councillor against whom the point of order is raised, shall immediately cease speaking. Notwithstanding anything contained in these standing orders to the contrary, all questions or points of order at any time arising shall, until decided, suspend the consideration and decision of every other question.

~~7.8.7~~11.9.7 A councillor may move 'a motion of dissent' in relation to a ruling of the chairperson on a point of order. Where such motion is moved, further consideration of any matter shall be suspended until after a ruling is made. Where a motion of dissent is carried, the matter to which the ruling of the chairperson was made shall proceed as though that ruling had not been made. Where as a result of that ruling the matter was discharged as out of order, it shall be restored to the business paper and be dealt with in the normal course of business.

~~7.8.8~~11.9.8 The motion, 'that this report/document be tabled', may be used by a councillor to introduce a report or other document to the meeting, only if the report or other document is not otherwise protected under confidentiality or information privacy laws. On tabling the document, it ceases to be a confidential document and is available for public scrutiny.

~~7.8.9~~11.9.9 A procedural motion, "to suspend the rule requiring that ….", may be made by any councillor in order to permit some action that otherwise would be prevented by a procedural rule. A motion to suspend a rule shall specify the duration of such a suspension.

11.9.10 A procedural motion, that the meeting stands adjourned, may be moved by a councillor at the conclusion of debate on any matter on the business paper or at the conclusion of a councillor's time for speaking to the matter, and shall be put without debate. Such a procedural motion will specify a time for the resumption of the meeting and on resumption of the meeting the Council shall continue with the business before the meeting at the point where it was discontinued on the adjournment.

12 QUESTIONS

12.1 A councillor may at a Council meeting ask a question for reply by another councillor or an officer regarding any matter under consideration at the meeting. A question shall be asked categorically and without argument and no discussion shall be permitted at the meeting of Council in relation

to a reply or a refusal to reply to the question. A councillor or officer to whom a question is asked without notice may request that the question be taken on notice for the next meeting.

12.2 A councillor who asks a question at a meeting, whether or not upon notice, shall be deemed not to have spoken to the debate of the motion to which the question relates.

12.3 The chairperson may disallow a question which is considered inconsistent with an acceptable request or good order, provided that a councillor may move a motion that the chairperson's ruling be disagreed with, and if such motion be carried the chairperson shall allow such question.

~~7.8.10~~12.3.1

13 ~~CONDUCT DURING MEETINGS~~MEETING CONDUCT

13.1 Process for dealing with Unsuitable Meeting Conduct

13.1.1 The conduct of a councillor is unsuitable meeting conduct if the conduct happens during a council meeting and contravenes a behavioural standard of the code of conduct for councillors (Add Link to COC). When dealing with an instance of unsuitable conduct by a councillor in a meeting, the following procedures must be followed:

13.1.1.1 The chairperson must reasonably believe that unsuitable meeting conduct has been displayed by a councillor at a meeting.

13.1.1.2 If the chairperson decides the unsuitable meeting conduct has occurred, the chairperson may consider the severity of the conduct and whether the councillor has had any previous warnings for unsuitable meeting conduct issued. If the chairperson decides the conduct is of a serious nature or another warning is unwarranted, proceed to step 13.1.1.7.

13.1.1.3 If the chairperson decides unsuitable meeting conduct has occurred but is of a less serious nature, the chairperson may request the councillor take remedial actions such as:

a) ceasing the unsuitable meeting conduct and refraining from exhibiting the conduct;
b) apologising for their conduct;
c) withdrawing their comments.

13.1.1.4 If the councillor complies with the chairperson's request for remedial action, no further action is required.

13.1.1.5 If the councillor fails to comply with the chairperson's request for remedial action, the chairperson may warn the councillor that failing to comply with the request could result in an order being issued.

13.1.1.6 If the councillor complies with the chairperson's warning and request for remedial action, no further action is required.

13.1.1.7 If the councillor still continues to fail to comply with the chairperson's request for remedial action or the chairperson decided a warning was not appropriate under 22.3, the chairperson may make one or more of the orders below:

a) an order reprimanding the councillor for the conduct
b) an order requiring the councillor to leave the meeting, including any area set aside for the public and stay out for the duration of the meeting.

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13.1.1.8 If the councillor fails to comply with an order to leave and stay away from the meeting, the chairperson can issue an order that the councillor be removed from the meeting.

13.1.1.9 Following the completion of the meeting, the chairperson must ensure:

a) details of any order issued is recorded in the minutes of the meeting
b) if it is the third or more order made within a 12-month period against a councillor, or the councillor has refused to comply with an order issued to leave the meeting, these matters are dealt with at the next meeting of the council and treated as inappropriate conduct
c) the council's chief executive officer (CEO) is advised to ensure details of any order made is updated in the council's councillor conduct register.

13.1.1.10 Any councillor aggrieved with an order issued by the chairperson can move a motion of dissent for parts 22.1, 22.7 and 22.8 above.

13.1.1.11 Chairpersons of a meeting are carrying out a statutory responsibility under the LGA to manage and lead the meeting. As such, where a chairperson behaves inappropriately in a meeting this involves a serious breach of the trust placed in them as the chairperson of the meeting and may be dealt with as misconduct. The breach can be referred to the Office of the Independent Assessor (OIA) to be dealt with. However, breaches of trust don't arise because councillors disagree with the chairperson's decision or ruling during the meeting.

13.2 General conduct during meetings

13.2.1 After a meeting of the council has been formally constituted and the business commenced, a councillor will not enter or leave from the meeting without first notifying the chairperson.

13.2.2 Councillors will speak to each other or about each other during the local government meeting by their respective titles ('mayor' or 'councillor'), and when speaking of or addressing officers will call them by their respective official or departmental title and will confine their remarks to the matter under consideration.

13.2.3 No councillor who is speaking will be interrupted except upon a point of order being raised either by the chairperson or by another councillor.

13.2.4 When the chairperson speaks during the process of a debate, the councillor speaking or offering to speak will immediately cease speaking, and each councillor present will observe strict silence so that the chairperson may be heard without interruption.

13.3 Meeting process for dealing with suspected inappropriate conduct which has been referred to a local government by the Independent Assessor (IA)

13.3.1 Pursuant to Chapter 5A, Division 5 of the LGA (Referral of conduct to a local government) a referral from the IA of inappropriate conduct or an instance of suspected inappropriate conduct may arise from circumstances under paragraph 13.1.1.9 b) of this document. When dealing with an instance of suspected inappropriate conduct which has been referred to a local government by the IA:

13.3.1.1 The council must be consistent with the local government principle of transparent and accountable decision making in the public interest by dealing with suspected inappropriate conduct

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in an open meeting of the council. However, where the matter may directly affect the health and safety of the complainant due to the nature of the complaint, the council may resolve to go into closed session under section 254J of the LGR to discuss the allegation.

13.3.1.2 The subject councillor has a declarable conflict of interest in the matter and is permitted by the council to remain in the meeting during the debate about whether the councillor engaged in the inappropriate conduct and answer questions put to the subject councillor by the chairperson to assist the other councillors in making a decision. This permission to remain in the meeting for the debate is on the condition that the subject councillor must leave the place where the meeting is being held, including any area set aside for the public, during the vote on whether they have committed inappropriate conduct and what, if any, penalty to impose if the councillor is found to have committed inappropriate conduct.

13.3.1.3 Should the complainant be a councillor, that councillor may have a declarable conflict of interest in the matter and if so, must follow the declarable conflict of interest procedures in section 9. If the complainant councillor who has a declarable conflict of interest, wishes to remain in the meeting during the debate and vote on the matter, the other councillors must decide how to deal with the conflict of interest under section 9. The complainant councillor can be ordered to leave the meeting place or conditions may be applied to allow that councillor to participate in either the debate, the vote or the decision on any disciplinary action to be applied.

13.3.1.4 The council must debate the issue and decide whether the accused councillor engaged in inappropriate conduct. If the council has lost quorum due to the number of conflicted councillors or another reason, the matter must be delegated consistent with section 257 of the LGA or deferred to another date when a quorum will be present.

13.3.1.5 If a decision is reached that the accused councillor has engaged in inappropriate conduct, then the councillors must decide what penalty or penalties from the orders detailed in 13.3.1.6, if any, to impose on the councillor. In deciding what penalty to impose, the council may consider any previous inappropriate conduct of the councillor and any allegation made in the investigation that was admitted, or not challenged, and that the council is reasonably satisfied is true.

13.3.1.6 The council may order that no action be taken against the councillor or make one or more of the following:

a) an order that the councillor make a public admission that the councillor has engaged in inappropriate conduct
b) an order reprimanding the councillor for the conduct
c) an order that the councillor attend training or counselling to address the councillor's conduct, including at the councillor's expense
d) an order that the councillor be excluded from a stated council meeting
e) an order that the councillor is removed, or must resign, from a position representing the local government, other than the office of councillor, for example that the councillor is ordered to resign from an appointment representing the local government on a state board or

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committee

f) an order that if the councillor engages in the same type of conduct again, it will be treated as misconduct

g) an order that the councillor reimburse the council for all or some of the costs arising from the councillor's inappropriate conduct.

13.3.1.7 A local government may not make an order that the councillor attend training/counselling, be suspended from a meeting, be removed or resign from a position or that the same conduct will be treated as misconduct in future, in relation to a person who is no longer a councillor.

13.3.1.8 The subject councillor, and where relevant, the complainant councillor, must be invited back into the place where the meeting is being held once a decision has been made, and the chairperson must advise them of the details of the decision.

13.3.1.9 The chairperson must ensure the meeting minutes reflect the resolution made.

13.4 Disorder

13.4.1 The chairperson may adjourn the meeting of the local government, where disorder arises at a meeting other than by a councillor. On resumption of the meeting, the chairperson will move a motion to be put without debate, to determine whether the meeting will proceed. Where the motion is lost, the chairperson shall declare the meeting closed, and any outstanding matters referred to a future meeting.

~~8.~~

~~8.1 Councillors will conduct themselves in accordance with the principles of the *Local Government Act 2009* and the standards of behavior set out in the Code of Conduct for Councillors. The Chairperson may observe or be made aware of instances of possible unsuitable meeting conduct.~~

~~8.2 After a meeting of Council has been formally constituted and the business commenced, a councillor shall not enter or leave from such meeting without first notifying the chairperson.~~

~~8.3 Councillors shall speak of each other during the Council meeting by their respective titles, "Mayor" or "Councillor", and in speaking of or addressing officers shall designate them by their respective official or departmental title and shall confine their remarks to the matter then under consideration.~~

~~8.4 No councillor who is speaking shall be interrupted except upon a point of order being raised either by the chairperson or by a councillor.~~

~~8.5 When the chairperson speaks during the process of a debate, the councillor then speaking or offering to speak shall immediately cease speaking, and each councillor present shall preserve strict silence so that the chairperson may be heard without interruption.~~

~~9. QUESTIONS~~

~~9.1 A councillor may at a Council meeting ask a question for reply by another councillor or an officer regarding any matter under consideration at the meeting. A question shall be asked categorically and without argument and no discussion shall be permitted at the meeting of Council in relation to a reply or a refusal to reply to the question. A councillor or officer to whom a question is asked without notice may request that the question be taken on notice for the next meeting.~~

~~9.2 A councillor who asks a question at a meeting, whether or not upon notice, shall be deemed not~~

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~~to have spoken to the debate of the motion to which the question relates.~~

~~9.3 The chairperson may disallow a question which is considered inconsistent with an acceptable request or good order, provided that a councillor may move a motion that the chairperson's ruling be disagreed with, and if such motion be carried the chairperson shall allow such question.~~

~~10. MAINTENANCE OF GOOD ORDER~~

~~10.1 Disorder~~

~~10.1.1 The chairperson may adjourn the meeting of Council, where disorder arises at a meeting other than by a councillor. On resumption of the meeting, the chairperson shall move a motion, which shall be put without debate, to determine whether the meeting shall proceed. Where such a motion is lost, the chairperson shall declare the meeting closed, and any outstanding matters referred to a future meeting.~~

~~11.~~14 ATTENDANCE AND NON-ATTENDANCE

~~11.1~~14.1 Attendance of public and the media at meeting

~~11.1.1~~ An area shall be made available at the place where any meeting of Council is to take place for members of the public and representatives of the media to attend the meeting and as many members of the public as reasonably can be accommodated under work, ~~place~~ health and safety legislation in that area shall be permitted to attend the meeting.

~~12~~ When the Council is sitting in Closed Session, the public and representatives of the media shall be excluded.

15 CLOSED SESSION

15.1 ~~T~~Council and standing committee meetings may resolve that a meeting be closed to the public if its councillors consider it necessary to discuss any of the following matters:

a) Appointment, dismissal or discipline of the CEO
b) industrial matters affecting employees
c) the council's budget
d) rating concessions
e) legal advice obtained by the council, including legal proceedings that may be taken by or against the council
f) matters that may directly affect the health and safety of an individual or a group of individuals
g) negotiations relating to a commercial matter involving the council for which a public discussion could prejudice the interests of the council
h) negotiations relating to the taking of land by the council under the *Acquisition of Land Act 1967*
i) a matter that the council is required to keep confidential under a law of, or a formal agreement with, the Commonwealth or state.

15.2 A council or committee meeting cannot resolve that a meeting be closed where the meeting is informed of a councillor's personal interest in the matter by another person and the eligible councillors at the meeting must decide whether the councillor has a declarable conflict of interest in the matter.

15.3 Further, the meeting must not be closed if a quorum is lost due to the number of conflicted councillors who leave the meeting and the council must;

a) delegate the matter
b) decide by resolution to defer to a later meeting
c) decide by resolution to take no further action on the matter.

15.4 None of the above will be considered, discussed, voted on or made during a closed session. If a closed session includes attendance by teleconference, the councillor/s attending by teleconference must maintain confidentiality by ensuring no other person can hear their conversation while in the closed meeting.

15.5 To take a matter into a closed session the council must abide by the following:

a) pass a resolution to close the meeting

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b) the resolution must state the matter to be discussed, an overview of what is to be discussed and why the meeting should be closed while the matter is considered
c) if the matter is known in advance, the agenda should clearly identify that the matter will be considered in closed session, and an explanation of why it is deemed necessary to take the issue into closed session must be stated
d) not make a resolution while in a closed meeting (other than a procedural resolution).

16 Teleconferencing of meetings

16.1 If a councillor wishes to be absent from a council meeting place during a meeting, the councillor must apply to the chairperson to participate by teleconference, at least three (3) business days prior to the meeting or as soon as practicable once the councillor becomes aware of their intended absence. The chairperson may allow a councillor to participate in a council or committee meeting by teleconference.

16.2 A councillor taking part by teleconference is taken to be present at the meeting if the councillor was simultaneously in audio contact with each other person at the meeting. The attendance of the councillor must be recorded in the minutes as present at the meeting.

16.3 Teleconferencing includes the use of a telephone, video conferencing equipment or other means of instant communication that allows a person to take part in a discussion as it happens.

16.4 In order for councils to manage the safety rules during the COVID-19 pandemic, changes have been added to the LGR that will expire in June 2021.

16.5 These provisions allow the council:
a) the option to conduct the entire council meeting via phone, teleconference or video conference
b) where possible, must provide streaming or other facilities so that the public can observe or hear the meeting as it is happening, at one of the council's public offices or on the council's website
c) chairperson has the option to close the meeting on health and safety grounds to protect participants or observers from risk of exposure to COVID-19.

~~11.1.2 **he resolution that Council proceed into Closed Session must specify the nature of the matters to be considered and these matters must be in accordance with s275 *Local Government Regulation 2012*. The Chairperson may direct any persons improperly present to withdraw immediately. Council must not make a resolution (other than a procedural resolution) in a closed session. Council must resolve to move out of closed session so that a resolution can be passed on the matters considered in Closed Session.***~~

~~11.2 Public participation at meetings~~

~~11.2.1 A member of the public may take part in the proceeding of a meeting only when invited to do so by the chairperson.~~

~~11.2.2 In each Meeting, time may be required to permit members of the public to address the Council on matters of public interest related to local government. The overall time allotted shall not exceed fifteen minutes, unless at the Mayors discretion, and no more than three speakers shall be permitted to speak at any one meeting. Each individual is limited to two questions each if questions are submitted to the Chief Executive Officer the day before the meeting. An individual is limited to one question without notice. The right of any individual to address the Council during this period shall be at the absolute discretion of Council.~~

~~11.2.3 If any address or comment is irrelevant, offensive, or unduly long, the chairperson may require the person to cease making the submission or comment.~~

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11.2.4 For any matter arising from such an address, Council may take the following actions:

a) refer the matter to a committee;

b) deal with the matter immediately;

c) place the matter on notice for discussion at a future meeting; or

d) note the matter and take no further action.

11.2.5 Any person addressing the Council shall stand and act and speak with decorum and frame any remarks in respectful and courteous language.

11.2.6 Any person who is considered by the Council or the mayor to be unsuitably dressed may be directed by the mayor or chairperson to immediately withdraw from the meeting. Failure to comply with such a request may be considered an act of disorder.

12.17 VARIATIONS

Council reserves the right to vary, replace or terminate this policy from time to time.

13.18 COMMUNICATION AND DISTRIBUTION

13.1 18.1 Council will make available to the public, the Standing Orders Policy on our website at www.mountisa.qld.gov.au.

14.19 DEFINITIONS

a) **Officer** – A Mount Isa City Council employee or Contractor

b) Teleconferencing – Is the use of a telephone, video conferencing equipment or other means of instant communication that allows a person to take part in discussions as they happen.

ASSOCIATED LEGISLATION, POLICIES AND FORMS

- *Local Government Act 2009*
- *Local Government Regulations 2012*
- *Electoral and Other Legislation (Accountability, Integrity and Other Matters) Amendment Act 2020*
- Model Meeting Procedures
- Code of Conduct for Councillors
- Deputation Request Form

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OFFICER'S REPORT

ITEM 13.2

TO	The Mayor, Deputy Mayor and Councillors
OFFICER	Chief Executive Officer
AGENDA	11.11.2020 Council Ordinary Meeting
FOLDER ID	# 6441
SUBJECT	Model Meeting Procedures V2
LOCATION	Not Applicable

EXECUTIVE SUMMARY

The *Local Government Act 2009* and *the Local Government Regulation 2012* provide core requirements for the conduct of ordinary meetings and committees of the local government. This procedure applies to Councillors and employees during ordinary meetings and committees of Mount Isa City Council

OFFICER'S RECOMMENDATION

THAT Council adopt the updated Model Meeting Procedures V2.

Or

THAT Council does not adopt the updated Model Meeting Procedures V2.

BUDGET AND RESOURCE IMPLICATIONS

Nil

BACKGROUND

Council is committed to conducting its meetings in accordance with the principles of the *Local Government Act 2009,* ensuring an efficient, accountable, transparent and sustainable delivery of effective service within our local government area.

In October 2020 the Department of Local Government, Racing and Multicultural Affairs released updated 'model meeting procedures'

Council's Model Meeting Procedures was revised to incorporate these model meeting procedures.

LINK TO CORPORATE PLAN

Priority 5.2 – Enable our community to be actively informed and educated encouraging local contribution to decision making.

Priority 5.3 – Demonstrate inclusive, innovative, robust and forward-thinking decision making and leadership/

CONSULTATION (Internal and External)

Department of Local Government, Racing and Multicultural Affairs
Interim Chief Executive Officer

LEGAL CONSIDERATIONS

Adopting updated model procedures ensures Council remains compliant with local government legislation.

POLICY IMPLICATIONS

Standing Orders Policy
Recording of Council Meetings Policy
Councillor Investigation Policy

RISK IMPLICATIONS

Not adopting updated model procedures risks Council not remaining compliant with local government legislation.

HUMAN RIGHTS CONSIDERATIONS

Consideration has been given to the protected human rights as per Council's Human Rights Policy.

ATTACHMENTS

- Draft Model Meeting Procedures (V2)

REFERENCE DOCUMENT

- Model Meeting Procedures

Report Prepared by:	**Report Authorised by:**
Senior Executive Assistant Office of the Mayor and CEO 02/11/2020	Interim Chief Executive Officer 02/11/2020

DOCUMENT VERSION CONTROL			
Governance/Policies/Procedures Folder #34651			
VERSION	**DATE**	**AUTHORISING OFFICER**	**DETAILS**
V1	21.12.2018	Chief Executive Officer	**Responsible Officer –** Chief Executive Officer
V2		Chief Executive Officer	
			REVIEW DUE 12.2020

.....
~~Sharon Ibardolaza~~David Keenan
Interim Chief Executive Officer

DISTRIBUTION AND DISSEMINATION			
Internal email to all employees	X	Section meetings / Toolbox talks	
Internal email to all Councillors	X	Included in employee inductions	
Staff noticeboards		Uploaded to Council website	X
Internal training to be provided		External training to be provided	

Registered in Magiq	X		

1. PURPOSE

The purpose of the Model Meeting Procedures is to set out certain procedures to ensure the Local Government principles are reflected in the conduct of Local Government meetings and Local Government committee meetings.

It is not intended that the Model Meeting Procedures would deal with all aspects of meeting conduct but only those required to strengthen public confidence in Local Government to deal with the conduct of councillors in meetings.

Pursuant to the *Local Government Act 2009* ("the LGA"), s150G, a Local Government must adopt by resolution, Model Meeting Procedures covering:

a) the process for how a chairperson of a Local Government meeting may deal with instances of unsuitable meeting conduct by councillors; and

b) the process for how suspected inappropriate conduct of a councillor referred to the local government by the Independent Assessor (the Assessor) is to be dealt with at a Local Government meeting.

2. COMMENCEMENT

This internal procedure will commence on and from ~~21 December 2018~~12 November 2020. It replaces all other internal procedures or arrangements governing Model Meeting Procedures (whether written or not).

3. APPLICATION

This internal procedure applies to elected members, employees, agents and contractors (including temporary contractors) of Council.

4. PROCESSES

4.1 Process for dealing with unsuitable meeting conduct by a councillor in a meeting

The conduct of a councillor is considered unsuitable meeting conduct if the conduct happens during a council meeting and contravenes a behavioural standard of the code of conduct councillors. When dealing with an instance of unsuitable conduct by a councillor in a meeting, the following procedures must be followed:

4.1.1 The chairperson must ~~decide whether or not~~reasonably believe that unsuitable meeting conduct has been displayed by a councillor.

4.1.2 If the chairperson decides the unsuitable meeting conduct has occurred, the chairperson must consider the severity of the conduct and whether the councillor has had any previous warnings for unsuitable meeting conduct issued. If the chairperson decides the conduct is of a serious nature, or another warning is unwarranted, proceed to step ~~refer to~~ 4.1.7. ~~for the steps to be taken.~~

4.1.3 If the chairperson decides unsuitable meeting conduct has occurred but is of a less serious nature, the chairperson may request the councillor take remedial actions such as:

a) ceasing the unsuitable meeting conduct and refraining from exhibiting the conduct;

b) apologising for their conduct; or

c) withdrawing their comments.

4.1.4 If the councillor complies with the chairperson's request for remedial action, no further action is required.

4.1.5 If the councillor fails to comply with the chairperson's request for remedial action, the chairperson may warn the councillor that failing to comply with the request may result in an order being issued.

4.1.6 If the councillor complies with the chairperson's warning and request for remedial action, no further action is required.

4.1.7 If the councillor still continues to fail to comply with the chairperson's request for remedial actions or the chairperson decided a warning was not appropriate under 4.1.3, the chairperson may make one or more of the orders below:

a) an order reprimanding the councillor for the conduct;

b) an order requiring the councillor to leave the meeting, including any area set aside for the public and stay out for the duration of the meeting.

4.1.8 If the councillor fails to comply with an order to leave and stay away from the meeting, the chairperson can issue an order that the councillor be removed from the meeting. ~~by an appropriate officer. The meeting must be adjourned whilst the councillor is being removed.~~

4.1.9 Following the completion of the meeting, the chairperson must ensure:

a) details of any order issued is recorded in the minutes of the meeting;

b) if it is the third (3rd) or more order within a 12-month period made against a councillor or the councillor has refused to leave following an order issued to leave the meeting, these matters are to be dealt with at the next meeting of the Local Government and treated as inappropriate conduct; ~~pursuant to the LGA;~~

c) the ~~Local Government's~~Council's Chief Executive Officer is advised to ensure details of any order made must be updated in the Local Governments Councillor Conduct Register; ~~pursuant to the LGA.~~

4.1.10 ~~4.1.10~~ Any councillor aggrieved with an order issued by the chairperson can move a motion of dissent for parts 4.1.1, 4.1.7 and 4.1.8 above.

4.1.11 Chairpersons of a meeting are carrying out a statutory responsibility under the LGA to manage and lead the meeting. As such, where a chairperson behaves inappropriately in a meeting, this involves a breach of the trust placed in them as the chairperson of the meeting and may be dealt with as misconduct. The breach can be referred to the Office of the Independent Assessor (OIA) to be dealt with. However, breaches of trust don't arise because councillors disagree with the chairperson's decision or ruling during the meeting.

4.2 Meeting process for dealing with suspected inappropriate conduct which has been referred to a Local Government by the IA.

~~4.2~~

4.2.1 Pursuant to to Chapter 5A, Division 5 of the LGA (Referral of conduct to local government) a referral from the IA of inappropriate conduct or an instance of suspected inappropriate conduct may arise from circumstances under paragraph 4.1.9 b) of this document. In either case, the council must complete an investigation into the alleged conduct:

a) consistent with any recommendation from the IA; and

b) consistent with the council's investigation policy; or

~~a)~~ in another way decided by resolution of the council. ~~section 150AF of the LGA, after receiving a referral by the Independent Assessor or under paragraph 4.1.9 c) of this document of an instance of suspected inappropriate conduct, the Local Government must complete an investigation into the alleged conduct in line with Council's Councillor Investigation Policy.~~

~~4.2.3~~ 4.2.2 After the completion of the investigation, the Local Government must decide whether the councillor has engaged in inappropriate conduct in a Council meeting, unless it has delegated responsibility for this decision under section 257 of the LGA. ~~.~~

4.2.3 When dealing with an instance of suspected inappropriate conduct which has been referred to ~~a~~ Council~~Local Government~~ ~~by the Independent Assessor, the Local Government must:~~by the IA

4.2.3.1. The council must be consistent with the local government principle of transparent and accountable decision making in the public interest by dealing with suspected inappropriate conduct in an open meeting of the council. However, where the matter may directly affect the health and safety of the complainant due to the nature of the complaint, the council may resolve to go into closed session under section 254J of the LGR or section 242J of the COBR to discuss the allegation ~~Be consistent with the Local Government principle of transparent and accountable decision making in the public interest, by dealing with suspected inappropriate conduct in an open meeting of the Council. Where the complainant or other parties may be adversely affected due to the nature of the complaint, the Council may resolve to go into closed session under section 275 of the *Local Government Regulation 2012* ("the LGR").~~

~~4.2.2~~4.2.3.2. The subject councillor has a declarable conflict of interest in the matter and is permitted by the council to remain in the meeting during the debate about whether the councillor engaged in the inappropriate conduct and answer questions put to the subject councillor through the chairperson to assist the other councillors in making a decision. The permission to remain in the meeting for the debate is on the condition that the subject councillor must leave the place where the meeting is being held, including any area set aside for the public, during the vote on whether they have committed inappropriate conduct and what, if any, penalty to impose if the councillor is found to have committed inappropriate conduct.

~~4.2.3 When deliberating on the issue the subject councillor must leave the place where the meeting is being held, including any area set aside for the public. Should the complainant be a councillor, that councillor must inform the meeting of a personal interest and follow the conflict of interest procedures in Section 4.3~~

4.2.3.3 Should the complainant be a councillor, that councillor may have a declarable conflict of interest in the matter and if so, must follow the declarable conflict of interest procedures in section 4. If the complainant councillor who has a conflict of interest, wishes to remain in the meeting during the debate and vote on the matter, the other councillors must decide how to deal with the conflict of interest under section 4. The complainant councillor can be ordered to leave the meeting place or conditions may be applied to allow that councillor to participate in either the debate, the vote or the decision on any disciplinary action to be applied.

~~4.2.4 The Local Government should then debate the issue and decide whether the accused councillor engaged in inappropriate conduct.~~

4.2.3.4. The council must debate the issue and decide whether the subject councillor engaged in inappropriate conduct. If the council has lost quorum due to the number of conflicted councillors or another reason, the matter must be delegated consistent with section 257 of the LGA or deferred to another date when a quorum will be present.

4.2.3.5. If a decision is reached that the subject councillor has engaged in inappropriate conduct, then the councillors must decide what penalty or penalties from the orders detailed in 4.2.3.6 if any, to impose on the councillor. In deciding what penalty to impose, the council may consider any previous inappropriate conduct of the councillor and any allegation made in the investigation that was admitted, or not challenged, and that the council is reasonably satisfied is true.~~the Local Government decides~~

that the subject councillor has engaged in inappropriate conduct, the Local Government is then required to decide what penalty or penalties from the following orders, if any, to impose on the subject councillor:

4.2.3 4.2.3.6. The council may order that no action be taken against the councillor or make one or more of the following:

a) an order that the councillor make a public admission that the councillor has engaged in inappropriate conduct;

b) an order reprimanding the councillor for the conduct;

c) an order that the councillor attend training or counselling to address the councillor's conduct, including at the councillor's expense;

d) an order that the councillor be excluded from a stated Local Government meeting;

e) an order that the councillor is removed, or must resign, from a position representing the Local Government, other than the office of councillor, for example, the councillor is ordered to resign from an appointment representing the Local Government on a State board or committee;

f) an order that if the councillor engages in the same type of conduct again, it will be treated as misconduct;

g) an order that the councillor reimburse the Local Government for all or some of the costs arising from the councillor's inappropriate conduct.

4.2.3.1 4.2.3.7 A local government may not make an order under 4.2.3.6 (c, (d, (e, (f, (g in relation to a person who is no longer a councillor. When making an order, the Local Government can take into consideration any previous inappropriate conduct of the councillor, and any allegation made in the investigation that was admitted, or not challenged and that the Local Government is reasonably satisfied is true.

4.2.4 4.2.3.8 TThe subject councillor, and where relevant, the complainant councillor, must be invited back into the place where the meeting is being held once a decision has been made, and the chairperson must advise them of the details of the decision. he subject councillor and where relevant the complainant councillor, must be invited back into the place where the meeting is being held once a decision has been made.

4.2.5 4.2.3.9 The Local Government must ensure the meeting minutes reflect the resolution made. The chairperson must ensure the meeting minutes reflect the resolution made.

4.3 Material Personal Interest

4.3 Prescribed Conflict of Interest

4.3.1 Councillors are ultimately responsible for informing of any material personal interestprescribed conflict of interest on matters to be discussed at a council meeting, standing or advisory committee meeting (oher than general business Council or committee meeting. When dealing with a material prescribedpersonaconflict ofl interest, councillors must abide by the following procedures:

4.2.6 4.3.1.1 A councillor who has notified the chief executive officer of a prescribed conflict of interest in a matter to be discussed in a council meeting must also give notice during the meeting. A councillor with a material personal interest must inform the meeting of the Local Government of their material personal interest and set out the nature of the interest, including:

~~The name of the person or other entity who stands to gain a benefit, or suffer a loss, depending on the outcome of the consideration of the matter at the meeting;~~

~~How a person or other entity stands to gain the benefit or suffer the loss;~~

~~If the person or other entity who stands to gain the benefit or suffer the loss is not the councillor – the nature of the councillor's relationship to the person or entity.~~

~~4.3.3.1~~ A councillor who first becomes aware of a prescribed conflict of interest in a matter during a council meeting must immediately inform the meeting of the conflict of interest. ~~The councillor must then leave the place of the meeting and stay away while the matter is being discussed and voted on unless the subject councillor has Ministerial approval to participate in the matter. The councillor must not influence or attempt to influence the remaining councillors to vote on the matter in a particular way.~~

4.3.3.2 When notifying the meeting of a prescribed conflict of interest, the following details must, at a minimum, be provided:

a) if it arises because of a gift, loan or contract, the value of the gift, loan or contract
b) if it arises because of an application or submission, the subject of the application or submission
c) the name of any entity, other than the councillor, that has an interest in the matter
d) the nature of the councillor's relationship with the entity that has an interest in a matter
e) details of the councillor's and any other entity's interest in the matter.

~~4.3.3.2 Once the councillor has left the area where the meeting is being conducted, the Local Government can continue discussing and deciding on the matter at hand.~~

4.3.3.3 The councillor must then leave the place of the meeting, including any area set aside for the public, and stay away while the matter is being discussed and voted on, unless the subject councillor has written notice from the Minister to participate in the matter.

4.3.3.4 Once the councillor has left the area where the meeting is being conducted, the council can continue discussing and deciding on the matter at hand.

~~4.2.7 If a councillor at a meeting reasonably believes, or reasonably suspects that another councillor has a material personal interest in a matter to be discussed at the meeting and has not informed the meeting about the interest, the councillor must advise the chairperson of the meeting, as soon as practicable, about their belief or suspicion, and the facts and circumstances that form the basis of the belief or suspicion.~~

~~4.2.8 The chairperson then should ask the councillor with the suspected material personal interest whether they do in fact have a material personal interest. If that is the case, the councillor must follow the above procedures from item 4.3.1.~~

~~4.2.9 In the event the majority of councillors inform a meeting of a material personal interest regarding a matter:~~

~~a) the Local Government must resolve to delegate the consideration and decision on the matter, pursuant to section 257 of the LGA; or~~

~~b) if the matter cannot be delegated under section 257 of the LGA, the Local Government should seek Ministerial approval for the councillors to be able to~~

~~consider and vote on the matter, subject to any conditions the Minister for Local Government may impose.~~

~~4.2.10 Where a councillor informs a meeting of a material personal interest in a matter, the chairperson must ensure the minutes of the meeting (to be posted on the Council's website) record:~~

~~a) The name of the councillor who has a material personal interest in the matter;~~

~~b) The material personal interest, including the particulars mentioned by the councillor regarding the material personal interest; and~~

~~c) Whether the councillor participated in the meeting, or was present during the meeting, under an approval granted by the Minister for Local Government.~~

~~4.3~~ 4.3 Declarable Conflict of Interest

4.3.1 Councillors are ultimately responsible for informing of any ~~personal~~ declarable conflict of interest ~~where they have a real or perceived conflict of interest~~ on matters to be discussed at Council meetings, standing or advisorycommittee meetings that might lead to a decision that is contrary to the public interest (other than ordinary business matters).

4.3.2 A councillor may raise their personal interests in a matter at the meeting to canvas the view of the other councillors prior to deciding to declare a conflict of interest. If the other councillors suspect the personal interest might be a conflict of interest, the councillor may disclose their suspicion and the processes under section 150EW of the LGA.

4.3.3 When dealing with a conflict of interest, councillors must abide by the following procedures:

a) A councillor who has notified the chief executive officer of a declarable conflict of interest in a matter to be discussed at a council meeting must also give notice during the meeting.

b) A councillor who first becomes aware of a declarable conflict of interest in a matter during a council meeting must inform the meeting of the conflict of interest.

c) When notifying the meeting of a declarable conflict of interest, councillors should provide sufficient detail to allow the other councillors to make an informed decision about how best to manage the declarable conflict of interest in the public interest. The following minimum details must be provided:

~~4.2.11 A councillor with a real or perceived conflict of interest must inform the meeting of the Local Government of their personal interest and set out the nature of the interest, including:~~

a) The nature of the declarable conflict of interest;

b) ~~If the councillor's personal interest arises because of the councillor's relationship with, or receipt of a gift or benefit from, another person~~If it arises because of the councillor's relationship with a related party:

i. the name of the ~~other person~~related party to the councillor;

ii. the nature of the relationship ~~or value and date of receipt of the gift or benefit received; and~~of the related party to the councillor;

iii. the nature of the ~~other person's~~related party's interest~~s~~ in the matter.

c) If it arises because of a gift or loan from another person to the councillor or a related party:

i. the name of the other person

ii. the nature of the relationship of the other person to the councillor or related party

iii. the of the other person's interest in the matter

~~iii.~~iv. the value of the gift or loan and the date the gift or loan was made.

4.3.4 After a councillor has declared a conflict of interest, the councillor should consider leaving the meeting while the matter is discussed unless they have reasons why their participation would improve making the decision in the public interest.~~The subject councillor may themselves elect to leave the meeting while the matter is being discussed and voted on due to a perceived conflict of interest or conflict of interest. If the councillor does not leave the meeting, they may advise the other councillors why they believe they are able to act in the public interest while remaining in the meeting. This could include prior advice from the Integrity Commissioner on the personal interest.~~

~~4.2.12~~4.3.5 If the councillor chooses not to leave the meeting, the councillor may advise the other councillors of their reasons for seeking permission to participate in making the decision

~~4.2.13~~4.3.6 The ~~other councillors entitled to vote at the meeting must then decide whether the subject councillor has a conflict of interest (including a perceived conflict of interest) in the matter due to their personal interest. A councillor who has declared a personal interest in relation to a matter, must not vote under section 175E(4) of the LGA as to whether another councillor may stay in the meeting.~~ other councillors at the meeting must then decide, by resolution, whether the councillor can participate in the decision making in relation to the matter, including voting on the matter, or whether they should not participate in the decision and leave the place of the meeting while the matter is decided by the non-conflicted councillors. The non-conflicted councillors may impose conditions on the councillor under a decision to either participate or leave the meeting e.g. may stay for the debate but must leave for the vote. The councillor must comply with any decision or condition imposed by the non-conflicted councillors

~~4.2.14~~4.3.7 In deciding on whether a councillor may participate in a decision about a matter in which the councillor has a declarable conflict of interest, only councillors who do not themselves have a prescribed or declarable conflict of interest in the matter are eligible to participate in the decision making. The decision may be made even if the number of those councillors is less than a majority or less than a quorum for the meeting consistent with section 150ET of the LGA.~~If the other councillors decide there is no conflict of interest or a perceived conflict of interest, the subject councillor may remain in the meeting and the meeting may continue.~~

~~4.2.15~~4.3.8 The councillor who is the subject of the decision may remain in the meeting while the debate is occurring and can participate by answering questions from the chairperson to assist the other councillors in making their decision. The subject councillor must not vote or otherwise participate in making the decision but may remain in the meeting while the vote on the matter takes place and the decision is declared by the chairperson, on whether the councillor may remain in the meeting and participate in deciding the matter in which the councillor has a declarable conflict of interest. ~~If the other councillors decide there is a conflict of interest they must then decide whether the subject councillor must leave the meeting while the matter is being discussed and voted on or can participate in the meeting in relation to the matter including voting on the matter. If the councillor must leave the place of the meeting the councillor must not influence or attempt to influence the remaining councillors to vote on the matter in a particular way.~~

~~4.2.16~~4.3.9 When deciding whether a councillor may participate in the decision making on a matter in which they have a declarable conflict of interest~~stay in a meeting and vote following the decision of a conflict of interest,~~ the other councillors ~~must~~ should consider the circumstances of the matter ~~significant variables~~ including, but not limited to:

a) how does the inclusion of the councillor in the deliberation affect the public trust~~The size or significance of the benefit the subject councillor stands to receive or benefit;~~

b) how close or remote is the councillor's relationship to the related party~~The benefit the subject councillor stands to receive versus the benefit the community stands to receive from the potential decision;~~

c) if the declarable conflict of interest relates to a gift or other benefit, how long ago was the gift or benefit received~~The closeness of any relationship the subject councillor may have with a given person or group.~~

d) - will the benefit or detriment the subject councillor or their related party stands to receive from the decision have major or minor impact on them

e) how does the benefit or detriment the subject councillor stands to receive compare to others in the community

f) how does this compare with similar matters that council has decided and have other councillors with the same or similar interests decided to leave the meeting

~~c)~~g) whether the subject councillor has unique skills, knowledge or expertise that might help make the best decision in the public interest.

~~4.2.17~~4.3.10 ~~In making the decision under 4.4.6, it is irrelevant how the subject councillor intended to vote on the issue or any other issue (if known or suspected).~~ If the non-conflicted councillors cannot decide about the declarable conflict of interest of a councillor, they are taken to have decided that the councillor must leave and stay away from the meeting while the non-conflicted councillors discuss and vote on the matter

~~4.2.18~~4.3.11 A decision about a councillor who has a declarable conflict of interest in a matter applies in relation to the councillor for participating in the decision, and subsequent decisions, about the same matter unless there is a change to the councillor's personal interests and/or the nature of the matter being discussed. If the non-conflicted councillors decide that the councillor can act in the public interest on the matter, then the councillor may participate in the meeting and be involved in processes occurring outside of a council meeting about the same matter e.g. briefing sessions or workshops~~If a councillor at a meeting reasonably believes, or reasonably suspects that another councillor has a real or perceived conflict of interest in a matter to be discussed at the meeting and has not informed the meeting about the interest, the councillor must advise the chairperson of the meeting, as soon as practicable, about their belief or suspicion, and the facts and circumstances that form the basis of the belief or suspicion.~~

~~4.2.19~~4.3.12 In making the decision under 4.3.6 and 4.3.9, it is irrelevant how the subject councillor intended to vote on the issue or any other issue (if known or suspected).~~The chairperson then should ask the councillor with the suspected conflict of interest to inform the meeting of any personal interest they have in the matter and follow the above procedures from item 4.1.~~

~~4.2.20~~4.3.13 A councillor does not contravene the above procedures if the councillor participates in a decision under written approval from the Minister. In ~~the event the majority of councillors inform of a personal interest in a matter:~~

~~a) the Local Government must resolve to delegate the consideration and decision on the matter, pursuant to section 257 of the LGA, or~~

~~b) if the matter cannot be delegated under the section 257 of the LGA, the Local Government should seek Ministerial approval for the councillors to be able to consider and vote on the matter, subject to any conditions the Minister for Local Government may impose.~~

~~4.2.21 Where a councillor informs a meeting of a personal interest in a matter, the chairperson must ensure the minutes of the meeting (to be posted on the Council's website) record:~~

~~a) the name of the councillor who has declared the conflict of interest;~~

~~b) the nature of the personal interest, as described by the councillor;~~

~~c) the decisions made under 4.3 and 4.5 above;~~

~~d) whether the councillor participated in the meeting under an approval by the Minister;~~

~~e) if the councillor voted on the matter, how they voted; and~~

~~f) how the majority of councillors voted on the matter.~~

4.4 Reporting a suspected conflict of interest

4.4.1 If a councillor at a meeting reasonably believes or suspects that another councillor has a personal interest in a matter that may be a prescribed or declarable conflict of interest, and that councillor is participating in a decision on that matter, the councillor must immediately inform the chairperson of the meeting of their belief or suspicion, and the facts and circumstances that led to their belief or suspicion.

4.4.2 The chairperson should ask the relevant councillor with the suspected personal interest whether they have any prescribed or declarable conflict of interest in the matter. If the councillor agrees they have a conflict of interest, the councillor must follow the relevant procedures above.

4.4.3 If the councillor believes they do not have a conflict of interest, they must inform the meeting of that belief and their reasons for that belief.

4.4.4 The non-conflicted councillors must then decide whether the councillor has a prescribed conflict of interest, a declarable conflict of interest or that the councillor does not have a prescribed or declarable conflict of interest in the matter. If the meeting decides the councillor has a conflict of interest, the councillor must follow the relevant procedures above.

4.4.5 If the councillors cannot reach a majority decision, then they are taken to have determined that the councillor has a declarable conflict of interest.

4.5 Loss of quorum

4.5.1 In the event where one or more councillors leave a meeting due to a prescribed or declarable conflict of interest in a matter that results in a loss of a quorum for deciding the matter, the council must resolve to:

a) delegate the consideration and decision on the matter, pursuant to section 257 of the LGA; or

b) defer the matter to a later meeting

c) not to decide the matter and take no further action in relation to the matter.

All councillors including the conflicted councillors, may participate in deciding to delegate or defer a matter.

4.5.2 The council must not delegate a decision to an entity if the entity, or a majority being at least half of its members, has a prescribed or declarable conflict of interest in the matter.

4.5.3 If the matter cannot be delegated under an Act, the council should seek ministerial approval for the councillors to be able to consider and vote on the matter, subject to any conditions the Minister for Local Government may impose.

4.6 Recording prescribed and declarable conflicts of interest

4.6.1 When a councillor informs a meeting that they or another councillor have a prescribed or declarable conflict of interest in a matter, the minutes of the meeting must record all of the relevant details of how the conflict of interest was dealt with, being:

a) the name of any councillor and any other councillor who may have a prescribed or declarable conflict of interest

b) the particulars of the prescribed or declarable conflict of interest provided by the councillor

c) the actions taken by a councillor after informing the meeting that they have, or they reasonably suspect another councillor has a prescribed or declarable conflict of interest

d) any decision then made by the eligible councillors

e) whether the councillor with a prescribed or declarable conflict of interest participated in or was present for the decision under ministerial approval

f) the council's decision on what actions the councillor with a declarable conflict of interest must take and the reasons for the decision

g) the name of each councillor who voted on the matter and how each voted

h) If the councillor has a declarable conflict of interest the following additional information must be recorded in the minutes of the meeting when the meeting is informed of a councillor's personal interest by someone other than the councillor, the name of each councillor who voted in relation to whether the councillor has a declarable conflict of interest, and how each of the councillors voted

i) where a decision has been made under section 4.3 above – the minutes must include the decision and reasons for the decision, and the name of each eligible councillor who voted and how each eligible councillor voted.

~~4.3~~4.7 Closed Meetings

~~4.3.1~~4.7.1 ~~Local Government~~Council meetings, ~~and~~ standing and advisory committee meetings~~s~~ may resolve that a meeting be closed to the public if its councillors ~~or members~~ consider it necessary to discuss any of the following matters:

a) appointment, dismissal or discipline of the CEO or, in the case of Brisbane City Council only, for senior executive employees

b) industrial matters affecting employees

c) the council's budget

d) rating concessions

e) legal advice obtained by the council, including legal proceedings that may be taken by or against the council

f) matters that may directly affect the health and safety of an individual or a group of individuals

g) negotiations relating to a commercial matter involving the council for which a public discussion could prejudice the interests of the council

h) negotiations relating to the taking of land by the council under the Acquisition of Land Act 1967

i) a matter that the council is required to keep confidential under a law of, or a formal agreement with, the Commonwealth or state.

~~a) appointment, dismissal or discipline of employees;~~

~~b) industrial matters affecting employees;~~

~~c) Local Government's budget;~~

~~d) rating concessions or contracts proposed to be made by the Local Government or starting or defending legal proceedings involving the Local Government;~~

~~e) any action to be taken by the Local Government under the *Planning Act 2016* ("the PA"), including applications made to it under the PA;~~

f) business for which a public discussion would be likely to prejudice the interests of the Local Government or someone else or enable a person to gain a financial advantage.

A Local GovernmentCouncil meeting, standing and advisory or committee meeting cannot resolve that a meeting be closed where the meeting is informed of a councillor's personal interest in the matter by another person and the eligible councillors at the meeting must decide whether the councillor has a declarable conflict of interest in the matter. must not make a resolution (other than procedural) in a closed session meeting. If a closed session includes attendance by teleconference, the councillor/s attending by teleconference must maintain confidentiality by ensuring no other person can hear their conversation.

4.7.2 Further, the meeting must not be closed if a quorum is lost due to the number of conflicted councillors who leave the meeting and the council must;

a) delegate the matter

b) decide by resolution to defer to a later meeting

c) decide by resolution to take no further action on the matter.

If a closed session includes attendance by teleconference, the councillor/s attending by teleconference must maintain confidentiality by ensuring no other person can hear their conversation while in the closed meeting.

4.7.3 To take a matter into n issue into a closed session, the Local GovernmentCouncil must abide by the following:

a) first pass a resolution to do so.close the meeting

b) The resolution must state the matter to be discussed, an overview of what is to be discussed and why the meeting should be closed while the matter is considered.

c) If the matter is known in advance, the agenda should clearly identify that the matter will be considered in closed session, and an explanation of why it is deemed necessary to take the issue into closed session must be stated.

d) Not make a resolution while in a closed meeting (other than a procedural resolution).

4.3.2e)

4.3.3 In the interests of accountability and transparency, the Local Government must specify the nature of the matter to be discussed and the reasoning of the councillors for going into closed session.

4.3.4 If the matter is known in advance, the agenda should clearly identify that the matter will be considered in closed session and name the topic to be discussed and a brief explanation of why it is deemed necessary to take the issue into closed session.

4.7.4 The minutes of a Local Government must detail the matter discussed and reasoning for discussing the matter in closed session. The Local Government must also ensure that it complies with the statutory obligations associated with recording of passed resolutions.

4.8 Teleconferencing meetings

4.8.1 If a councillor wishes to be absent from a council meeting place during a meeting, the councillor must apply to the chairperson to participate by teleconference, at least three business days prior to the meeting or as soon as practicable once the councillor becomes aware of their intended absence. The chairperson may allow a councillor to participate in a council meeting, standing or advisory committee meeting by teleconference.

4.8.2 A councillor taking part by teleconference is taken to be present at the meeting if the councillor was simultaneously in audio contact with each other person at the meeting. The attendance of the councillor must be recorded in the minutes as present at the meeting.

4.8.3 Teleconferencing includes the use of a telephone, video conferencing equipment or other means of instant communication that allows a person to take part in a discussion as it happens.

4.8.4 In order for councils to manage the safety rules during the COVID-19 pandemic, changes have been added to the LGR and the COBR that will expire in June 2021. These provisions allow the council:

a) the option to conduct the entire council meeting via phone, teleconference or video conference

b) where possible, that they must provide streaming or other facilities so that the public can observe or hear the meeting as it is happening, at one of the council's public offices or on the council's website

c) chairperson the option to close the meeting on health and safety grounds to protect participants or observers from risk of exposure to COVID-19.

~~4.3.5~~

~~5.~~5 VARIATIONS

Council reserves the right to vary, replace or terminate this internal procedure from time to time.

~~6.~~6 DEFINITIONS

a) ~~a)~~ **Appropriate Officer** - Queensland Police Service

b) Prescribed Conflict – applies to close associates. This is a specific written list, not a general category such as 'anything that could be a benefit or loss'.
   a. Gifts + loans + sponsored travel or accommodation totalling $2000 or more in the relevant term.
   b. Matter relates to a contract with council.
   c. Matter relates to an application or submission to council.
   d. Appointment/employment matters of CEO.

c) Declarable Conflict – applies to other related parties. Anything else that a reasonable person could think might make a councillor biased or impartial. If the interest is minor, a councillor may still be able to participate in decisions or have restricted involvement.
   a. Gifts + loans + sponsored travel or accommodation totalling $500 or more in the relevant term.
   b. Bias due to a conflict of councillor interests and the publics interest that is not a prescribed conflict of interest.

d) Ordinary Business – not a prescribed or declarable conflict of interest.
   a. Councillor renumeration, expenses, superannuation or insurance.
   b. Adoption of budget, rates and charges and cost recovery fees.
   c. Planning scheme or amendments for whole council area.
   d. Appointment of mayor, deputy mayor, councillor or committee member or council representative of board or association.
   e. A councillor's interest is no greater than a significate number of other community members (e.g new park in your suburb)
   f. Religious beliefs, membership of political party
   g. Non-executive member or patron of non-profit or club
   h. Student or former student, or a parent or grand parent of a student of a school
   i. Merely small gifts + loans + sponsored travel or accommodation totalling less than $500 in a relevant term.

ASSOCIATED LEGISLATION AND POLICIES

- *Local Government Act 2009*
- *Local Government Regulation 2012*
- *Planning Act 2016*
- *Electoral and Other Legislation (Accountability, Integrity and Other Matters) Act 2020*
- Standing Orders Policy
- Councillor Investigation Policy

OFFICER'S REPORT

ITEM 13.3

TO	The Mayor, Deputy Mayor and Councillors
OFFICER	Chief Executive Officer
AGENDA	11.11.2020 Ordinary Council Meeting
FOLDER ID	# 6431
SUBJECT	Proposed Ordinary Meeting Dates – January to June 2021
LOCATION	Not Applicable

EXECUTIVE SUMMARY

Approval is sought for the proposed Council Ordinary Meeting dates from January to June 2021, with respect to public holiday date conflicts.

OFFICER'S RECOMMENDATION

THAT Council approve the proposed ordinary meeting dates for January to June 2021:

Wednesday, 27 January 2021 commencing 12 noon at Council Chambers
Wednesday, 10 February 2021 commencing 12 noon at Council Chambers
Wednesday, 24 February 2021 commencing 12 noon at Council Chambers
Wednesday, 10 March 2021 commencing 12 noon at Council Chambers
Wednesday, 24 March 2021 commencing 12 noon at Council Chambers
Wednesday, 21 April 2021 commencing 12 noon at Council Chambers
Wednesday, 13 May 2021 commencing 12 noon at Council Chambers
Wednesday, 27 May 2021 commencing 12 noon at Council Chambers
Wednesday, 9 June 2021 commencing 12 noon at Council Chambers
Wednesday, 23 June 2021 commencing 12 noon at Council Chambers

Or

THAT Council does not approve the proposed ordinary meeting dates for January to June 2021.

BUDGET AND RESOURCE IMPLICATIONS

Nil

BACKGROUND

Section 257 of the Local Government Regulation 2012 prescribes the frequency and location of local government meetings. Mount Isa City Council must meet at least once a month.

It has been identified that hosting an ordinary meeting in Camooweal may not be the most effective form of community consultation and it is recommended that Council consider having a different format of community engagement through separate public forums without an ordinary meeting to effectively consult with the Camooweal Community.

LINK TO CORPORATE PLAN

Priority 5.2 Enable our community to be actively informed and educated encouraging local contribution to decision making.

CONSULTATION (Internal and External)
Interim Chief Executive Officer
Senior Executive Assistant/Ordinary Meeting Minute Clerk

LEGAL CONSIDERATIONS
Adopting future ordinary meeting dates ensures Council remains compliant with local government legislation.

POLICY IMPLICATIONS
Standing Orders Policy
Model Meeting Procedures
Recording of Council Meetings Policy
Councillor Investigation Policy

RISK IMPLICATIONS
Not adopting future ordinary meeting dates risks Council not remaining compliant with local government legislation.

HUMAN RIGHTS CONSIDERATIONS
Consideration has been given to the protected human rights as per Council's Human Rights Policy.

ATTACHMENTS
- Nil

REFERENCE DOCUMENT
- Nil

Report Prepared by:	**Report Authorised by:**
Senior Executive Assistant Office of the Mayor and CEO 05/11/2020	Interim Chief Executive Officer 05/11/2020

OFFICER'S REPORT

ITEM 13.4

TO	The Mayor, Deputy Mayor and Councillors
OFFICER	Chief Executive Officer
AGENDA	11.11.2020 Ordinary Council Meeting
FOLDER ID	# 119037
SUBJECT	Future of Australia's Aviation Sector Issues Paper
LOCATION	Not Applicable

EXECUTIVE SUMMARY

The Department of Infrastructure, Transport, Regional Development and Communications is seeking input to inform a Five-Year Plan, to strengthen and grow the Australian aviation sector beyond COVID-19.

OFFICER'S RECOMMENDATION

THAT Council endorse the submission to the Future of Australia's Aviation Sector Issues Paper.

Or

THAT Council does not endorse the submission to the Future of Australia's Aviation Sector Issues Paper.

BUDGET AND RESOURCE IMPLICATIONS

Nil

BACKGROUND

While responding to the immediate COVID-19 crisis, the Australian Government is also looking ahead, to ensure the aviation sector is on a sustainable long-term footing once travel bans and border restrictions are lifted. This is challenging task, which requires the expertise and input of the sector and those that rely on it.

The government is seeking public input to inform a Five-Year Plan, to strengthen and grow the Australian aviation sector beyond COVID-19.

In 2018, Mount Isa City Council made a submission to a Senate Committee's Inquiry into Regional and Remote Aviation (1 February 2018). The submission prepared and submitted by Council was comprehensive and covered a number of the key issues that are referred to in the current Issues Paper.

LINK TO CORPORATE PLAN

Priority 1.4 – Promote Mount Isa as a place where people want to live, learn, work and visit.
Priority 2.1 – Grow a diverse local economy.
Priority 2.2 - Develop a thriving tourism economy

CONSULTATION (Internal and External)

Regional Development Australia

LEGAL CONSIDERATIONS

Nil

POLICY IMPLICATIONS

Nil

RISK IMPLICATIONS
Nil.

HUMAN RIGHTS CONSIDERATIONS
Consideration has been given to the protected human rights as per Council's Human Rights Policy.

ATTACHMENTS
- Submission - Future of Australia's Aviation Sector Issues Paper

REFERENCE DOCUMENT
- Nil

Report Prepared by:	**Report Authorised by:**
Senior Executive Assistant Office of the Mayor and CEO 05/11/2020	Interim Chief Executive Officer 05/11/2020

Our Ref: **DK:DK**

5 November 2020

Director, Strategic and Economic Policy Projects
Data, Analytics and Policy Division
GPO BOX 594
CANBERRA ACT 2601

To whom it may concern

Re: Future of Australia's Aviation Sector Issues Paper

Mount Isa City Council welcomes the opportunity to provide feedback on the "Future of Australia's Aviation Sector Issues Paper." In 2018, Mount Isa City Council made a submission to a Senate Committee's Inquiry into Regional and Remote Aviation (1 February 2018). The submission prepared and submitted by Council was comprehensive and covered a number of the key issues that are referred to in the current Issues Paper. Council would welcome the Department once again reviewing these issues as it considers the future of the aviation sector in regional Australia. Key issues that were submitted as part of the original submission related to affordability, infrastructure upgrades, scheduling of flights, training and competition.

The previous submission did not anticipate the emergence and impact of COVID-19. Whilst the global pandemic has caused major issues in other parts of Australia and the world, the impact of the virus has not been as significant in regional parts of Australia, such as Mount Isa. It is noted that additional costs have been incurred by airport operators and the airlines to effectively manage and contain the virus, with most of these costs being passed on to the passengers and businesses. It is also noted that the number of flights between Mount Isa and Brisbane was reduced in the early stages of the pandemic, but the scheduling has slowly returned to pre-pandemic levels recently, although there now appears to be issues with the reliability of services, with cancelations not being uncommon.

Mount Isa City Council believes that regional airports have a role to play in supporting the existing community of Mount Isa and the future community of Mount Isa. Having transport nodes that allow for affordable travel are an important factor in keeping the community connected with other parts of Australia and allowing businesses to attract skilled and experienced people to the region. Council commends the previous report submitted to the Senate Review for consideration by the Department.

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Yours faithfully

Cr Danielle Slade
Her Worship Mayor of Mount Isa

att: Mount Isa City Council Submission to Australian Senate Inquiry into Regional Air Services

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Un-Fare, Un-Australian - Why is it so?

Submission from the Mount Isa City Council

Australian Senate Inquiry into Regional Air Services

1 February 2018

MOUNT ISA
CITY COUNCIL

Contact

(updated for resubmission - 2020)

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Executive summary

The City of Mount Isa welcomes the Senate Committee's Inquiry into regional and remote aviation.

Mount Isa is a significant regional centre in Northern Australia at the heart of the North-West Minerals Province, the largest of its kind in the world. The region generates billions of dollars annually for the Australian economy and one billion dollars annually in tax revenues for state and federal treasuries.

The aviation reforms of the 1990s have benefitted passengers on the major Australian aviation routes with lower airfares generating significant increases in passenger numbers. But, like other regional and remote centres around Australia, these benefits have by-passed air services to Mount Isa:

- Discount airfares do not exist for airline services to and from Mount Isa
- Passenger numbers at Mount Isa airport are now at the same level as 30 years ago.

Airfares to and from Mount Isa are between two to three times higher than east coast Australian routes. Indeed, our research shows Mount Isa's airfares are even regularly higher (on a $/kilometre basis) than airfares for other comparable regional and remote locations across Australia.

These relatively higher airfares do not come with a premium service. Mount Isa is increasingly being serviced by ageing aircraft with poorer on-time and cancellation performance.

These high airfares have a crippling impact on the lives of the residents of our city and surrounding districts, for example:

- It is difficult for young families to move to, and remain in, Mount Isa as it is so expensive to fly and keep in contact with family and friends outside Mount Isa
- A family of four will save over $2000 by driving 903 kilometres to Townsville and then catching a flight to Brisbane, rather than catching a direct flight to Brisbane
- Medical emergencies and funerals provide people with no opportunity to pre-book flights in advance, meaning they easily face a one-way fare to Brisbane in excess of $1000 per person.

These high airfares act as a significant brake on business in Mount Isa and limit the ability of the local economy to expand and diversify.

The Australian and Queensland Governments provide some nominal support for regional and remote aviation. However, this is limited to the smallest and most remote settlements.

All these factors make it difficult for Mount Isa to attract and retain people, especially those who require personal and professional mobility.

This cannot continue. Our community is suffering.

The Mount Isa City Council views aviation as an essential service to regional and remote Australia. It is ironic that Mount Isa was at the fore of the birth of aviation in Australia. The Mount Isa City Council is firmly of the view there should be pricing parity across Queensland so Mount Isa residents pay the same price for air services available to residents of coastal and south-east Queensland and other metropolitan centres around Australia.

The Australian Government must reinsert itself as a central player in implementing policy reforms to reduce the costs of operating airlines in regional and remote Australia. The Queensland Government must look at how its transport budget and subsidies heavily favour south-east Queensland and coastal settlements rather than important regional economic centres like Mount Isa.

With strong guidance from the Senate Committee, the Australian Government must work with the aviation industry and state governments to effectively implement appropriate reforms. We provide five sets of workable recommendations in this submission.

These reforms need to be comprehensive and far reaching — fiddling at the margins will not work.

Recommended actions

The Mount Isa City Council recommends:

1. **Airfare parity**: that the Australian and Queensland governments introduce a scheme to ensure airfares in regional and remote Queensland are price-equivalent to comparable air services between the major metropolitan centres in Australia and along coastal Queensland as is the case with, for example, electricity prices.
2. **Price monitoring**: that the Australian/ Government:
   (a) directs the ACCC to initiate a price monitoring regime to monitor regional and remote airfares to identify and report any profiteering by the airlines
   (b) establishes and manages a standing public information system dedicated to regional and remote Australia through which passengers in regional Australia can adopt strategies to take advantage of any airfare discounts
   (c) provides funding to a small group of local governments across Australia, perhaps one or two from each state and territory, to form a collective local government mechanism to maintain an ongoing policy dialogue and monitoring role on this topic, for an initial five-year period.
3. **Cost reductions**: that the Australian Government reduces the operating cost of regional and remote airlines, by:
   (a) introducing an access regime, or other appropriate measures, to ensure there is effective competition in the supply of aviation fuels at Australia's major airports
   (b) removing excise taxes on aviation fuels used by regional and remote airlines
   (c) removing impediments (e.g. insufficient visas) for qualified foreign pilots and other key airline staff to work in Australia
   (d) directing the ACCC to monitor prices at Australia's regional airports and to approve the prices at the major airports for regional air services
   (e) exempting regional airlines from paying Airservices Australia's charges.
4. **Competition enhancements**: that the Australian Government:
   (a) establishes an ongoing, formalised program of cooperation with the regional airlines to identify further opportunities to reduce airline costs
   (b) allows overseas airlines to operate in regional areas, in particular, to remove the requirement that regular public transport airlines operating in Australia need to be an Australian company.
5. **Subsidies:** that the Australian and Queensland governments expand their direct financial support for regular public transport aviation in regional and remote Australia, in line with other forms of public transport in metropolitan areas.

Introduction

The Mount Isa City Council (MICC) welcomes the Australian Senate inquiry into rural and remote aviation in Australia. The MICC and its residents have been concerned for some time about the high prices and low service standards of air services to and from Mount Isa.

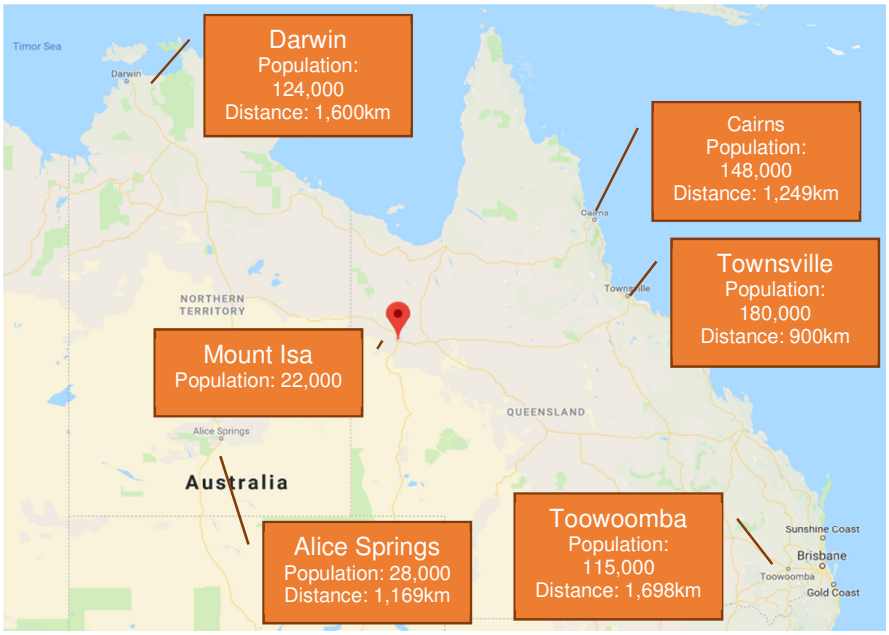
In June 2017 the Australian Local Government Association passed the MICC's motion to act "to ensure the cost of airfares and transport in remote and rural areas provides economic and affordable access to all residents". This reflects the significance of this matter to the MICC and its community. Our concerns about air services are shared by rural and remote regions all over Australia. We lose jobs every day because of the airfares we pay.

This submission has been prepared with input from the businesses and residents of Mount Isa. The Senate Committee has already received submissions directly from the city's residents. The MICC has also canvassed the views of local businesses and residents and included many of their concerns and suggestions in this submission.

About Mount Isa

Mount Isa is in North West Queensland on the Leichhardt River, 905 kilometres west of Townsville and 180 kilometres east of the Northern Territory border. Mount Isa has a population of around 20,000 people[1] and is one of the largest remote cities in Australia.

Figure 1: Map of the Mount Isa region



Note: Population estimates are to the nearest 1000; distances are from Mount Isa to destination by road as measured by Google Maps.

[1] Based on ABS statistics as at 30 June 2015 available at: http://stat.abs.gov.au/itt/r.jsp?RegionSummary&region=315021405&dataset=ABS_REGIONAL_ASGS&geoconcept=REGION&datasetASGS=ABS_REGIONAL_ASGS&datasetLGA=ABS_NRP9_LGA&regionLGA=REGION&regionASGS=REGION. Accessed on 19 January 2017.

Mount Isa was founded in 1923 with the discovery of one of the world's largest deposits of lead, silver, copper and zinc. Mining remains the region's largest economic activity, accounting for over half of the region's value-added, driving the economy, and employing about one-third of the work force.

Mount Isa is a significant regional hub for health, education, agriculture, tourism, government administration and services such as the Flying Doctor and School of the Air.

Mount Isa is also a significant contributor to the Queensland and Australian economies. The output (value added) of the Mount Isa economy was estimated to be $2.4 billion in 2014–15, which represents around 0.8 per cent of the Queensland economy. In 2015–16, Mount Isa contributed around $213 million in taxes to the Queensland Government and $808 million to the Australian Government.

Table 1: Mount Isa employment by main industry sector

Industry	%
Mining	31.1
Manufacturing	4.7
Wholesale and retail trade	10.9
Health care	9.4
Administration	8.0
Education	7.0
Construction	5.7
Accommodation and food	5.1

Note: As at 30 June 2016.
Source: Mount Isa (SA2) (315021405) ABS 2017[2].

The Mount Isa economy also contributes significantly to the north Queensland regional economy.

Output from the region's mines is processed in Townsville and exported through the Port of Townsville.

It is estimated 200 jobs in the Townsville region are directly related to mining activity in Mount Isa and the North-West Minerals Province, with a further 800 jobs being indirectly related. Brisbane supplies many 'head office' functions for the Queensland mining industry and around 800 of those jobs are attributable to Mount Isa's mining activities.

The MICC is committed to developing the economy and opportunities for the people of the Mount Isa region. It has developed an economic development strategy to address uncertainty around future levels of investment in mining operations, while taking advantage of future opportunities. This is a critical task for Mount Isa. Mines have closed, and many other projects are on hold due to falling commodity prices and risks associated with operating in a remote and expensive environment and other factors.

The MICC has developed a range of initiatives to build on the strengths of the mining industry and diversify the economy beyond mining to better weather changes in markets and commodity prices.

The MICC's economic development strategy is consistent with the Australian Government's own vision for Northern Australia. In its 2015 White Paper on Developing Northern Australia, the Australian Government committed to growing and broadening the economy of Northern Australia, in part by taking advantage of Northern Australia's proximity to the growing Asian market.

The Australian Government's vision was to develop a partnership with industry — where the government facilitates growth by creating a successful business environment where agile and

[2] Mount Isa (SA2) (315021405) ABS 2017. Available at: http://stat.abs.gov.au/itt/r.jsp?RegionSummary&region=315021405&dataset=ABS_REGIONAL_ASGS&geoconcept=REGION&datasetASGS=ABS_REGIONAL_ASGS&datasetLGA=ABS_NRP9_LGA&regionLGA=REGION&regionASGS=REGION. Accessed on 19 January 2018.

innovative businesses can flourish. The White Paper recognised the importance of road and rail infrastructure in taking our produce to world markets.

But aviation, along with telecommunications, breaks down the barriers created by the vast distances typical of regional and remote Australia. A competitive and efficient aviation industry will allow us to participate in the economy of the 21st century.

The Australian Government's White Paper spoke of tackling the biggest barriers first so that:

> *… the cost of doing business and living in the north will more closely match that across the rest of Australia.*

The Mount Isa region requires competitive airfares to respond to this and to position us for the future.

Impacts of high airfares

In preparing this submission, the MICC sought the views of local residents to inform the Senate Committee of the impact airline services have on the lives of people living in remote Australia.

No one had a compliment to make about Mount Isa's air services. The most common complaints are the high cost of airfares and unreliable services.

The high cost of airfares to and from Mount Isa make it difficult for families to keep in contact with family outside the region or to take a family on a holiday. One resident noted:

> *I have never been able to get a flight for under $250 one way for one person. As a family of four that is $2000 return, and this is only if we have planned this in advance. Forget flying short notice as it unaffordable.*

Attractive wages may be enticing for people looking to come to Mount Isa to work in the mines. But the high cost of air travel can create a heightened sense of social isolation and remoteness.

Many will spend days driving to go on a holiday or to visit family when other Australians will fly. This can involve a 900-kilometre trip to Townsville, an arduous journey at the best of times which should not be attempted around the Christmas holiday period by people not familiar with the temperatures and road conditions.

Grandparents will often choose not to travel, and many people are forced to regularly miss important family gatherings.

This makes it particularly difficult for a young family to relocate to, or remain in, Mount Isa. A resident commented:

> *We had to move here because we couldn't get jobs in Brisbane. Not everyone who lives in Mount Isa works at the mines or is on $100k/year. Hello! There is a town here. A town needs day-care workers, labourers, students, cleaners & retail workers. Does that mean we should have to pay triple the cost to get proper health care or see family?! It's cheaper to fly to Japan!!! Something needs to be done.*

The worst excesses, however, confront people facing emergency circumstances such as medical emergencies and funerals. These occur at short notice and when people are at their most vulnerable. It is also the time when airfares are at their most excessive and when the airlines are so implacably arrogant in rejecting reasonable requests for discounts on compassionate grounds. One resident said:

> *A dear friend of mine was rushed to Townsville for emergency surgery in October 2015. It didn't go to plan and she was put in a coma. I put off flying to see her as the flights were well over a thousand dollars. A decision I regret to this day as she passed away just a day later.*

People react to these circumstances. Some become so disconsolate and frustrated and just leave town, as reflected in a resident's comments:

> *… if people living here are not able to fly home to visit friends and relatives, they will eventually end up leaving town. I have seen this happen frequently in the past six*

> *years, including a work colleague who was unable to fly to Townsville when her father-in-law was dying because the airfares were going to be over $1000 one way for each of her and her two children to fly.*

The excessive cost of air travel also has a significant adverse impact on the broader economy of the Mount Isa region. At a very basic level, high aviation costs act as a tax on local businesses. The region is less competitive on international markets for our export mineral and meat products, and less competitive against other Australian locations for tourism options.

It also adds significantly to the cost of providing government services to remote western Queensland.

A clear example of the adverse impact of high airfares relates to tourism. In April 2017, Triple J hosted its *One Night Stand* in Mount Isa. This was a wonderful opportunity to show case Mount Isa and our region to a young audience. We advertised it as a weekend long outback experience that could be combined with local tours and the Battle in the Bush in Cloncurry on the Friday night.

However, many prospective attendees booked accommodation but then cancelled once they had started to book an airfare because of the high air ticket prices. We could have attracted twice as many people to Mount Isa that weekend if it was not for the high airfares.

Poor service standards

In early December 2017, Qantas subcontracted Alliance airlines to operate its services. One of our residents noted their family had previously bought tickets to fly to Brisbane. They noted that, as economy class fares were already sold out, they were forced to purchase a business class fare. They complained as Alliance airlines do not offer a business class service, thus they paid for a service they did not receive. Qantas has since refused their requests for a partial refund to reflect the actual quality of service they received. This resident added:

> *The Alliance planes also used were very old, with glued ash tray holders on each armrest (to give you a picture of how old these planes were). There was also no entertainment and very limited food for a 2.5-hour flight. This may be overlooked if we were paying reasonable prices for our flights, but we are not. How can Qantas charge the prices they do with such a limited service offered?*

The unreliability of service is more insidious. The Senate Committee will already be aware from a separate submission (#3) from a Mount Isa resident that service cancellations have become increasingly more regular. People react to this by travelling days in advance to be confident they can make connecting flights or attend appointments. This resident outlined in some detail how this results in additional overnight accommodation costs. It means a Mount Isa to Brisbane trip (plus overnight accommodation) is equivalent in cost to a flight from Brisbane to Europe.

Unfortunately, this is not an uncommon experience as our Mayor adopts similar risk-averse booking arrangements when she needs to attend meetings in Brisbane or interstate. It is also probable many Mount Isa residents adopt similar strategies when they make their own time-constrained bookings, whether it be for personal or business purposes.

It is incomprehensible and indefensible that there are significant penalties on passengers when they cancel or seek to modify their flight schedules but that there is limited liability on airlines when airlines cancel their services.

Airfares

As outlined above, and as already included in submissions to the Senate Committee, Mount Isa's residents know it is expensive to fly into and out of our city.

The recent Western Australian Legislative Council inquiry also highlighted community angst about the high regional airfares in that state. While the Western Australian inquiry had some evidence that state regulation resulted in lower and less volatile airfares they:

> *… encountered a general resistance from airlines to provide information that would have enabled it to draw conclusions regarding the reasonableness of fares on*

> *unregulated routes. In the absence of clear information regarding costs and fare construction, it is difficult for the Committee to conclude that airlines are genuinely setting fair prices.*[3]

The MICC is concerned that, if the airlines repeat this approach with the Australian Senate Committee's inquiry, airlines servicing rural and regional areas will seek to dismiss the anecdotal evidence of high regional airfares. They may seek to dismiss the concerns of their own customers without providing a sufficient explanation of their pricing practices.

The MICC wants to reinforce our residents' anecdotal evidence in the context of already published national information and our own research on Mount Isa's airfares.

National trends in Australian aviation

Aviation in Australia has experienced unprecedented change since deregulation in 1990 (see Box 1).

Box 1: Deregulation of aviation in Australia

Aviation in Australia has changed significantly since it was deregulated in 1990 which ended the two airlines policy on interstate aviation. This was a turbulent period that saw: the 1989 pilots dispute; the demise of the new entrant airline Compass, Mark I and II (1991 and 1993); the amalgamation of the government-owned domestic airline (Australian Airlines) and its international airline (Qantas) in 1992; the privatisation of Qantas (1993 & 1995); the entry of Virgin (2000); and the demise of Ansett (2001).

A key feature of the two airlines policy was the limitation on aircraft imports to ensure both airlines operated similar fleets and had similar cost structures. The economics of duopolies then explained why each airline operated similar schedules at similar prices — that is, they copied the successful, and discarded the unsuccessful, strategies of the rival airline.

In this deregulated market, rivalry between Qantas and Ansett then focused on product differentiation and price differentiation. Qantas was successful in retaining its high yield business customers, largely through its loyalty programs and airport lounges. Both airlines competed for the more price sensitive travellers (i.e. tourists and visiting family and friend's travellers) through increasingly sophisticated pricing policies that sought to maximise seat utilisation (i.e. seats sold occupied relative to seats flown). Ansett ended with a diverse fleet from a range of airline manufacturers resulting in high maintenance costs.

A key issue throughout this period was a new airline's ability to enter the market and create competitive pressures on the incumbent airlines. Access to passenger terminal infrastructure at the major city airports was a key early battleground. As it turns out, and maybe fortuitously, Ansett's demise freed up a large part of this terminal capacity that facilitated the growth of the new entrant airlines.

Airlines have worked hard to improve productivity by becoming more efficient in the way they conduct their activities. Two key aspects of this productivity improvement are that airlines have been working to:

- *reduce the cost of flying a plane* — this includes making appropriate aircraft choices[4], managing maintenance and back office administration costs, as well as reducing staff required for passenger

[3] Legislative Assembly's Economics and Industry Standing Committee, Parliament of Western Australia, Inquiry into regional airfares in Western Australia (2017), Chair's Forward, p. i. Available at: http://www.parliament.wa.gov.au/parliament/commit.nsf/all/98B6EB12AD164EBD4825812A002BBF0E?opendocument&tab=tab3. Accessed on 19 January 2018.

[4] Cost efficiency requires matching aircraft choices to route characteristics (e.g. long/short haul and high/low demand) while recognising that a fleet supplied by a single manufacturer will reduce crew training and maintenance costs (e.g. spare parts inventory).

interface (e.g. internet booking and self-service check-in). These cost reductions have often taken place in circumstances where an airline's input costs are increasing, for example the price of aviation jet fuel has almost trebled over the last 20 years[5].

- *improve aircraft utilisation* — this is a combination of maximising the number of flights per year by each aircraft and maximising the number of passengers (and amount of freight) carried by each flight[6]. In this context, it is noted average Australian load factors (percentage of seats occupied by a passenger) have increased from 69.6 per cent in 1990–91 to 78.4 per cent in 2016–17[7].

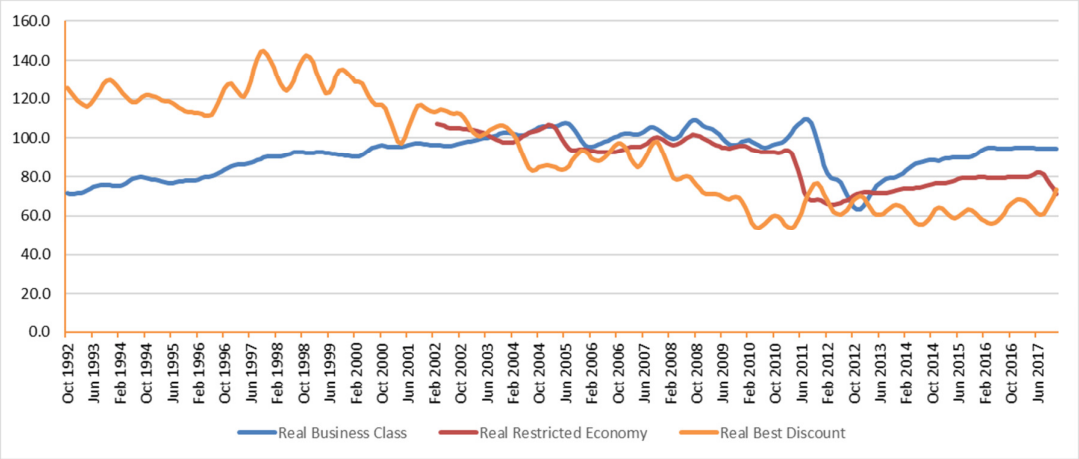
Today, we see airlines compete across a range of service characteristics, resulting in a very flexible fare structure that reflects:

- *costs of service* (e.g. business/economy class, baggage allowances and cancellation term and conditions)
- *price discrimination* between categories of passengers whose flight choices were not particularly affected by price movements (e.g. business) and those very sensitive to price (e.g. tourists and passengers who were visiting family and friends)
- *time* — where fares for bookings made closer to departure time increase to reflect the increasing scarcity of available seats.

Airlines have used this increased pricing flexibility to drive increased load factors, realising an empty seat flown is a lost opportunity and the marginal cost of filling that seat can be quite low. However, the airlines are careful to not offer a discount to a passenger that might otherwise pay a full price fare.

The combined effect of these reforms has produced productivity gains and pricing flexibility. Nationally, economy and discount airfares have fallen, and there has been a significant increase in passenger numbers (see Figures 2 & 3).

Figure 2: Index of real airfares, 1992 to 2017



Source: BITRE 2017, Domestic airfares indexes. Available at: https://bitre.gov.au/statistics/aviation/air_fares.aspx as accessed on 13 December 2017

[5] This increase largely occurred between 1997 and 2008 after which aviation fuel prices dropped sharply with the global financial crisis and then in 2013 around the time of the end of the mining boom. See: https://www.indexmundi.com/commodities/?commodity=jet-fuel&months=240&currency=aud. Accessed on 20 January 2013.

[6] Utilisation rates approaching 100 per cent would be inefficient as it would not allow for necessary maintenance, refuelling, cleaning, passenger embarkation/disembarkation activities. Also, 100 per cent load factors would probably entail over booking flights and regularly turning passengers away.

[7] Bureau of Infrastructure, Transport, and Regional Economics (BITRE) 2017, Domestic airline industry annual summaries 1984 to 2016 and 1984–85 to 2016–17. Available at: https://bitre.gov.au/publications/ongoing/domestic_airline_activity-time_series.aspx. Accessed on 13 December 2017.

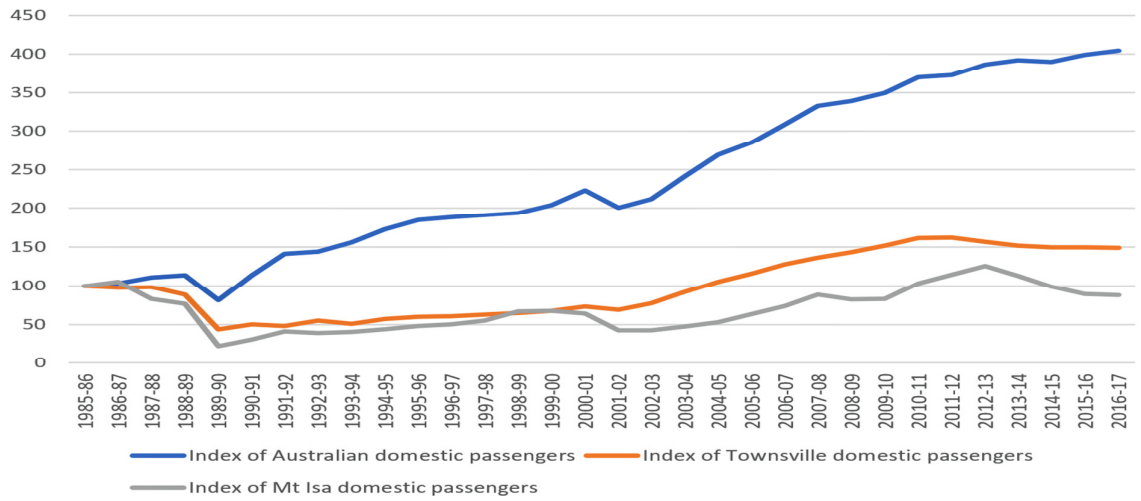


Figure 3: Index of domestic passengers, 1985-86 to 2016-17

Source: BITRE 2017, Airport Traffic Data[8].

Trends at Mount Isa

There can be no doubt these national statistics indicate aviation reforms of the 1990s benefited most of Australia's airline passengers. However, they also suggest many of these benefits may not have been passed on to residents of more remote communities like Mount Isa.

Airline passenger numbers have quadrupled across Australia. Townsville has seen a 50 per cent increase in passenger numbers, which is well short of the growth experienced at the nearby Cairns and Mackay airports which have benefited from the growth in tourism and coal mining.

In contrast, passenger traffic through Mount Isa's airport has largely remained static over this period, leading to Mount Isa airport slipping from the 18th to the 36th largest airport in Australia.

Particularly concerning is the 30 per cent decline in passenger numbers through Mount Isa airport since the end of the mining boom in 2012–13.

The decline in real economy and discount airfares is well known. Less well known has been the trend increase in real airfares for business class passengers. This indicates airlines have been able to at least maintain the price of airfares for their higher yielding passengers.

This is relevant as two-thirds of passenger movements through Mount Isa airport are business related, with people travelling to and from Mount Isa for business activities at the mines or for the public administrative functions undertaken in the city.[9] [10] While they may not be business class passengers, they will have many of the characteristics of a business traveller who are not flexible on travel dates and their fares are paid by their employer. As a result, airlines know they can maintain full fares for these business travellers and do not need to offer discounts to induce extra passengers.

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[8] BITRE 2017, Airport Traffic Data. Available at: https://bitre.gov.au/publications/publications.aspx?query=s:%22airport%20traffic%20data%22&link-search=true. Accessed on 13 December 2017.

[9] Unpublished survey data by Mount Isa's airport shows the passenger mix is predominately business based, accounting for about two thirds of all travel. The visiting friends and relatives market (VFR) accounts for about 15 per cent, leisure about 8 per cent and medical about 6 per cent of travellers.

[10] There are some fly-in fly-out miners but not to the same extent as for smaller communities in Queensland's coal fields or in Western Australia. The 2015 Queensland Government review of fly-in fly-out (FIFO) mining noted limited data on FIFO miners in the Mount Isa region but found the existing mines are largely staffed by residents while there is a trend towards FIFO miners for new operations. See Zussino, L. 2015 FIFO Review Report, pp. 38-9. Available at: https://cabinet.qld.gov.au/documents/2015/Sep/FIFOReview/Attachments/Report.pdf. Accessed on 20 January 2018.

The MICC believes airlines are focusing on these high yield passengers and have little incentive to actively market lower fares for non-business class travellers.

It is noted the load factor (ratio of seats occupied to seats flown) for the Brisbane–Mount Isa route was 69.8 per cent in 2016–17. This is low by current Australian standards and more akin to those of the 1980s prior to the ending of the two airlines policy.

These low load factors appear to provide an opportunity for the airlines to discount fares to improve utilisation. It is not clear why the airlines have chosen not to do so.

Comparison of Mount Isa airfares

As mentioned earlier, Mount Isa is a centre for surrounding districts. This is reflected in air routes operating into and out of Mount Isa (see Figure 4). Mount Isa has regular daily services to Brisbane, Cairns and Townsville, in addition to other services to remote outback communities in western Queensland. The primary airlines that service Mount Isa and district are: Qantas/QantasLink, Virgin Australia and Regional Express (Rex).

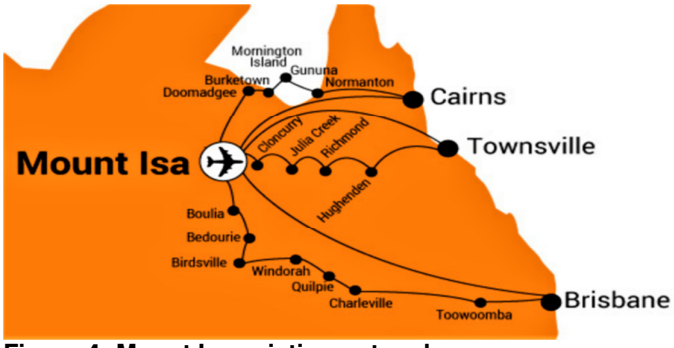


Figure 4: Mount Isa aviation network

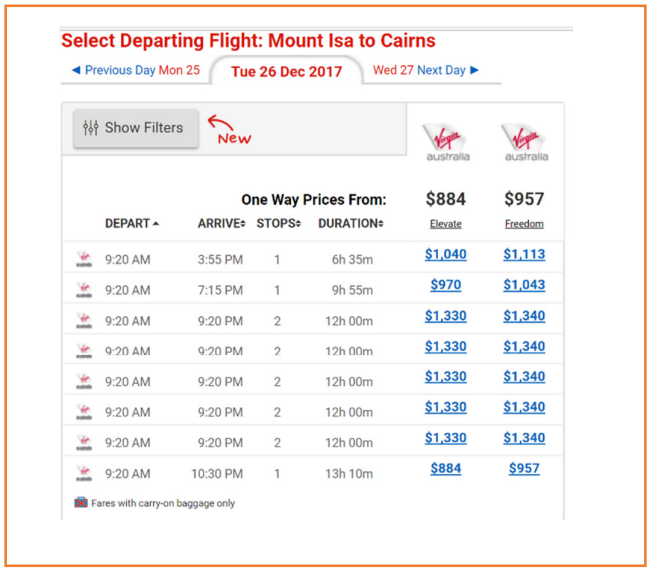
Source: Mount Isa Airport, 2017[11]

The first point to note is that the anecdotal evidence from our residents that Mount Isa has high airfares can be verified. Fares from Mount Isa to Cairns on Boxing Day 2017 were all approximately $1000 for a single one-way ticket — noting, that with a week to go, only one operator had seats still for sale (Figure 5).

However, this is only a single observation and on a known busy day. The claims of high airfares to and from Mount Isa deserve further scrutiny.

[11] Mount Isa Airport, 2017, Where can I fly. Available at: http://www.mountisaairport.com.au/travelling/choose-a-destination/. Accessed on 13 December 2017.

Figure 5: Boxing Day airfares, Mount Isa to Cairns[12]



Select Departing Flight: Mount Isa to Cairns

◄ Previous Day Mon 25 | Tue 26 Dec 2017 | Wed 27 Next Day ►

Show Filters New

One Way Prices From: $884 Elevate, $957 Freedom

DEPART	ARRIVE	STOPS	DURATION	Elevate	Freedom
9:20 AM	3:55 PM	1	6h 35m	$1,040	$1,113
9:20 AM	7:15 PM	1	9h 55m	$970	$1,043
9:20 AM	9:20 PM	2	12h 00m	$1,330	$1,340
9:20 AM	9:20 PM	2	12h 00m	$1,330	$1,340
9:20 AM	9:20 PM	2	12h 00m	$1,330	$1,340
9:20 AM	9:20 PM	2	12h 00m	$1,330	$1,340
9:20 AM	9:20 PM	2	12h 00m	$1,330	$1,340
9:20 AM	10:30 PM	1	13h 10m	$884	$957

Fares with carry-on baggage only

Methodology for selecting comparator airline routes

We chose to examine the three largest Mount Isa routes for further examination, namely the inbound and outbound journeys from Mount Isa to Brisbane, Cairns and Townsville.

There are two aspects of this comparison.

First, the intent is to systematically test the anecdotal evidence that flights to and from Mount Isa are expensive relative to east coast routes. Irrespective of why Mount Isa airfares are excessive, high airfares adversely affect the competitiveness of Mount Isa businesses and the lives of local residents.

Second, the intent is to examine whether airfares on Mount Isa routes are higher than comparable fares on comparable routes (i.e. similar distance and passenger numbers). This can give some indication on possible policy responses — is it an airline cost issue and/or is it an airline profit issue?

The choice of comparable routes was based on two key drivers of airline cost structures, namely route length and passenger density[13]. See Box 2 for more details on the comparator routes and characteristics of those routes.

[12] Source: www.webjet.com.au/flights/. Accessed on 19 December 2017.

[13] This approach is consistent with a previous benchmarking study of Australian airfares, see Bureau of Industry Economics (BIE) 1994, International Performance Indicators: Aviation, Research Report 59.

Box 2: Airline route characteristics

Airline costs have a fixed component that does not vary with time in the air (e.g. aircraft purchase costs and terminal facilities) and variable costs related to time in the air (e.g. fuel). And then there are some costs that reflect both, given the additional idle time for aircraft operating on short-haul routes because of lead times for landing and take-off, crew rostering, and refuelling/catering and cleaning.

Airfares will tend to reflect these costs with a: flag fall component reflecting the fixed costs; and a distance component reflecting the in-flight costs. An airfare comparison should seek to compare fares on routes of a similar distance.

Airlines can also take advantage of economies of scale so their capital costs can be spread across more passengers on routes with large passenger numbers or when operating a large passenger network.

There are no routes in Australia that exactly replicate the attributes of the Mount Isa–Brisbane/Cairns/Townsville routes. But a number are close, and these can be divided into the long-haul routes (light orange) and medium-haul routes (dark orange) as shown in Table 2.

Table 2: Key characteristics of the comparator routes

Route	Distance (km)	Route passengers ('000)	Load factors (%)	Airport passengers ('000)[a]
Brisbane – Launceston	1664	n.a.	n.a.	1 335.1[b]
Brisbane – Mount Isa	**1573**	**121.2**	**59.8**	**185.3**
Brisbane – Cairns	1391	1 359.6	83.2	4 898.2
Darwin – Alice Springs	1305	116.4	54.9	617.2
Perth – Karratha	1250	461.5	60.6	464.0
Perth – Learmonth	1094	n.a.	n.a.	80.6
Perth – Paraburdoo	990	n.a.	n.a.	166.5
Sydney – Broken Hill	932	n.a.	n.a.	56.7
Perth – Carnarvon	816	n.a.	n.a.	20.8
Cairns – Mount Isa	782	n.a.	n.a.	185.3
Townsville – Mount Isa	778	n.a.	n.a.	185.3

Notes:
(a) Passenger numbers are for the second mentioned airport.
(b) Of Launceston's 1.3 million passengers, 1.2 million were on the Melbourne and Sydney routes. The remaining 131, 600 travelled on the Brisbane route and the smaller routes to King and Flinders Islands.
n.a. Not available, to preserve confidentiality of airline data on thin routes.
Source: BITRE 2017, Domestic aviation activity, 2016-17.

One of the key features of the deregulated aviation market in Australia has been the product differentiation and price discrimination so it is quite possible no-one on an aircraft pays the same price.

In undertaking the price comparison, the study sought to avoid the extremes of high prices for emergency bookings, early morning and late afternoon flights, or flights around weekends or public holidays. It also sought to avoid the lower prices for the well-organised traveller able to book a month or two in advance.

The comparison is based, wherever possible, on the lowest priced economy fare, booked one week in advance, a direct flight, checked baggage and limited recourse for a cancellation. The survey was repeated for different days of the week, over the course of the Senate Committee's public consultation period. Information was sourced from publicly available website information.

Results of airfare comparison survey

The survey showed the east coast tourist routes have significantly lower airfares than their comparator long-haul routes in Queensland, Northern Territory and Western Australia (see Table 3).

The average airfare for the Brisbane–Cairns route is around $155 for a one-way fare, in both directions. We have also observed airfares to and from Townsville to nearby Cairns, as well as the more distant cities of Brisbane and Melbourne, are all about $140. The Brisbane–Launceston airfare is around $265 and is a particularly good comparator given route kilometres and passenger numbers.

In contrast, the Brisbane–Mount Isa airfare is about $435 (one way), more than 50 per cent higher than the Launceston fare and well over two and a half times more than the Cairns airfare.

Table 3: Airfare comparison, long haul

Route	Airfare	$/km	Route	Airfare	$/km
Brisbane–Mount Isa	$418	0.27	Mount Isa–Brisbane	$450	0.29
Brisbane–Launceston	$253	0.15	Launceston–Brisbane	$272	0.16
Brisbane–Cairns	$157	0.11	Cairns–Brisbane	$151	0.11
Darwin–Alice Springs	$335	0.26	Alice Springs–Darwin	$331	0.25
Perth–Karratha	$367	0.29	Karratha–Perth	$361	0.29

Source: www.webjet.com.au/flights/australia/. Accessed on 11, 14, 17, 20, 23, 26 & 29 December 2017 and 1, 4, 7, 10 13, 16 & 19 January 2018.

Airfares for the three long-haul routes to regional centres (i.e. Brisbane–Mount Isa, Darwin–Alice Springs; and Perth–Karratha) are all broadly comparable on a $/kilometre basis.

A similar story exists with airfares on some of the medium-haul routes (see Table 4). Airfares on the Mount Isa routes to Cairns and Townsville are broadly comparable (also on a $/kilometre basis) to airfares on the Sydney–Broken Hill and Perth–Carnarvon routes. Indeed, the airfares on the shorter and more thinly travelled routes of Mount Isa to/from Cairns/Townsville are higher in absolute terms in comparison with the Mount Isa–Brisbane route.

Airfares on the two slightly longer Western Australian routes from Perth to Learmonth and to Paraburdoo are significantly lower than the comparable Mount Isa routes.

Table 4: Airfare comparison, medium-haul routes

Route	Airfare	$/km	Route	Airfare	$/km
Townsville–Mount Isa	$436	0.56	Mount Isa–Townsville	$399	0.51
Cairns–Mount Isa	$455	0.58	Mount Isa–Cairns	$422	0.54
Perth–Learmonth	$252	0.23	Learmonth–Perth	$264	0.24
Perth–Paraburdoo	$332	0.34	Paraburdoo–Perth	$324	0.33
Sydney–Broken Hill	$458	0.49	Broken Hill–Sydney	$403	0.43
Perth–Carnarvon	$447	0.55	Carnarvon–Perth	$421	0.52

Source: www.webjet.com.au/flights/australia/ and http://www.skippers.com.au/book-a-flight/ for the Perth Carnarvon route Accessed on 11, 14, 17, 20, 23, 26 & 29 December 2017 and 1, 4, 7, 10 13, 16 & 19 January 2018.

Community discount airfares

In recent weeks, two airlines have introduced discount airfares for Mount Isa residents.

Qantas' scheme commenced on 14 November, shortly before the Senate Committee's inquiry started. It offers discounts of between 10 and 30 per cent off economy airfares, with the lower discount applied to the cheaper airfare (e.g. red e-deal) and 30 per cent to the more expensive economy airfares. The discount does not apply to the entirety of the airfare but only to those costs within Qantas' control (e.g. it excludes airport charges, security charges and GST). It applies to local residents undertaking personal travel (limited to four trips per year per person) on the return journey for Mount Isa–Brisbane–Mount Isa and Mount Isa–Townsville–Mount Isa routes. Residents obtain a free frequent flyer membership to assist to establish they are a Mount Isa resident.[14]

On 23 January 2017, Regional Express airlines announced a discount airfare of $198 for a direct flight between Mount Isa and Cairns. This airfare is supported by a discount on airport charges at Mount Isa, but not Cairns. The fare will be made available for 30 per cent of the seats on a direct flight and must be booked at least 30 days in advance or on the day before take-off, depending on availability. This community airfare is an extension of what Regional Express airlines has introduced to other regional communities across Australia.[15]

These community airfares would not have a significant impact on the results of the airfare survey we undertook in preparing this submission. The Mount Isa–Brisbane airfares cited were often a Qantas red e-deal but were sometimes a cheaper fare than offered by Virgin. These fares would attract a discount of under 10 per cent for a Mount Isa resident, which would be insufficient to alter Mount Isa's position of having some of Australia's most expensive airfares. The Regional Express community airfare is available either one month or a day in advance, meaning it would not be picked up in a survey of a bookings made a week in advance.

Comparison survey conclusions

The survey of airfares shows Mount Isa has some of the most expensive airfares in Australia, up to three times higher than on more popular east coast routes.

It would cost a family of four around $3500 for return airfares from Mount Isa to Brisbane. Yet it would cost a similar family in Townsville just over $1150 for return airfares to fly to either Brisbane or Melbourne. Indeed, a Mount Isa family would save around $2000 if they drove the 903 kilometres to Townsville and commenced their air journey from there.

[14] For detail see: www.qantas.com/au/en/frequent-flyer/member-specials/discounted-fares-for-residents.html.
[15] For more details see: http://www.rex.com.au/MediaRelease/Files/532_MR20180123-RexAnnouncesCommunityFareforMountIsa-CairnsRoute.pdf.

Airlines acknowledge airfares to regional and remote centres are high and they attribute this to the cost of servicing low volume routes. They suggest the most effective way to avoid high prices is to book early and be flexible on departure days/times. This might well be sound advice when planning vacations, but it is not advice that can be taken for medical or family emergencies.

We acknowledge the Regional Express' community airfare is a significant discount on the standard Mount Isa to Cairns airfare. It goes some way to alleviate the worst of the excessive prices on that route and is a step in the right direction. However, it is not the full answer as it is available to a significant proportion, but not all the passengers on this route. Mount Isa to Cairns is also the smallest, by far, of the main Mount Isa routes.

The Qantas discount falls well short of our expectations.

Residents who have sought to take advantage of the scheme indicate it has made little difference and that it is simply a marketing ploy introduced in response to negative publicity.

The 12-month trial is based on headline discount rates and applies only to the small fraction of airfare costs that Qantas directly controls.

It also only applies to return airfares, so passengers may have to pass over a cheaper airfare from Virgin on one leg of the journey.

And then there is the frequent flyer membership which is an inducement for passengers to keep travelling with Qantas beyond Brisbane and beyond the end of the potential 12-month life of this scheme.

The MICC does not have a problem with Qantas being clever in marketing its services. But we do object to Qantas citing the promotion as an exercise of its social conscience.

It is apparent that Qantas' CEO, Alan Joyce, does have a vision for Qantas that encapsulates a social conscience:

> *Aviation can be such a force for good because it's ultimately about connecting people, and that encourages a diversity of ideas that makes Australia the kind of place it is today*
>
> *…*
>
> *The notion of a 'fair go' has to be one of the most important Australian values, and it's been a big driver behind my work*[16]

And:

> *It has gone long past the basic financials of the P&L and the balance sheet. Shareholders are looking for sustainable companies, socially responsible companies and that is becoming a bigger issue in the investment community*[17]

But it is not evident that Mr Joyce's social conscience and notions of socially responsibility extend to the Mount Isa community and his company's pricing policies.

Mount Isa has some of the highest airfares in Australia. These prices have a significant negative impact on the Mount Isa economy and those who choose the city to work and raise their families in.

The MICC does not accept the airlines' claims that this is all due to higher costs. It is the view of the MICC that profiteering by the airlines is the bigger issue.

It is logical to propose that a competition regulator monitor regional airfares to identify any profiteering by the airlines. This could be conducted by the ACCC for all regional and remote airfares or by the Queensland Competition Authority for airfares in Queensland.

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[16] See: http://www.news.com.au/national/order-of-australia-for-irishborn-champion-of-a-fair-go/news-story/505f122e3213e8e15799ec52e547e63d. As accessed on 24 January 2018.
[17] See: http://www.afr.com/business/transport/aviation/alan-joyce-named-afrs-business-person-of-the-year-for-2017-20171213-h049wz.

The MICC notes the ACCC's petrol price monitoring in the past was able to identify patterns in price movements and provide advice to consumers on the best way to take advantage of available discount price (e.g. buy petrol mid-week and not over weekends).

On balance, the MICC believes the Senate Committee should recommend the ACCC monitor regional and remote airfares with a view to identifying any profiteering and the strategies passengers can take to take advantage of any discounts.

Airline costs

Airline costs are dominated by the efficiencies associated with operating on busy routes. Operating within a busy interconnected network, with a hub and spoke arrangement, also offers further efficiencies.

The benefits of operating a network are also under the competitive pressures of low-cost carriers that operate between two 'spoke' locations and avoid the hub (e.g. the Jetstar direct flights between Brisbane and Launceston that avoid interconnections at either Sydney or Melbourne).

Regional and remote air services tend to be a 'spoke' within a larger network, with relatively low passenger numbers. The Regional Express submission to the Western Australian Parliament's airfares inquiry noted the logistical and cost issues associated with seeking to provide a day-return option with early morning flights and late evening return flights. Qantas' submission to the same inquiry also highlighted the directionality of the traffic, where an in-bound flight might be 85 per cent full, but only 30 per cent full on that aircraft's return journey.

Governments need to work with the aviation industry to manage costs if Mount Isa, and regional and remote Australia more generally, are to ever face reasonable airfares. Fuel and salaries are the largest components of airline costs (see Figure 4) and are therefore the most obvious targets.

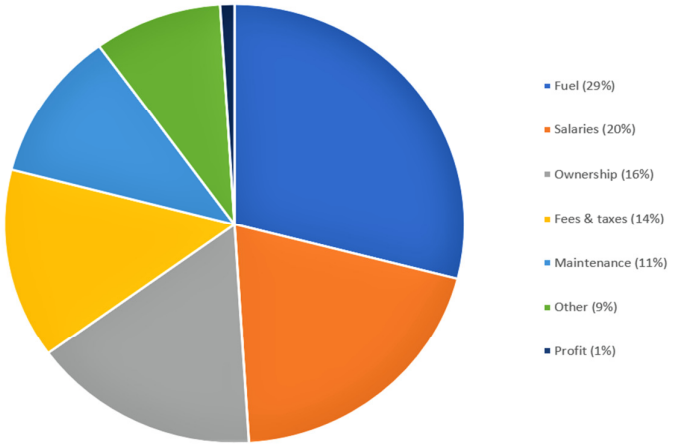

Figure 6: Airline cost structure

Source: The Geography of Transport Systems, also Pearce, B. 2014 Key features of air transport markets, OECD discussion of airline competition[18].

[18] Available at: https://people.hofstra.edu/geotrans/eng/ch3en/conc3en/cost_structure_domestic_flight.html. Accessed on 6 January 2018. See also Pearce, B. 2014 Key features of air transport markets, OECD discussion of airline competition. Available at: www.slideshare.net/OECD-DAF/some-key-features-of-air-transport-markets-brian-pearce-iata-june-2014-oecd-discussion-on-airline-competition. Accessed on 6 January 2018.

Fuel

The price of aviation fuel in Australia has almost trebled over the last 20 years, but there have been significant declines following the global financial crisis in 2008 and the more general softening of energy prices since 2013[19].

In general, there is very little a government can do about the vagaries of international fuel markets, but there are things the Australian Government can do to ensure fuel prices for regional airlines are as low as they can be.

In its submission to the Harper Review of Competition Policy, the Board of Airline Representatives of Australia (BARA) showed Australia had some of the highest aviation fuel prices in the world. BARA attributed this to the lack of competition in fuel supplies at airports and urged the fuel supply chain between the wharf and the airport be subject to open access regime[20].

The Harper Review concluded that competition in jet fuel supply should be the subject of further reform efforts[21]. However, this conclusion was not formally included in the review's recommendations, so it was not formally addressed when the Australian Government released its decision in November 2015[22].

The MICC is worried that BARA's concerns, recognised by the Harper Review, will be swept under the carpet and ignored.

The MICC urges the Senate Committee to make clear recommendations to improve the competitive supply of aviation fuels at Australia's airports.

Like most businesses, the regional airlines pay GST, but they are also required to pay excise tax on aviation fuel. The MICC believes regional airlines should be exempted from paying those fuel excises.

Staff and training

The MICC understands there is a shortage of pilots in Australia and this was a contributing factor to increased service unreliability late last year. Recent media reports indicate the Australian Government is likely to include pilots in the list of professions able to apply for the new visa category Temporary Skill Shortage Visa program[23]. The MICC welcomes this as a stop-gap measure, provided of course that foreign pilots have the necessary technical and language skills to safely fly planes in Australia.

But this is only a stop-gap measure as it is a temporary (two-year) visa. Australian pilots move overseas to work for foreign airlines. This flow of pilots should not be a one-way street. Foreign pilots should also be able to move to Australia and to do so on a long-term basis with Australian residency as part of the inducement. The government also needs to ensure training facilities continue to produce enough new pilots each year for Australia's long-term needs.

Aviation infrastructure

Airports and air navigation systems have natural monopoly and public good characteristics. Both involve large fixed costs and one additional aircraft imposes very few additional costs on the facility operator (e.g. wear and tear on a runway due to an aircraft landing). The economics of these facilities generally dictate it is more cost efficient for a single facility to cater for a community's requirements. However, this allows operators of these monopoly facilities to earn profits well above their efficient costs.

Australia's airports and air navigation systems have traditionally been a responsibility of the Australian Government. In the last 20 years, the Australian Government divested itself of its airports with very little

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[19] See: https://www.indexmundi.com/commodities/?commodity=jet-fuel&months=240&currency=aud. Accessed on 20 January 2013.

[20] BARA 2014, Submission to the Competition Policy Review, pp. 5-16. Available at: http://competitionpolicyreview.gov.au/files/2014/06/BARA.pdf. Accessed on 8 January 2018.

[21] Competition Policy Review 2015, Final Report, March, p. 206. Available at: http://competitionpolicyreview.gov.au/files/2015/03/Competition-policy-review-report_online.pdf. Accessed on 8 January 2018.

[22] See: https://static.treasury.gov.au/uploads/sites/1/2017/06/Govt_response_CPR.pdf

[23] Australian Associated Press 2017 Pilot shortage: Australia to relax visa laws to attract foreign flyers, The Guardian, 28 December. Available at: www.theguardian.com/australia-news/2017/dec/28/pilot-shortage-australia-to-relax-visa-laws-to-attract-foreign-flyers. Accessed on 9 January 2018.

regulatory oversight and a very light-handed approach to regulating air navigation investments and charges.

Airports

In the past, airports were largely owned and operated by government and were generally run at a loss. In the 1980s, the Australian Government had a program to transfer the ownership of the smaller airports to local government through the Aerodrome Local Ownership Plan (ALOP), which was sometimes accompanied by a payment to reflect the cost under-recovery or capitalisation of future maintenance costs.

The Australian Government also operated 23 airports through its statutory authority, the Federal Airports Corporation (FAC). These airports included:

- larger international airports (e.g. Sydney, Melbourne, and Brisbane)
- regional airports (e.g. Gold Coast, Townsville, and Mount Isa)
- general aviation airports (e.g. Archerfield).

Other airports (e.g. Cairns and Mackay) were operated by state government statutory authorities.

Many of these airports have now been privatised, often through long-term leases: 50 years with an option for a further 49 years.

The Mount Isa airport was privatised in 1998 as part of the Phase 2 sale of 15 FAC airports. It was acquired by Australian Airports (Mount Isa) Pty Ltd for $1.43 million, as part of a joint bid that also included Townsville airport ($14.82 million)[24]. On 15 March 2005 Mount Isa and Townsville airports were acquired by its current owner, Queensland Airports Ltd, for $75.1 million[25]. Queensland Airports Ltd is in turn owned by The Infrastructure Fund (TIF).

Airports can be attractive investments because they can be bundled with other infrastructure assets and thereby offer investment and superannuation funds with a greater coverage of the economy and with assets that provide a steady income stream. The TIF is a wholesale investment fund that invests in a portfolio of unlisted infrastructure assets that operates a range of infrastructure facilities across Australia and overseas. Its Queensland airports are Mount Isa, Cairns, Gold Coast, Mackay and Townsville.

Airport activities are traditionally separated between air-side and land-side activities.

The air-side activities deal with aircraft landing and take-off, parking, refuelling and cleaning. The airport operator generally constructs, operates, and maintains the runways and aprons and provides land for the airlines to organise refuelling and cleaning activities. Airports use aeronautical charges to recoup the costs of providing these air-side activities.

The land-side activities largely consist of passenger and freight terminals, access roads and car parking facilities. The airport operator may operate these facilities themselves or lease land and contract out the operation of these facilities.

Where an airline has a significant presence at an airport it will often choose to operate the terminal itself to better manage the flight experience of its customers. The airport will seek to recoup the costs through its land leases. The airline will recoup these fees and the costs of operating the terminal through its airfares. For large airports with many passengers the terminals provide significant commercial retail opportunities which can defray the large set-up costs of the airport itself (e.g. access roads) or can even become a significant profit centre.

Alternatively, the airport may choose to operate the terminal itself as a common-user facility catering for a number of airlines. Some airlines might be provided dedicated gates, but the baggage handling and

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[24] Australian National Audit Office 1999, Phase 2 sale of the Federal airports, Audit Report No. 48, Performance Audit, p. & 28. Available at: www.anao.gov.au/sites/g/files/net616/f/anao_report_1998-99_48.pdf. Accessed on: 2 January 2018.

[25] Queensland Airports Ltd 2005, Media Release, QAL Acquires Townsville and Mount Isa, 14 February. Available at: http://www.qldairports.com.au/wp-content/uploads/2010/11/QALtakeover.pdf. Accessed on: 2 January 2018.

security operations will be undertaken by the airport. The airport will recoup the costs of operating the terminal through charges on the airline. This operating model is most common for regional airports and international terminals.

These different approaches to how airport activities are distributed between the airport operator and others makes it difficult to compare airport charges, as charges for aeronautical services might be transparent, but fees for land-side services may be opaque. It may also not be readily discernible how all airport costs are allocated between air-side or land-side activities.

Despite these difficulties, the MICC has compiled a list of airport charges for a small sample of airports. Aeronautical charges at Mount Isa do appear high in comparison with these other airports, being at least double those at Townsville (see Table 5). Moreover, for a flight taking off from Mount Isa and landing at Cairns, the airport charges of $47.70 represent over 10 per cent of the $435 airfare.

Table 5: Aeronautical and terminal charges for regular public transport airlines, by airport

	Mount Isa	Townsville	Cairns[3]	Mackay	Brisbane[4]	Darwin
Aeronautical services (per pax)[2]	$16.89	$7.36	$13.85		$4.00	$8.86
Aeronautical services ($/tonne MTOW)[2]				$10.30		
Peak load charge (per landing/departure)					$250.00	
Noise surcharge					50%	
Common user terminal charge (per pax)	$11.15	$5.85		$10.50		$10.34
Security charge (per departing pax)			$2.60	$4.31	$2.60	$11.03
Passenger screening charge (per pax)	$2.90	$2.15				
Checked bag screening (per pax)	$2.90			$2.02		
Common user check-in (per departing pax)						$0.23

1. Mount Isa, Townsville, Brisbane, and Darwin charges apply from 1 July 2017; Cairns' charges from 1 January 2017; and Mackay's from 1 October 2016. All charges are exclusive of GST.
2. Pax means passenger and MTOW means aircraft Maximum Take Off Weight.
3. There is a minimum charge of $94.00.
4. Peak periods are 7am–10am EST and 4pm–7pm Eastern Standard Time. This charge will have ceased to apply from 1 July 2021 when the new parallel runway is expected to be completed and operating.

Sources: Mount Isa Airport 2017[26], Townsville Airport 2017[27], Cairns Airport 2017[28], Mackay Airport 2016[29], Brisbane Airport Corporation 2012[30], Northern Territory Airports 2017[31]

It is hard to know whether smaller airports such as Mount Isa justify regulatory intervention. The drop-off in passenger numbers since 2012–13 is probably creating enough headaches for the current owner.

It is also hard to know whether the initial sale of Mount Isa and Townsville airports for $14.8 million in 1998 and then their resale for $75.1 million reflect reasonable capital expenditure over the intervening seven-year period.

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[26] Mount Isa Airport 2017, Airport Charges. Available at: http://www.mountisaairport.com.au/regulatory/charges/. Accessed on 30 December 2017.

[27] Townsville Airport 2017, Airport Charges. Available at: http://www.townsvilleairport.com.au/regulatory/airport-charges/. Accessed on 30 December 2017.

[28] Cairns Airport 2017, Conditions of Use, 23 June 2017, schedule 3, p. 44. Available at: www.cairnsairport.com.au/assets/Uploads/7015-FIN-Cairns-Airport-Conditions-of-Use-V5-website-copy.pdf. Accessed on 30 December 2017

[29] Mackay Airport 2016, Conditions of Use, 27 October 2016, schedule 5, p. 51. Available at: Accessed on 30 December 2017.

[30] Brisbane Airport Corporation 2012, Brisbane Airport Aviation Services, and Charges Agreement – Runway System, schedule 5, pp. 48-9. Available at: http://www.bne.com.au/sites/all/files/content/files/170426_Aviation%20Services%20Charges%20Agreement_RUNWAY_Published.pdf. Accessed on 30 December 2017.

[31] Northern Territory Airports 2017, Conditions of Use, 30 October 2017, schedule 2, pp. 35-9. Available at: file:///C:/Users/Paul/Downloads/conditions_of_use_2017-18_mark_up-_v1.4-kmc-gp%20(1).pdf. Accessed on 30 December 2017.

Or does it reflect that:

- the Australian Government did not have sufficient regard on how airport privatisation would impact regional Australia and have not subsequently provided proper regulatory oversight; and
- the original purchaser of the airports underpaid for its purchase?

Whatever the case may be, Mount Isa's airport charges are high, and they need to be part of a strategy to reduce Mount Isa's airfares. It is also important when airline costs are reduced that they be passed on to passengers through lower airfares and not consumed by other elements in the supply chain that have market power and the ability to increase their charges (e.g. airports).

Airport charges are a more general issue overall, as Mount Isa's airfares are affected not just by charges at Mount Isa's airport but also at destination airports. Indeed, Qantas' submission to the Western Australia Legislative Council's inquiry said the airlines' very low profitability (about $7 per passenger) is being eroded by airport charges. Qantas pointed to the ACCC's 2015–16 monitoring report that noted airports now collect more revenue per passenger than they did a decade ago.

Given this continued increase in airport charges, the MICC questions the effectiveness of the ACCC's performance monitoring regime (which is limited to just four airports: Brisbane, Melbourne, Perth and Sydney).

The MICC believes the Australian Government needs to cease its laissez-faire approach to airport pricing. Australia's airports are monopolies and need to be operated not just for the narrow interests of the airport owners but for the wider community as well. The Australian Government needs to effectively re-insert itself into the regulation of airport prices.

The MICC believes regional airports should be subject to price monitoring, and the monopoly services at major airports should be subject to price approvals.

The MICC is also aware the Australian Government is reviewing security screening arrangements for smaller aircraft[32]. The MICC is not aware of the nature of the security concerns the review is addressing but is concerned the cost of additional security measures may be imposed on regional and remote aviation.

Passenger and baggage security systems are already in place at Mount Isa airport, as most of the regular public transport (RPT) flights to and from Mount Isa are smaller jets above 20 tonne maximum take-off weight (MTOW). However, changes in arrangements are likely to most affect passengers on the Saab 340 boarding at the intermediate stops on the smaller outback routes from Mount Isa to Cairns, Townsville and Brisbane.

The MICC believes any additional security charges would be a tax on remote passengers and would further erode the viability, not only of all air services to smaller communities, but the viability of air services across the interconnected network of communities.

The MICC believes it would be a tax and not a user charge as it is unlikely to confer a benefit on regional Australia. If the Australia Government is concerned a small regional aircraft may be used in a 911 style attack, then it is unlikely the terrorists' target would be a remote community.

Regional Australians should not be asked to pay for these additional security measures as they are unlikely to be the beneficiaries. Rather, the costs of additional security measures should be borne either by the Australian Government or by airline passengers travelling between the major capital cities.

The MICC notes additional security measures were recently placed around Parliament House and are being considered for the High Court. It is unlikely the government has asked the citizens of Canberra to pay for those additional security measures. Rather, they were paid for by the Australian Government. The MICC considers this is a reasonable outcome — that is, while the additional security costs were incurred in Canberra, the beneficiaries are all Australians by having more secure national institutions.

[32] Higgins, E (2017, August 4). Security review ordered for regional airports, The Australian. Available at: http://www.theaustralian.com.au/national-affairs/national-security/security-review-ordered-for-regional-airports/news-story/fbbe9aa63847e36311b96b2a140b5c55. Sited on 12 January 2018.

Air traffic controls services[33]

Airservices Australia is an Australian Government owned corporation whose services include:

- air navigation services in Australian airspace provided by two facilities, one in Brisbane and the other in Melbourne
- air traffic control services at major airports (e.g. Brisbane, Cairns and Townsville)
- rescue and fire-fighting services also at major airports (e.g. Brisbane, Cairns and Townsville).

Costs of providing these services are recouped through a set of charges on the airlines, such as enroute charges for air navigation services and terminal navigation charges for air traffic control services. These charges are regulated by the Australian Competition and Consumer Commission (ACCC) under the price notification arrangements of s. 95Z (5) of the *Competition and Consumer Act 2010* (CCA), with the most recent decision being in 2015[34].

The Australian Government operates a rebate scheme for enroute charges for aeromedical and remote regular public transport (RPT) air services. The scheme was first introduced in January 2002 to ensure air services continued to be provided to regional Australia after the collapse of Ansett Airlines. Rebates are paid to airlines by application and are for RPT services between remote locations, served by a single airline, for routes with less than 15,000 passengers per year and operated by smaller aircraft with MTOW of less than 15 tonnes (e.g. Saab 340)[35].

The MICC has reviewed the structure of Airservices Australia's charges for typical aircraft operating on the three major Mount Isa air routes (see Attachment 2 for details of these estimates).

It estimates Airservices Australia's charges are around $13 per passenger for the Mount Isa–Brisbane route, around $14 for Mount Isa–Cairns and around $7 per passenger for the Mount Isa–Townsville route.

Like airport charges, these Airservices Australia charges are not a key driver for Mount Isa's high airfares. However, lowering these charges must be part of a strategy to reduce regional airfares.

Airservices Australia's enroute charges are levied on all aircraft and are based on distance travelled and aircraft weight. In effect, it is a simple allocation rule whereby the costs of providing enroute services are collected from aircraft flying in Australian airspace, whereby larger aircraft on longer routes pay more per trip than a smaller aircraft on a short route.

However, there is little consideration of economics in this pricing rule[36]. Economically efficient pricing requires prices to reflect marginal costs, which are very low for enroute services, and implies a significant under-recovery of costs.

So, the next step is to ask what is a price structure that causes least distortions? One such price structure is known as 'Ramsey Pricing' where customers most sensitive to prices should face the lowest prices and the least sensitive should face higher prices.

Regional airlines' costs are already high as they cannot take advantage of the economies of scale available on the most popular metropolitan or international routes. The MICC believes passengers of regional airlines, especially private travellers, are least able to pay for enroute services.

Indeed, it is probable Airservices Australia's provision of enroute services, and air traffic control and fire and rescue services would largely be driven by aircraft on Australia's top 30 routes as well as by the 39 million international passengers.

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[33] Responsibilities for aviation safety are divided between two separate Australian Government statutory authorities. The Civil Aviation Safety Authority is responsible for setting and enforcing aviation safety rules. The Australian Transport Safety Bureau investigates aircraft accidents.

[34] ACCC 2015, Airservices Australia price notification, as sited on 28 December 2017, https://www.accc.gov.au/system/files/Airservices%20price%20notification%202015%20-%20ACCC%20decision.pdf

[35] Department of Infrastructure, Regional Development and Cities 2017, The Airservices Australia Enroute Charges Payment Scheme. Available at: https://infrastructure.gov.au/aviation/regional/payment_scheme/index.aspx. As sited on 8 January 2018.

[36] See for instance Brown S.J. and Sibley D.S. 2003 The Theory of Public Utility Pricing, Cambridge University Press.

Thus, the MICC believes regional airlines should be exempted from paying Airservices Australia's charges.

Competition in regional aviation

In a perfectly competitive market there are many suppliers and consumers of a product. However, if there are economies of scale in producing a product or service then it is efficient for there to be only a handful of suppliers. Where markets are particularly small, there may only be enough room for a single or monopoly supplier of a product or service.

Even on Australia's busiest air routes there are only a small number of airlines competing against each other. A number of state governments, including the Queensland Government, have formed a view that some of their smallest intra-state routes should be regulated. It is not always clear why they have formed this view, but it seems to revolve around providing stable services whereby entry restrictions provide the operating airline with certainty about future operations. The Western Australian inquiry found regulation produced lower and less volatile prices.

The Queensland Government limits the number of airlines can operate to 23 locations on seven of Queensland's smaller routes. This includes the Mount Isa routes (see Figure 4) to and from[37]:

- Mount Isa–Cairns, via Doomadgee and Normanton
- Mount Isa–Townsville, via Julia Creek and Hughenden
- Mount Isa–Brisbane, via Bedourie, Birdsville, Quilpie, and Charleville.

These routes are operated by Regional Express (Rex) airlines, with QantasLink operating some of the other routes.

The government can choose to regulate airline competition to a location if the relevant Minister is of the opinion that doing so will improve the level of service and access to public transport.[38]

Unfortunately, little is publicly known about the rationale, implementation (e.g. route and airline selection) and effectiveness of the government intervention as many of the details of this arrangement are considered commercial-in-confidence.

It is understood the government used a competitive tender process in accordance with its purchasing policy guidelines. Airlines were asked to provide a proposal where they may have been required to meet certain service standards (e.g. specified minimum number of services per week) and may have been required to report on certain operating characteristics (e.g. costs). This scheme may also involve government subsidies to the airlines on some routes.

It is not evident whether this regulatory arrangement is effective as there is so little information publicly available. Airlines that have been successful in gaining the right to operate on a small route have been supportive of these arrangements, whereas the disenfranchised airlines have criticised the regulatory arrangement. The MICC considers more information should be made publicly available so the success or otherwise of these arrangements can be assessed.

Competition should remain the backbone of any strategy for generating lower prices and introducing innovation into regional aviation. The earlier section of this submission identified ways to reduce airline costs. However, in the absence of competition between regional airlines there can be no guarantee these cost savings will be passed on to passengers in the form of lower airfares and improved service standards. For example, the reform of work practices on the Australian waterfront took far too long to be passed on to shipping lines and Australian consumers because the stevedore industry was dominated

[37] The four other regulated routes are: Brisbane–Roma and Charleville; Brisbane–Barcaldine/Blackall and Longreach; Brisbane–Toowoomba, St George, Cunnamulla, and Thargomindah; Townsville– Winton and Longreach. See Queensland Department of Transport and Main Roads, Long distance air services, as sited on 28 December 2017, https://www.tmr.qld.gov.au/regionalconnect

[38] This is provided for in s. 36 of the *Transport Operations (Passenger Transport) Act 1994* and where the regulated locations are specified in schedule 1 of the *Transport Operations (Passenger Transport) Regulations 2005*.

by just two companies. It took the entry of new companies for the stevedores' charges to start to fall (see Box 3 for more details).

Only a small number of airlines will ever actively compete on a regional airline route. The smallest routes will be served by one or two operators with small aircraft. A slightly larger route will still be served by one or two operators but with a slightly larger aircraft. Improving competition in regional aviation will not result in three or four airlines operating on a route.

A major driving force for competition in aviation, regional aviation in particular, is the entry or threat of entry from new airlines. Improving competition in regional aviation should focus on removing entry barriers so it is easier for new airlines to enter a market. It does not necessarily mean these new airlines actually have to enter the market, but that the threat of entry is credible.

In the past, key barriers to entry have been limitations of foreign airlines to operate in Australia, access to passenger terminals and loyalty schemes.

The demise of Ansett released significant capacity at terminals which was taken up by other airlines that entered the Australian market. The Senate Committee should treat seriously any material indicating terminal capacity constraints has re-emerged as an issue for possible new entrant airlines.

Box 3: Lessons from reform of stevedoring

The ACCC monitors the performance of Australian stevedores, the companies responsible for loading and unloading ships at our sea ports. The stevedoring industry has been dominated by two companies, each of which were for a long time the only two stevedores at each of Australia's main sea ports.

For a long time, the ACCC reported there had been trend improvements in stevedoring productivity but that the resulting benefits were captured by the two incumbent stevedores. The ACCC observed that if the stevedoring industry was more competitive than some of the benefits of the productivity gains would be shared with the stevedores' customers through lower prices.

Over time, new stevedores entered the Australian market and 2017 was the first year when there were more than two stevedores at each of Australia's major sea ports. This entry of new stevedores coincides with a recent period of declines in 'prices' (i.e. revenue per container handled). These price falls cannot be solely attributed to increased competition as other factors have also been at play (e.g. increased capacity at the Australian ports and amalgamations in the shipping industry which acts as increased countervailing power in negotiations with the Australian stevedores).

Conversely, there have been increases in infrastructure charges on rail and trucking companies. Ostensibly, these higher charges are to recoup increased investment which should improve the efficiency of the land-side delivering and collecting of containers. But it might also be that the stevedores are rebalancing their revenues from ship-side (where there is increased concentration of shipping lines) to land-side where there are multiple rail and truck companies.

This increased competition is a necessary precondition for cost improvements to be passed on to customers in the way of price falls or improved service standards.

The MICC believes governments need to consider competition when negotiating airline contracts for parliamentarians and public servants. A sole supplier arrangement may, in the short term, offer low airfares. However, governments are such large purchasers of airline services that a sole supplier contract could move the competitive dynamic in the market towards the contracted airline. This could have a detrimental effect on competition in the market with poorer price outcomes in the future.

An allied issue is that airlines have introduced loyalty schemes as part of their service package. There is nothing sinister in this, even though it does create customer inertia to remain with an incumbent airline and not to switch to a new entrant airline. In evidence presented to the Western Australia Legislative Assembly inquiry, Regional Express airlines encouraged strict adherence to a Best Fare of the Day

Scheme and to stop government officials choosing airlines based on frequent flyer points or reward programs rather than the airfare price.

The MICC believes the Senate Committee should ensure the Australian Government's contracts for air transport focus not only short-term, low-price outcomes but also long-term outcomes that encourage a diverse and competitive airline industry in Australia. In particular, the Australian and state and territory governments should engage at least two airlines, rather than one, to encourage a diverse and competitive airline industry in Australia

The ability of a foreign airline to operate in Australia is a key piece of unfinished business of aviation reform in Australia.

The Harper Inquiry recommended removing some of the restrictions on overseas airlines from carrying passengers on Australian domestic routes. The Australian Government's 2015 decision on the Harper Inquiry noted this recommendation and sent it for further review by a consultative committee (formed as part of the White Paper on Developing Northern Australia). The Western Australia parliamentary review also considered this proposal but was unable to form a unanimous view on an appropriate way forward.

The MICC is hopeful airlines operating on international routes may operate through Mount Isa and provide additional competition on Mount Isa airline routes. We think fundamental reforms like this need to be considered as part of a package of reforms to regional aviation. Measures to remove requirements that airlines operating in Australia must be operated by an Australian company might make it less expensive for new airlines to enter the Australian market.

While removing entry barriers is important, equally important can be the response of existing airlines to a new entrant airline. A response strategy from an incumbent airline may include flooding the market with additional capacity to temporarily depress airfares at a time when the new entrant airline is most financially vulnerable — such activity could amount to predatory pricing and be a breach of s. 46 of the *Competition and Consumer Act 2010*.

The Harper Inquiry has recently concluded its review of competition law in Australia including s. 46 of the *Competition and Consumer Act 2010*. The MICC does not want to re-open any of these issues but wants the Senate Committee to note the ACCC should vigorously pursue any complaints of predatory pricing, especially in smaller markets such as regional and remote aviation.

The MICC urges the Senate Committee to adopt all options to reduce the costs and limitations of new airlines from entering the Australian market and from operating in regional Australia. The Senate Committee should recommend removing requirements that regular public transport airlines operating in Australia need to be an Australian company.

Government support needed

Queensland is a vast state. Its population is concentrated in the south east and then dotted up the coast in major regional centres. The non-coastal and tropical north Queensland largely consists of remote farming, mining and indigenous communities.

The Queensland Government supports the provision of public transport across the state and underwrites Brisbane's urban rail, bus and ferry services. It also underwrites an 8000-kilometre rail network connecting remote inland communities (e.g. Charleville, Forsyth, Longreach, and Mount Isa) to the coast and linking coastal communities from Brisbane to Cairns. This support for public transport in Queensland does not come cheaply, with the Queensland Government spending just over $2.5 billion in 2016–17 for publicly and privately provided transport[39].

Aviation forms a relatively small part of the Queensland Government's transport activities. The government's focus is on Queensland's most remote communities, providing $14.2 million to regional airlines.

The Queensland Government also provides an airfare subsidy scheme for residents of remote communities. This scheme is limited to personal travel between largely indigenous communities in the Torres Strait, Cape York, and Gulf of Carpentaria. Residents can apply for a $400 government rebate

[39] Queensland Department of Transport and Main Roads 2017, Annual Report 2016–17, Appendix 4, pp. 228–9.

for a return airfare, where each resident is limited to 12 applications per year[40]. These rebates are not available to Mount Isa residents, but are available for travel between Doomadgee and Mornington Island, which are two small Gulf of Carpentaria communities on the Mount Isa to Cairns route.

The Australian Government's White Paper for Developing Northern Australia speaks of Northern Australia grasping its potential to become a powerhouse within Australia. The paper spoke of fixing roads and telecommunications, building dams and delivering certainty to landholders and water users.[41]

The Australian Government also operates two aviation schemes as part of its commitments under the White Paper. The Remote Air Services Subsidy Scheme supports weekly air services to around 370 of Australia's most remote communities (typically cattle stations and indigenous communities) of up to around 200 people including communities in the channel country (16), Cape York (67) and the Gulf Country (18)[42].

The Remote Airstrip Upgrade Program seeks to enhance the safety and accessibility of aerodromes in remote areas of Australia and facilitate improved delivery of essential goods and services including health care. The program provides funds to improve runway surfaces, stormwater drainage and navigational aids. The Australian Government committed to spend about $40 million over four years. For example, in 2015, $11.8 million was provided for upgrades at 52 aerodromes and a further $11.6 million was committed in 2017.[43]

This assistance by the Australian and Queensland governments is for the smallest and the most remote communities in Australia and provides no assistance to most of the residents of regional Australia.

As mentioned above, the Queensland Government provides considerable support to subsidise public transport. An examination of the Queensland Government's expenditure on public transport shows it is concentrated in south-east Queensland, especially on the city rail network. The result is the government supports public transport to the extent of $568 per person in the south east. This is almost two times (85 per cent) more than the $308 per person the government spends on public transport in the remainder of Queensland[44].

The MICC is disappointed to see both the Australian and Queensland governments provide so little effective assistance to aviation in the Mount Isa region and to regional and remote Australia more generally. The MICC believes affordable air services are a key factor in improving the lives of its residents and in developing Mount Isa's economy. If the Australian Government is serious in developing the Northern Australia economy, then it must be serious in making regional airfares affordable.

We think the cost cutting and competition remedies mentioned in previous sections of this submission will go some way to reducing Mount Isa's airfares.

But we think the Australian and Queensland governments also need to do much more in terms of providing financial assistance to reduce the disparity between airfares in regional Australia and those on the east coast, and in terms of the relative level of subsidy provided in south-east Queensland and regional Queensland.

The MICC notes the Queensland Government already operates a scheme whereby electricity prices are levelled across the state using a uniform tariff policy. The MICC believes the Queensland Government should introduce a similar arrangement for airfares.

The MICC views aviation as an essential service to regional and remote Australia. It is firmly of the view that there should be pricing parity across Queensland so that the residents of Mount Isa pay the same price for air services that are available to residents of coastal Queensland.

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[40] For more details see https://www.tmr.qld.gov.au/localfarescheme.

[41] Australian Government 2015, Our North, Our Future: White Paper on developing Northern Australia, p. iv. See: http://northernaustralia.gov.au/files/files/NAWP-FullReport.pdf.

[42] See https://infrastructure.gov.au/aviation/regional/rass.aspx.

[43] For more details see: https://infrastructure.gov.au/aviation/regional/raug.aspx.

[44] Queensland Government Statistician's Office 2017, Estimated resident population by local government area (LGA), Queensland, 2006 to 2016pr, as sited on 28 December 2017, see http://www.qgso.qld.gov.au/products/tables/erp-lga-qld/index.php?region=all-regions, where south-east Queensland population estimate is based on the population of the 11 LGAs of Brisbane, Gold Coast, Ipswich, Lockyer Valley, Logan, Moreton Bay, Noosa, Redland, Scenic Rim, Somerset, and Sunshine Coast.

The MICC accepts this would involve a radical reform to the way air services are provided in Queensland, but we believe desperate times call for desperate measures. This scheme could involve a levelling of costs such that passengers on the busiest routes pay a little more to subsidise much lower prices on the smaller routes.

At a minimum, we believe the Queensland Government should increase its assistance to regular public transport air services so that per capita expenditure on public transport should be evenly split between regional and south-east Queensland. This is necessary to ensure regional and remote Queensland is treated equitably and has affordable access to the transport services it needs.

The MICC recognises this would involve a significant adjustment to the status quo. Accordingly, the Queensland Government may want to undertake a fundamental review of transport priorities in the state, including whether continued support of passenger train services is the most effective way of providing public transport services to regional and remote Queensland.

The MICC also believes the Australian Government should provide additional funding to Queensland and other jurisdictions to reduce the most expensive airfares across Australia. The Australian Government has a vision of a prosperous and booming economy in Northern Australia. To achieve this vision, the Australian Government needs to ensure airfares in Northern Australia are on a par with airfares elsewhere in the country.

Attachment 1: Senate Inquiry Terms of Reference

On 16 November 2017, the Senate referred the following matters to the Rural and Regional Affairs and Transport References Committee for inquiry and report by **30 March 2018**.

The operation, regulation, and funding of air route service delivery to rural, regional, and remote communities, with reference to:

1. social and economic impacts of air route supply and airfare pricing;
2. different legal, regulatory, policy and pricing frameworks and practices across the Commonwealth, states, and territories;
3. how airlines determine fare pricing;
4. the determination of airport charges for landing and security fees, aircraft type and customer demand;
5. pricing determination, subsidisation, and equity of airfares;
6. determination of regulated routes and distribution of residents' fares across regulated routes;
7. airline competition within rural and regional routes;
8. consistency of aircraft supply and retrieval of passengers by airlines during aircraft maintenance and breakdown;
9. all related costs and charges imposed by the Civil Aviation Safety Authority; and
10. any related matters.

Attachment 2: Calculation of Airservices Australia charges

The costs of Airservices Australia are recouped through a range of charges, all based on an aircraft's maximum take-off weight (MTOW)[45]:

1) enroute charges
   a) for large aircraft (MTOW 20 tonnes and above):

$$ENROUTE\ CHARGE = \$4.03\ X\ \frac{DISTANCE}{100}\ X\ \sqrt{MTOW}$$

   b) for small aircraft (MTOW below 20 tonnes)

$$ENROUTE\ CHARGE = \$0.90\ X\ \frac{DISTANCE}{100}\ X\ MTOW$$

2) terminal navigation charge

$$TERMINAL\ NAVIGATION\ CHARGE = PRICE_{\text{location}}\ X\ MTOW$$

where: $PRICE_{Brisbane}$ is $6.18

$PRICE_{Cairns}$ is $12.20

$PRICE_{Townsville}$ is $2.27

3) aviation rescue and firefighting charge

$$RESCUE\ AND\ FIRE\ FIGHTING\ CHARGE = PRICE_{\text{category,location}}\ X\ MTOW$$

where: $PRICE_{\text{category,location}}$ is set out in Table A1

Table A1: Aviation rescue and firefighting services charges, by airport and aircraft category

Queensland airport	Category 6 aircraft and below	Category 7 aircraft	Category 8 aircraft	Category 9 aircraft
Brisbane	$2.32	$2.57	$3.41	$6.09
Cairns	$2.32	$3.69	$7.67	$7.67
Townsville	$2.32	$13.64	$13.64	$13.64

Fokker 100 and Dash 8 – 400 are both Category 6 aircraft and the Saab 340 is a Category 4 aircraft.

[45] Unless noted otherwise, the equations and information in this attachment are sourced from Airservices Australia 2016, Contract for the provision of aviation facilities and services: Effective from 01 April 2017, as sited on 20 December 2017, see http://www.airservicesaustralia.com/wp-content/uploads/20170110-2017-01-03-Contract-for-Aviation-Facilities-and-Services-publ....pdf

Table A2: Physical characteristics of aircraft by selected Mount Isa routes

Route	Distance (km)[a]	Aircraft[b]	MTOW (tonnes)	Seats
Mount Isa–Brisbane	1573	Fokker 100	43.24	100[d]
Mount Isa–Townsville	778	Dash 8 - 400	28.15	74[e]
Mount Isa–Cairns	782	Saab 340	13.155[c]	34[c]

Note: (a) BITRE 2017, Australian air distances, as cited on: https://bitre.gov.au/statistics/aviation/australian_air_distances.aspx; (b) Commonly used aircraft on the route. (c) http://www.rex.com.au/AboutRex/OurCompany/fleet.aspx; (d) www.qantas.com/au/en/qantas-experience/onboard/seat-maps/fokker-100.html; (e) www.qantas.com/content/dam/qantas/pdfs/qantas-experience/at-the-airport/seat-maps/qantas-dash8Q400-seat-map.pdf

Table A2: Estimates of Airservices Australia charges

Route	Enroute charge ($)	Terminal navigation charge ($)	Rescue and fire fighting charge ($)	Total charge per passenger[a]
Mount Isa–Brisbane	429.06	283.11	100.32	$13.12
Mount Isa–Townsville	168.84	65.83	65.31	$6.68
Mount Isa–Cairns	414.57	160.49	30.52	$13.95

(a) Based on a passenger load factor of 59.8 per cent for the Brisbane to Mount Isa route as published by the BITRE for 2016–17.

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