



**ORDINARY MEETING NO. 7/25
WEDNESDAY, 23 JULY 2025**

OPEN AGENDA



SUPPLEMENTARY

BUSINESS

PAPER

**ITEMS ORD 4.1, ORD 4.2, ORD 4.3, ORD 12.3, ORD 12.4, ORD 12.5,
ORD 16.1.1 AND ORD 16.1.2**

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**FRASER COAST REGIONAL COUNCIL
ORDINARY MEETING NO. 7/25**

WEDNESDAY, 23 JULY 2025

MAYORAL MINUTE

1. MOTION

That Council endorse the following as a motion to submit to the Local Government Association of Queensland as a conference motion:

That LGAQ call upon the Queensland Department of Transport and Main Roads (TMR) to take full responsibility for the funding, construction, and ongoing maintenance of dedicated bike lanes, or active transport corridors, on all state-controlled roads that pass through urban, residential, and commercial areas.

Supporting Information and Reasoning:

1. Safe and accessible cycling infrastructure is essential for promoting active transport, improving public health, and reducing traffic congestion in our growing communities.
2. Many State-controlled roads run through built-up urban, residential, and commercial areas within our local government area. Despite carrying high volumes of both vehicular and non-vehicular traffic, these roads often lack appropriate infrastructure to safely accommodate cyclists.
3. Local Governments are frequently expected to co-fund or maintain cycling infrastructure on state roads, despite not owning or controlling these assets. This creates funding pressures and inequities, particularly when councils are already responsible for local road networks.

2. ATTACHMENTS

Nil

**FRASER COAST REGIONAL COUNCIL
ORDINARY MEETING NO. 7/25**

WEDNESDAY, 23 JULY 2025

MAYORAL MINUTE

1. MOTION

That a report be provided on the most effective and efficient way to connect West Spring Way with the Mary to Bay Rail Trail.

2. ATTACHMENTS

Nil

**FRASER COAST REGIONAL COUNCIL
ORDINARY MEETING NO. 7/25**

WEDNESDAY, 23 JULY 2025

MAYORAL MINUTE

1. MOTION

That council investigate possible options for better utilisation of the flood buyback properties adjacent to Prickett Aquatic Area, noting flooding and other planning issues, so that the whole site can better serve the community as parklands.

2. ATTACHMENTS

Nil

FRASER COAST REGIONAL COUNCIL
ORDINARY MEETING NO. 7/25

WEDNESDAY, 23 JULY 2025

MOTION OF WHICH DUE NOTICE HAS BEEN GIVEN

SUBJECT: CONDOLENCE MOTION - LILLIAN COYNE

Councillor Denis Chapman has given notice of the following motion:

MOTION

That Council expresses its sincere condolences on the passing of Lillian Muriel Davis (later Brooks, then Coyne), and acknowledges her lifelong contribution to the Fraser Coast region, particularly the Bauple and Tiaro communities, through her public service, and community involvement, and extends heartfelt sympathies to her family, friends, and all who were privileged to have known her.

REASON

To formally acknowledge the passing of Lillian Coyne, a valued member of our community and honour her contribution, express our sympathy to her family and friends, and ensure her legacy is respectfully recorded in our official proceedings.

**FRASER COAST REGIONAL COUNCIL
ORDINARY MEETING NO. 7/25**

WEDNESDAY, 23 JULY 2025

MOTION OF WHICH DUE NOTICE HAS BEEN GIVEN

SUBJECT: REQUEST FOR REPORT RELATING TO IBIS BOULEVARD CONNECTION

Councillor Lachlan Cosgrove has given notice of the following motion:

MOTION

That Council be provided a report:

1. That considers the deferral of the opening of any new connection of Ibis Boulevard between Eli Waters and Point Vernon until the completion of the signalisation upgrade of the Old Maryborough Road/Tooth Street intersection.
2. That considers if and when a “fourth exit” coming from the existing Endeavour Way/Ibis Boulevard roundabout is constructed it be classified as a “higher order” road (similar in width/scale to Ibis Blvd running South-East from this location) and the possibility of Council retrospectively pursuing this outcome on any outstanding approvals via negotiation/agreement, including an estimate of additional costs to be incurred by Council if this change was implemented.
3. That provides the latest rationale for proceeding with the connection and opening of Ibis Blvd (between Eli Waters and Point Vernon). In particular, Council should re-check DTMRs position, provide any updated traffic data and potential impacts of the connection, examine the ability for the continued completion of a pedestrian connection happening (regardless of a vehicular connection), and any other Council or community interest in the connection. Further to providing that rationale, outline and recommend whether the connection should be completed as planned.

REASON

The connection of Ibis Boulevard between Eli Waters and Point Vernon seems to have been primarily triggered by a state interest (DTMR) in the road network – which may have only been assessed most recently as 20 years ago. Considering the passage of time, and the vast difference in the proposal (for example, see PD online 513/3-051099) that triggered the State need for the connection versus what is actually under construction in the area – it would be prudent to reassess whether vehicular connection is still required by the State, and whether it provides a greater community benefit than its downsides.

It should be noted that this report does not seek to disrupt the connection of an active travel/pedestrian link in this area.

If the vehicular link is constructed, the proposal to delay its opening until after the completion of the signalisation of Tooth Street/Old Maryborough Road seeks to prevent driver conditioning/preference for using Ibis Blvd connection over this soon-to-be-upgraded intersection.

FRASER COAST REGIONAL COUNCIL
ORDINARY MEETING NO. 7/25

WEDNESDAY, 23 JULY 2025

MOTION OF WHICH DUE NOTICE HAS BEEN GIVEN

**SUBJECT: REQUEST FOR REPORT RELATING TO OLD MARYBOROUGH ROAD LIGHT
INDUSTRIAL PARK SETTINGS**

Councillor Lachlan Cosgrove has given notice of the following motion:

MOTION

That Council be provided with a report:

1. Which allows for engagement with businesses and other stakeholders to evaluate the appropriate regulatory parking settings in the light industrial section of Old Maryborough Road between Beach Road and Picnic Street. The engagement should seek to understand business need and establish the best settings to balance customer turnover versus longer parking and all day staff parking.
2. That provides recommendations for changes to regulatory parking settings in this locality, in order to realise the outcomes of any engagement and better serve business and customer needs.

REASON

Council has approximately 80 nose-in angle parking bays on the southern side of Old Maryborough Road between Beach Road and Picnic Street. Currently, all spaces are unregulated, allowing for unlimited parking. Having been approached by a business asking for regulation of a small amount of spaces in front of their premises, it would be fair to assess the broader settings in Old Maryborough Road in order to achieve the correct balance between customer turnover and all-day parking needs of businesses, their staff, and customers.

FRASER COAST REGIONAL COUNCIL
ORDINARY MEETING NO. 7/25

WEDNESDAY, 23 JULY 2025

SUBJECT:	ORGANISATIONAL PERFORMANCE REPORT - JUNE 2025
DIRECTORATE:	ORGANISATIONAL SERVICES
RESPONSIBLE OFFICER:	DIRECTOR ORGANISATIONAL SERVICES
AUTHOR:	CORPORATE GOVERNANCE OFFICER
LINK TO CORPORATE PLAN:	Focused Organisation and Leadership. Demonstrate good leadership, and effective and ethical decision-making to foster confidence within our community.

1. PURPOSE

The purpose of this report is to provide an overview of key performance outcomes, an update on key priority projects and deliverables, as well as the present Council monthly financial reports.

2. EXECUTIVE SUMMARY

The Organisational Performance Report provides an important opportunity to articulate the work that Council has performed to the elected members and the community.

3. OFFICER'S RECOMMENDATION

That Council receive and note the Organisational Performance Report for the period ending 30 June 2025 as per Attachment 1.

4. BACKGROUND & PREVIOUS COUNCIL CONSIDERATION

In accordance with the *Local Government Regulation 2012* (the Regulation), Council is required to prepare a Corporate Plan for each period of five financial years.

In addition, the Regulation states that a local government must prepare and adopt an Operational Plan for each financial year and that the Chief Executive Officer presents a written assessment of the local government's progress towards implementing the annual Operational Plan at Council meetings held at regular intervals of not more than three months apart.

Pursuant to the Regulation Council adopted its Corporate Plan 2023-2028 as part of the 2023-2024 budget deliberations at the Special Meeting No. 1/23 held on 28 June 2023 and the Operational Plan 2025-2026 at the Special Meeting No.2/25 held on 11 June 2025.

Following the release of the Financial Management (Sustainability) Guideline 2023 as a response to a recommendation in the Auditor-General's 2021 Report to Parliament which raised concerns about local government financial sustainability, the number of relevant financial sustainability

measures to be reported by Queensland local governments were expanded from three (Operating Surplus Ratio, Asset Sustainability Ratio and Net Financial Liabilities Ratio) to nine to include additional measures of financial capacity, operating performance, liquidity, asset management and debt servicing capacity. The measures are to be calculated and published by every council as part of their annual statutory financial reporting process commencing in the 2025/26 financial year.

- Council Controlled Revenue Ratio
- Population Growth Ratio
- Operating Surplus Ratio
- Operating Cash Ratio
- Unrestricted Cash Expense Cover Ratio
- Asset Sustainability Ratio
- Asset Consumption Ratio
- Asset Renewal Funding Ratio
- Leverage Ratio

Due to information required to calculate some of the ratios may only be readily available or calculable at financial year-end, the following seven ratios will be calculated monthly and reported in the organisational performance report presented to the ordinary meetings of council:

- Council Controlled Revenue Ratio
- Operating Surplus Ratio
- Operating Cash Ratio
- Unrestricted Cash Expense Cover Ratio
- Asset Sustainability Ratio
- Asset Consumption Ratio
- Leverage Ratio

Processes and systems are currently being developed to capture information more regularly in order to enable the intra-year reporting of some of the other ratios.

5. PROPOSAL

The Organisational Performance Report – June 2025 is provided for Council’s information.

6. FINANCIAL & RESOURCE IMPLICATIONS

N/A

7. POLICY & LEGAL IMPLICATIONS

Section 204(1) of the *Local Government Regulation 2012* states that the Chief Executive Officer must present the financial report –

- (a) if the local government meets less frequently than monthly – at each meeting of the local government; or
- (b) otherwise – at a meeting of the local government once a month;
- (c) the financial report must state the progress that has been made in relation to the local government’s budget for the period of the financial year up to a day as near as practicable to the end of the month before the meeting is held.

8. RISK IMPLICATIONS

N/A

9. CRITICAL DATES & IMPLEMENTATION

N/A

10. CONSULTATION

Consultation has taken place with Council's Executive Management Team and senior staff in preparation of the monthly Organisational Performance Report.

11. CONCLUSION

The Organisational Performance Report – June 2025 has been prepared with appropriate consultation and in accordance with relevant legislation.

12. ATTACHMENTS

1. Organisational Performance Report – June 2025 [↓](#)



Performance Report

June 2025

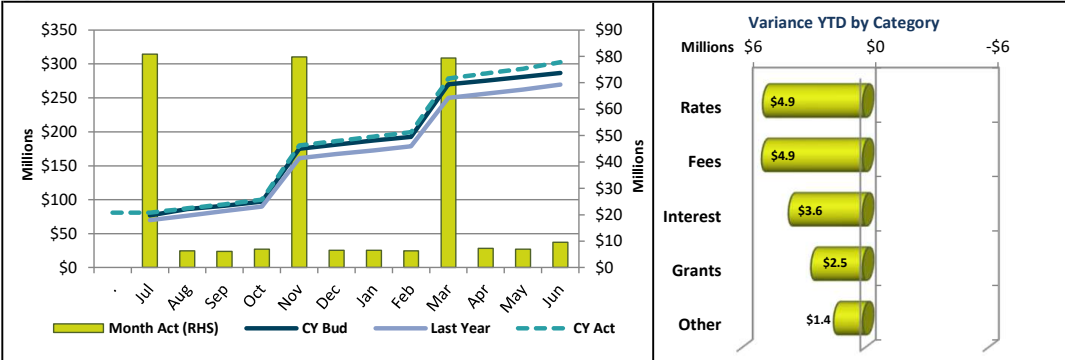
Preliminary Financial Results*

*The figures in the following reports – Statement of Comprehensive Income, Statement of Financial Position, Statement of Cash Flows and Capital Expenditure are preliminary unaudited 2024/25 results, being subject to year-end adjustments that will be carried out prior to finalising Council's financial statements for audit.



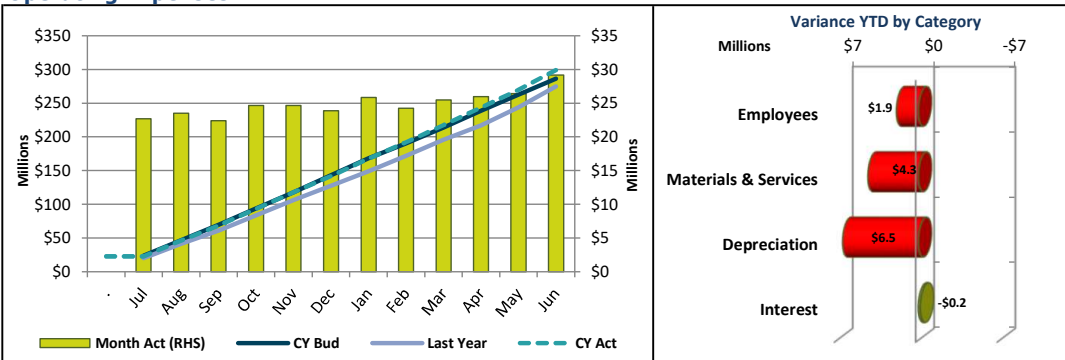
Financial Performance

Operating Revenue



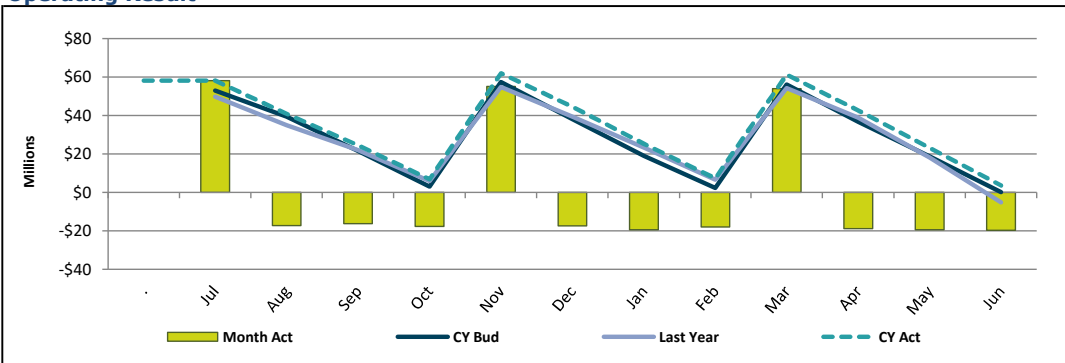
Operating revenue year to date June 2025 is \$17.3m over budget (6.04%). Rates, levies and charges are \$4.9m over budget due to general rates \$2.5m, water consumption \$696k, sewage charges \$619k, water rates \$479k, waste charges \$455k. Fees and charges are over budget \$4.9m due to Waste Operations \$1.3m, Animal Facilities & Rangers \$1.1m, Development Compliance \$846k, Caravan Parks \$795k, Sewage Treatment Operations \$248k, Financial Revenue Services \$243k. Interest revenue is \$3.6m over budget due to higher than forecast interest rates on investments and cash holdings. Grants, subsidies, contributions and donations are \$2.5m over budget due to early payment of 25/26 Financial Assistance Grant.

Operating Expenses



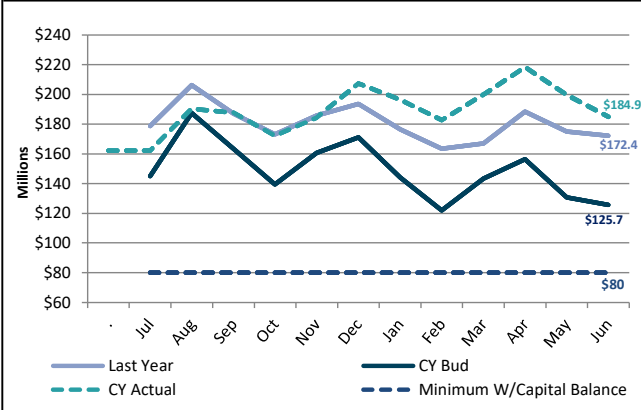
Operating expenses are over budget \$12.6m (4.38%) to June 2025. Depreciation expense is over budget \$6.5m as a result of the higher than anticipated asset revaluation outcome at 30 June 2024. Materials and services are \$4.3m over budget due to Disaster Management \$2.1m, Waste Operations \$1.4m, Infrastructure Delivery \$1.3m, Infrastructure Services Admin \$1.2m, Sewage Treatment Operations \$752k - offset by under budget Road Operations North (\$934k). Employee benefits are over budget \$1.9m due to EM Resource Recovery Services \$729k, EM Network Operations & Maintenance \$499k, EM Economic Development & Tourism \$425k, EM Community & Culture \$388k, EM Process Operations \$380k - offset by under budget EM Transformation, Assets & Information (\$702k).

Operating Result



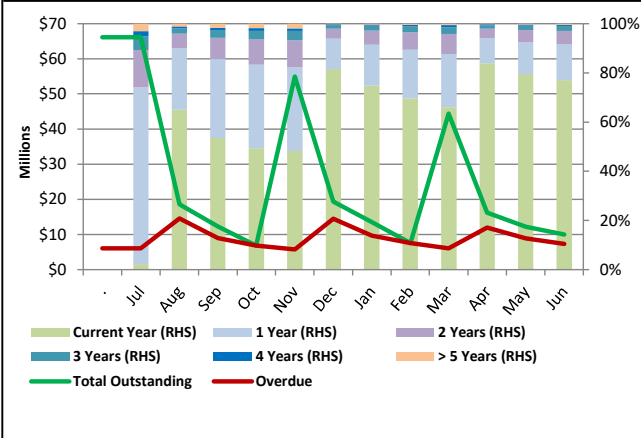
Financial Performance

Cash Balance



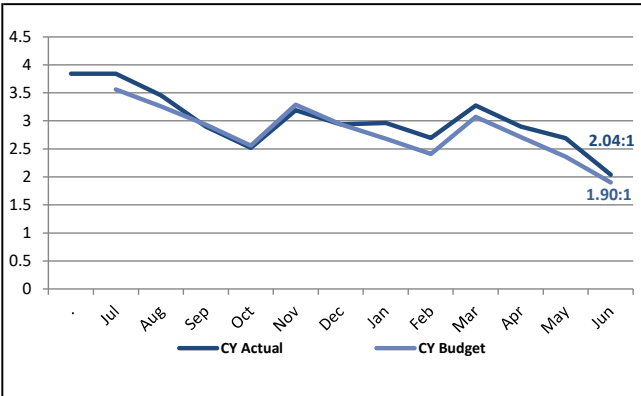
Cash balance variance from budget year to date June 2025 is \$59.2m over budget. The main variances to budget are actual capital spend under budget \$39.6m, capital grants, subsidies and contributions \$9.0m over budget and proceeds for sale of property, plant and equipment \$5.6m over budget.

Rates Receivables



There are currently 633 properties (approx. \$2.0m) and 95 legal files (\$739k) being handled by Council's collection agent. There are 104 files where Council have been awarded default judgement with a total remaining value of \$1.27m. There are 30 properties receiving a period of Financial Hardship Relief. Sale of land process commenced 3 June 2025, with an initial list of 21 properties issued a Notice of Intention to Sell. Three properties have since paid in full and been removed from the sale of land process.

Current Ratio



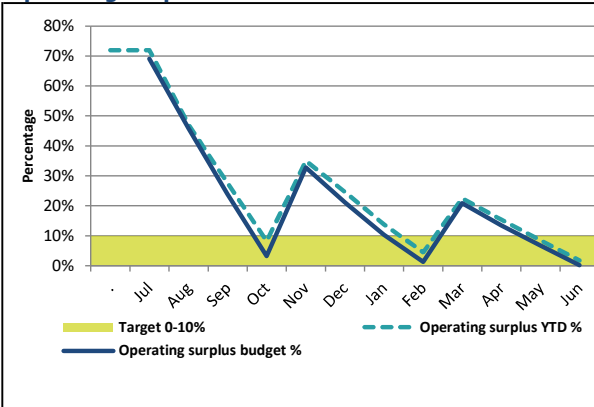
Current ratio is an indicator of the ability of Council to meet its short term financial obligations.

The current ratio of 2.04:1 for June 2025 indicates Council is comfortably able to meet its short term obligations as and when they fall due.

$$\text{Current Ratio} = \frac{\text{Current Assets}}{\text{Current Liabilities}}$$

Financial Performance

Operating Surplus Ratio

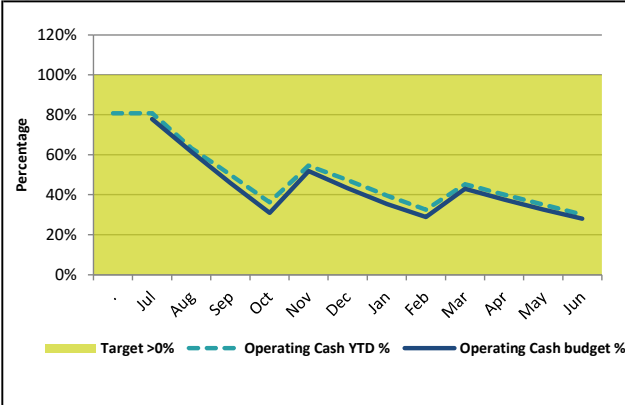


Operating surplus ratio is an indicator of the extent to which operating revenues generated cover operational expenses. Any operating surplus would be available for capital funding or other purposes.

Council's operating surplus ratio year to date is closely aligned to budget.

$$\text{Operating Surplus Ratio} = \frac{\text{Net Operating Result}}{\text{Total Operating Revenue}}$$

Operating Cash Ratio

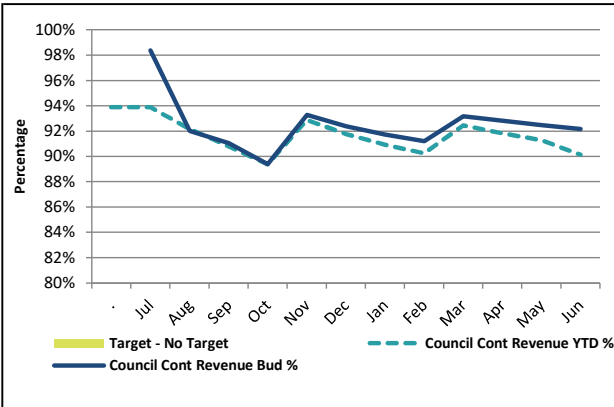


Operating cash ratio is a measure of Council's ability to cover its core operational expenses and generate a cash surplus excluding depreciation, amortisation and finance costs.

Council is generating sufficient operating cash to cover its operational expenses. The ratio is closely aligned to budget.

$$\text{Operating Cash Ratio} = \frac{[\text{Operating Result add Depreciation and Amortisation add Finance Costs}]}{\text{Total Operating Revenue}}$$

Council Controlled Revenue Ratio



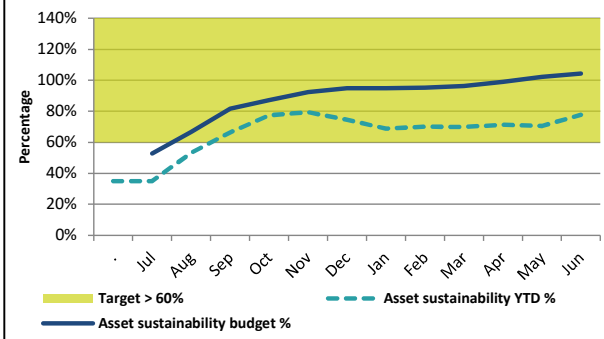
Council-controlled revenue is an indicator of Council's financial flexibility, ability to influence its operating income, and capacity to respond to unexpected financial shocks.

Council's controlled revenue ratio is lower than budgeted due to higher than forecast interest on investments, grants, subsidies and contributions and other revenue.

$$\text{Council Controlled Revenue Ratio} = \frac{[\text{Net Rates, Levies and Charges add Fees and Charges}]}{\text{Total Operating Revenue}}$$

Financial Performance

Asset Sustainability Ratio

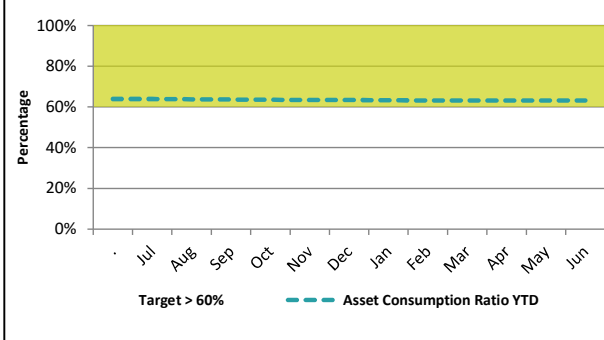


Asset sustainability ratio approximates the extent to which the infrastructure assets managed by Council are being replaced as the assets reach the end of their useful lives.

Council's asset sustainability ratio is lower than expected with less funds spent on renewal projects than budgeted.

Asset Sustainability Ratio = Capital Expenditure on the Replacement of Assets (Renewals) divided by Depreciation Expense

Asset Consumption Ratio

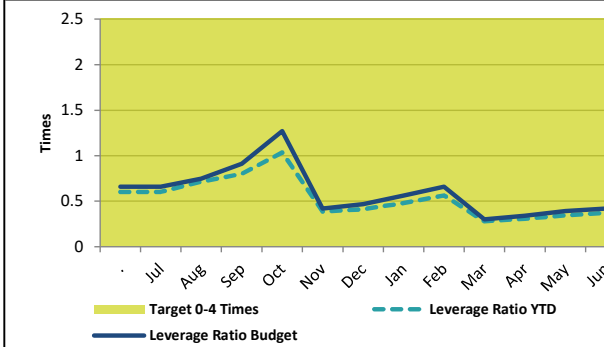


Asset consumption ratio approximates the extent to which infrastructure assets have been consumed compared to what it would cost to build a new asset with the same benefit to the community.

Council's asset consumption ratio is above the target ratio of greater than 60%.

Asset Consumption Ratio = Written Down Replacement Cost of Depreciable Infrastructure Assets divided by Current Replacement Costs of Depreciable Infrastructure Assets

Leverage Ratio

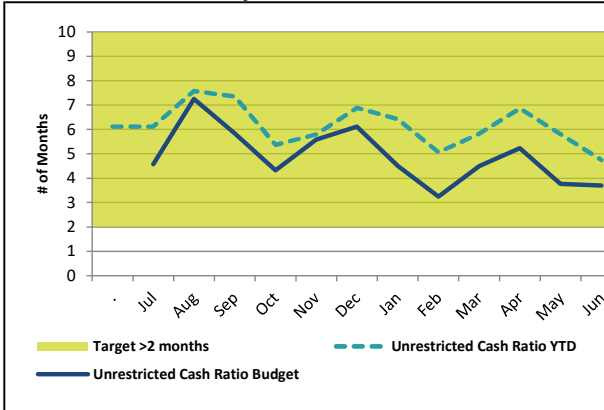


Leverage ratio is an indicator of Council's ability to repay its existing debt. It measures the relative size of Council's debt to its operating performance.

Council's leverage ratio is performing close to budget.

Leverage Ratio = Book Value of Debt divided by [Total Operating Revenue less Total Operating Expenditure add Depreciation and Amortisation add Finance Costs]

Unrestricted Cash Expense Cover Ratio

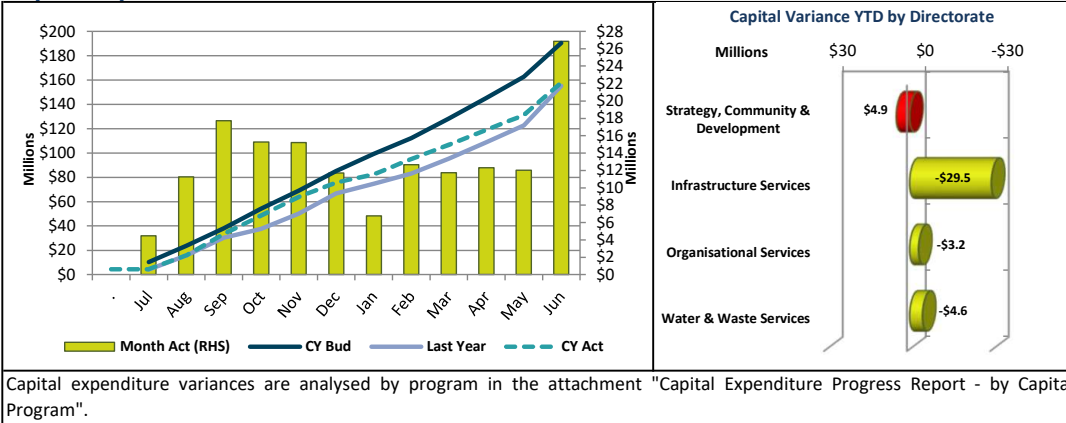


Unrestricted cash expense cover ratio is an indicator of the cash available to Council to meet ongoing and emergent financial demands. It represents the number of months Council can continue operating based on current monthly expenses. Note due to the impracticality of calculating some aspects of restricted cash on a monthly basis, some assumptions have been made. Council has a favourable ratio due to its current cash holdings.

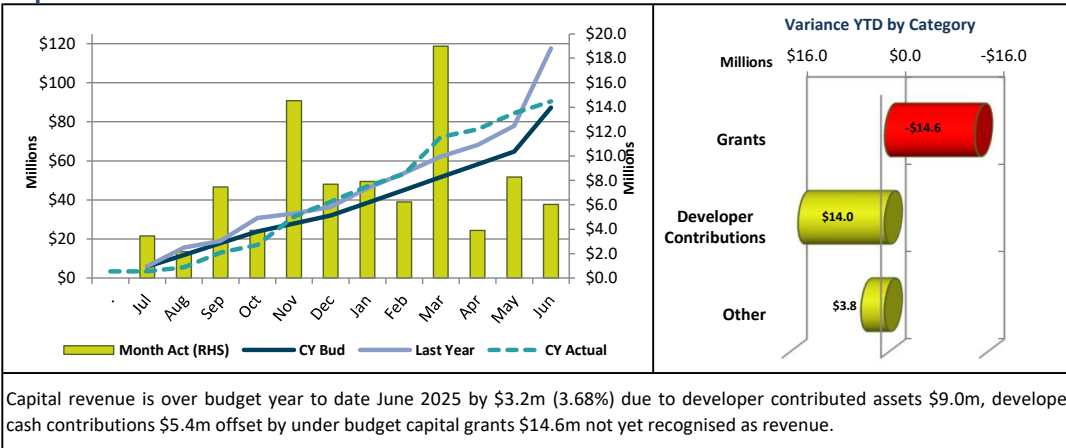
Unrestricted Cash Expense Cover Ratio = [Total Cash less Externally Restricted Cash] divided by [Operating Expenditure less Depreciation and Amortisation less Finance Costs] x 12

Financial Performance

Capital Expenditure

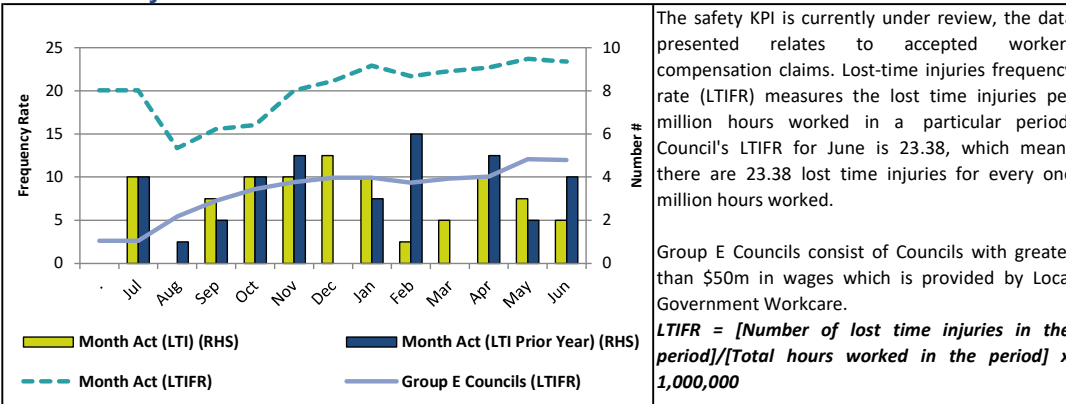


Capital Revenue



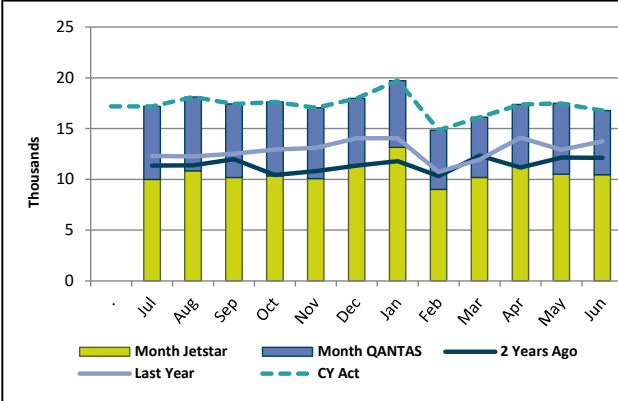
Safety

Lost-Time Injuries



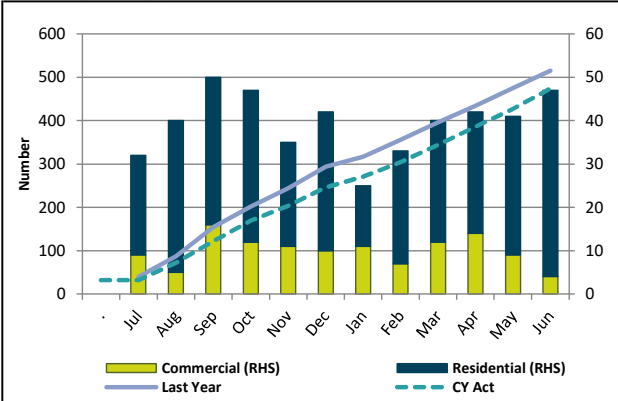
Economy

Passenger Statistics



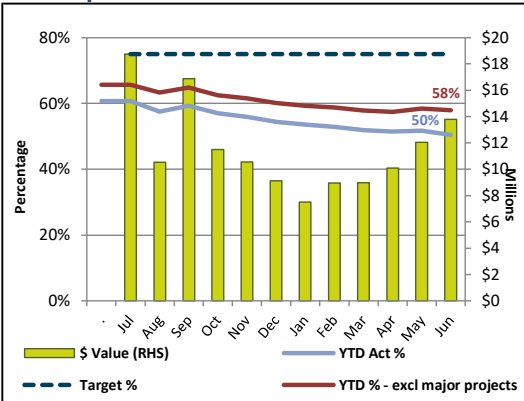
Passenger numbers remain consistent for the month of June. A number of Qantas flights were cancelled.

Developer Applications Received

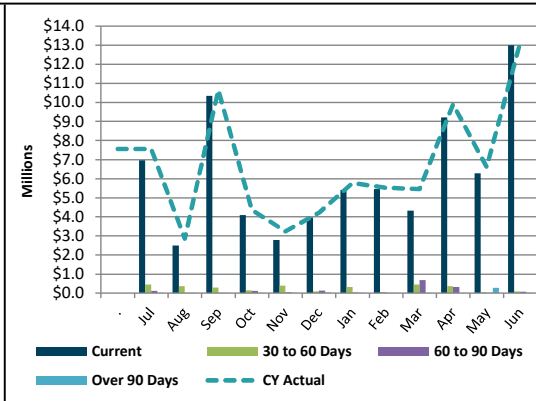


QDBW (Building Works Assessable against the Planning Scheme): 8
 QMCU (Material Change of Use): 7
 QOPW (Operational Works): 17
 QRAL (reconfiguring a Lot): 15

Local Spend



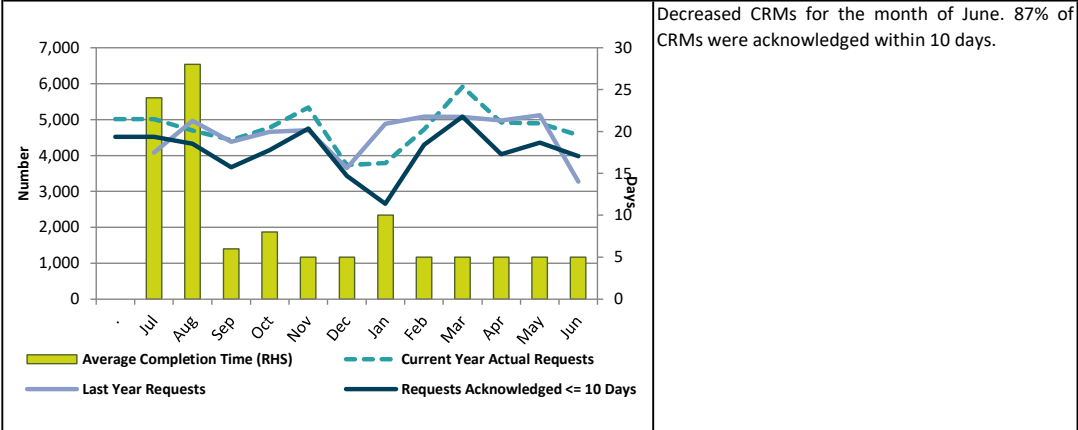
Creditors



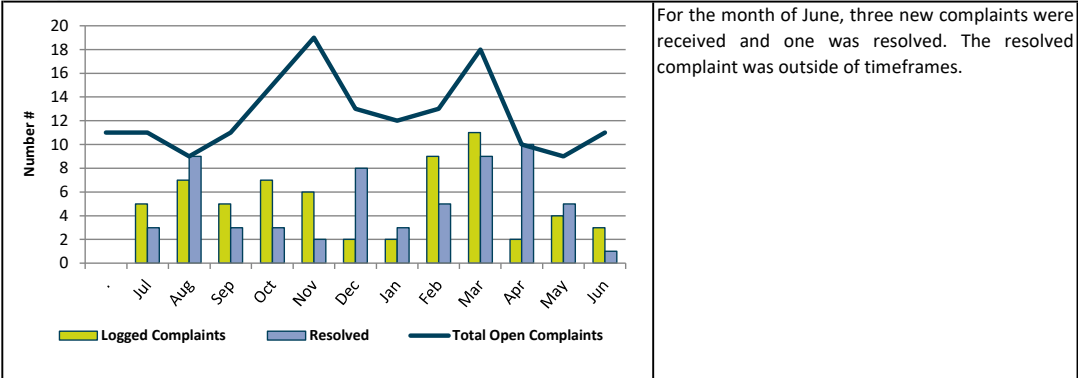
Year to date local spend is 50% compared to target of 75%. Excluding costs related to major projects, year to date local spend is 58%.

Service Performance

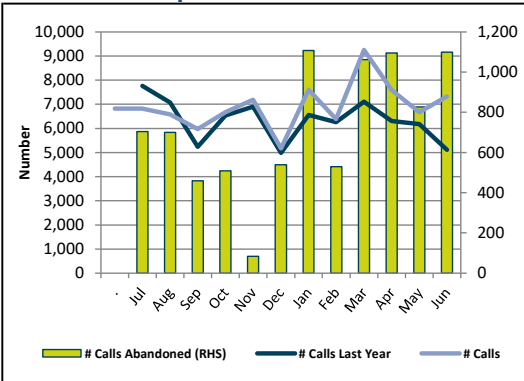
Customer Request Statistics



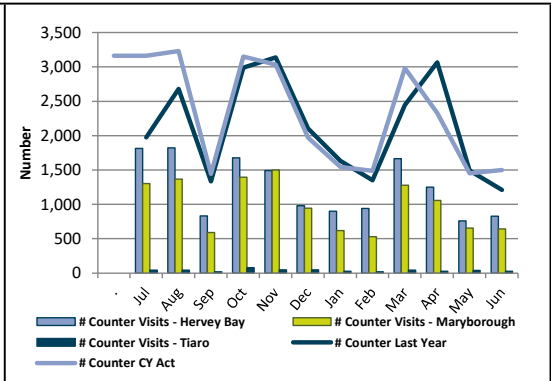
Complaints



Call Centre Response



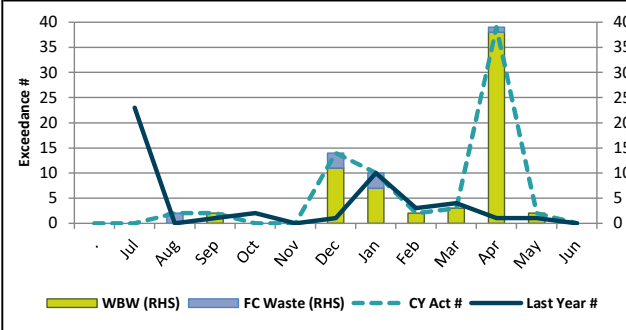
Over the Counter Transactions



Increased calls for the month due to animal registration SMS campaign which prompted increased customer contact.

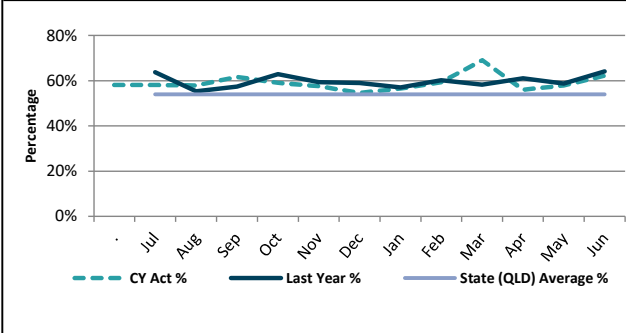
Environmental Performance

Environmentally Relevant Activity Breaches



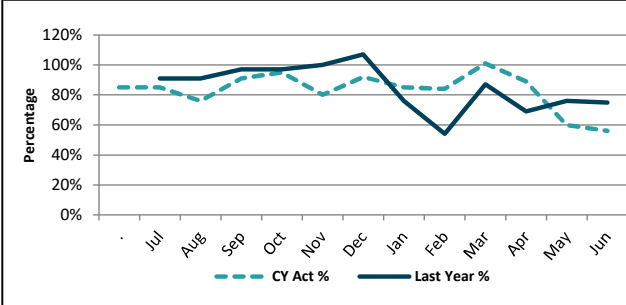
There were no exceedances or non-compliances for the month of June.

Waste Diverted from Landfill



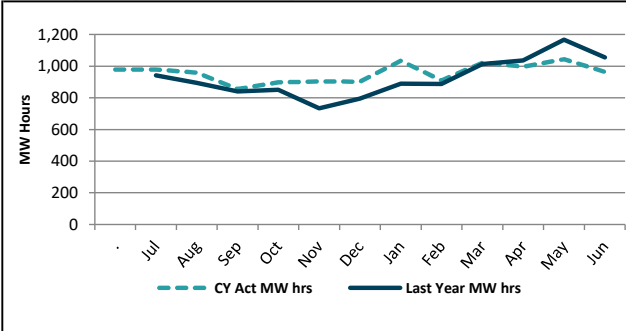
For the month of June, 62.23% of the total waste received was diverted from Landfill. Cleanfill, concrete and green waste made up a significant amount of the diversion during the month of June. Council also noticed a slight increase in other recyclable streams including metals and cardboard.

% Effluent Reused



Recycled water usage was at 56% of Average Dry Weather Flow. The usage rate is below the target of 90% due to ongoing STP discharges. Discharges are being conducted to manage storage levels due to ongoing rainfall throughout the main irrigation season, and minimal third party usage.

Energy from Waste - Maryborough Landfill Gas Generation



964 MW hours of energy was extracted from the Maryborough Landfill for the month of June. LGI achieved this volume of extraction whilst experiencing 29.90 hours of downtime due to forced and planned outages. LGI technicians met with Council officers to lock in tip face movements, to allow for new gas extraction infrastructure in the southern part of the landfill.



Statement of Comprehensive Income - Month ended 30 June 2025

	2023-2024	2024-2025	2024-2025			
	Audited	Budget	YTD Budget	YTD Actual	YTD Variance	YTD Variance
	\$	\$	\$	\$	\$	%
Income						
Revenue						
Recurrent revenue						
Rates, levies and charges	215,607,527	234,903,355	234,903,355	239,773,936	4,870,581	2.07%
Fees and charges	28,806,572	29,374,291	29,374,291	34,295,046	4,920,755	16.75%
Rental income	1,214,949	1,318,944	1,318,944	1,266,890	(52,054)	(3.95%)
Interest revenue	9,843,706	6,617,165	6,617,165	10,228,230	3,611,066	54.57%
Sales revenue	4,790,431	2,215,000	2,215,000	3,520,051	1,305,051	58.92%
Other income	5,611,178	6,367,929	6,367,929	6,526,972	159,043	2.50%
Grants, subsidies, contributions and donations	3,805,957	5,963,623	5,963,622	8,479,743	2,516,120	42.19%
Total recurrent revenue	269,680,320	286,760,307	286,760,307	304,090,869	17,330,562	6.04%
Expenses						
Recurrent expenses						
Employee benefits	87,923,124	94,254,051	94,254,051	96,135,699	(1,881,648)	(2.00%)
Materials and services	108,829,360	109,503,286	109,503,286	113,837,980	(4,334,694)	(3.96%)
Finance costs	4,270,839	4,857,643	4,857,643	4,693,552	164,091	3.38%
Depreciation and amortisation	73,772,889	77,907,989	77,907,989	84,416,992	(6,509,003)	(8.35%)
Total recurrent expenses	274,796,211	286,522,969	286,522,969	299,084,223	(12,561,254)	(4.38%)
Operating Result	(5,115,891)	237,339	237,338	5,006,646	4,769,308	2009.50%
Capital revenue						
Grants, subsidies, contributions and donations	114,165,908	86,484,293	86,484,293	85,872,749	(611,545)	(0.71%)
Capital income	3,337,522	795,053	795,053	4,616,215	3,821,161	480.62%
Total capital revenue	117,503,429	87,279,347	87,279,347	90,488,964	3,209,617	3.68%
Capital expenses	26,957,682	19,425,277	19,425,277	18,780,956	644,321	3.32%
Net result	85,429,857	68,091,408	68,091,408	76,714,654	8,623,246	12.66%
Other comprehensive income						
Increase in asset revaluation surplus	250,658,495	39,015,112	39,015,112	249,830,082	210,814,970	540.34%
Total comprehensive income	336,088,351	107,106,520	107,106,520	326,544,736	219,438,216	204.88%



Statement of Financial Position - as at 30 June 2025

	2023-2024	2024-2025	2024-2025			
	Audited \$	Budget \$	YTD Budget \$	YTD Actual \$	YTD Variance \$	YTD Variance %
Assets						
Current Assets						
Cash, cash equivalents and investments	172,381,275	125,672,447	125,672,447	184,896,122	59,223,674	47.13%
Trade and other receivables	13,164,139	6,816,130	6,816,130	11,564,964	4,748,834	69.67%
Other assets	21,586,667	16,024,686	16,024,686	18,594,352	2,569,666	16.04%
Inventories	3,202,178	3,217,000	3,217,000	2,968,677	(248,323)	(7.72%)
Total Current Assets	210,334,258	151,730,263	151,730,263	218,024,114	66,293,852	43.69%
Non-Current Assets						
Trade and other receivables	4,066,380	4,307,000	4,307,000	2,252,184	(2,054,816)	(47.71%)
Property, plant and equipment	3,390,873,987	3,537,990,034	3,537,990,034	3,723,021,316	185,031,281	5.23%
Right of use assets	904,649	538,806	538,806	577,396	38,590	7.16%
Intangible assets	451,161	1,905,326	1,905,326	-	(1,905,326)	(100.00%)
Biological assets	227,741	923,000	923,000	227,741	(695,259)	(75.33%)
Total Non-Current Assets	3,396,523,917	3,545,664,167	3,545,664,167	3,726,078,636	180,414,470	5.09%
Total Assets	3,606,858,175	3,697,394,429	3,697,394,429	3,944,102,751	246,708,321	6.67%
Liabilities						
Current Liabilities						
Trade and other payables	51,421,977	41,704,438	41,704,438	43,638,714	(1,934,276)	(4.64%)
Contract liabilities	8,472,394	8,833,000	8,833,000	33,337,859	(24,504,859)	(277.42%)
Borrowings	5,248,154	5,071,168	5,071,168	5,131,034	(59,867)	(1.18%)
Lease liabilities	356,339	294,000	294,000	358,985	(64,985)	(22.10%)
Provisions	16,385,345	16,941,701	16,941,701	17,652,264	(710,563)	(4.19%)
Other liabilities	7,787,686	6,961,000	6,961,000	6,671,834	289,166	4.15%
Total Current Liabilities	89,671,894	79,805,307	79,805,307	106,790,690	(26,985,383)	(33.81%)
Non-Current Liabilities						
Borrowings	33,906,236	28,331,220	28,331,220	28,851,012	(519,792)	(1.83%)
Lease liabilities	563,119	284,696	284,696	243,896	40,800	14.33%
Other liabilities	5,394,452	5,342,320	5,342,320	2,543,455	2,798,865	52.39%
Provisions	35,728,044	43,607,006	43,607,006	48,577,058	(4,970,052)	(11.40%)
Total Non-Current Liabilities	75,591,851	77,565,242	77,565,242	80,215,420	(2,650,179)	(3.42%)
Total Liabilities	165,263,746	157,370,548	157,370,548	187,006,110	(29,635,562)	(18.83%)
Net Community Assets	3,441,594,430	3,540,023,881	3,540,023,881	3,757,096,641	217,072,760	6.13%
Community Equity						
Asset revaluation surplus	1,310,755,304	1,346,924,112	1,346,924,037	1,549,542,862	(202,618,825)	(15.04%)
Retained surplus	2,130,839,126	2,193,099,769	2,193,099,844	2,207,553,779	(14,453,935)	(0.66%)
Total Community Equity	3,441,594,430	3,540,023,881	3,540,023,881	3,757,096,641	217,072,760	6.13%



Statement of Cash Flows as at 30 June 2025

	Budget \$	2024-2025		YTD Variance \$	YTD Variance %
		YTD Budget \$	YTD Actual \$		
Operating Activities					
Receipts from customers	272,577,756	272,577,756	277,336,029	4,758,273	1.75%
Payments to suppliers and employees	(205,100,161)	(205,100,161)	(217,234,692)	(12,134,531)	5.92%
Interest received	6,617,147	6,617,147	11,825,973	5,208,826	78.72%
Rental	1,391,135	1,391,135	1,266,890	(124,245)	(8.93%)
Non capital grants & contributions	6,563,507	6,563,507	8,488,063	1,924,556	29.32%
Other income	8,582,929	8,582,929	10,047,023	1,464,094	17.06%
Borrowing costs	(2,136,153)	(2,136,153)	(3,064,211)	(928,058)	43.45%
Net cash provided by/(used in) operating activities	88,496,159	88,496,159	88,665,075	168,917	0.19%
Investing Activities					
Proceeds from sale of property, plant and equipment	795,053	795,053	6,382,536	5,587,483	702.78%
Capital grants, subsidies and contributions	64,841,220	64,841,220	73,827,953	8,986,733	13.86%
Purchase/construction of property, plant and equipment	(188,896,058)	(188,896,058)	(149,968,891)	38,927,167	(20.61%)
Payments for Intangible Assets	(1,550,000)	(1,550,000)	(860,943)	689,057	(44.46%)
Net cash flow from investing activities	(124,809,785)	(124,809,785)	(70,619,345)	54,190,440	(43.42%)
Financing Activities					
Repayment of borrowings	(5,178,623)	(5,178,623)	(5,172,344)	6,279	(0.12%)
Repayment of leases (principal only)	(340,304)	(340,304)	(358,540)	(18,236)	5.36%
Net cash flow from financing activities	(5,518,927)	(5,518,927)	(5,530,884)	(11,957)	0.22%
Net increase / (decrease) in cash	(41,832,553)	(41,832,553)	12,514,847	54,347,400	(43.01%)
Cash at beginning	167,505,000	167,505,000	172,381,275	4,876,275	2.91%
Cash at end	125,672,447	125,672,447	184,896,122	59,223,674	47.13%



CAPITAL EXPENDITURE PROGRESS REPORT

BY CAPITAL PROGRAM

30 June 2025

CAPITAL PROGRAM	2024/2025 Adopted Budget \$	2024/2025 Adopted YTD Budget \$	2024/2025 YTD Actuals	2024/2025 YTD Variance \$	Actual YTD vs Adopted YTD Budget %	Actual YTD vs Total Adopted Budget %	Commitments \$
Directorate: Strategy, Community & Development							
Airport	2,485,000	2,485,000	2,607,852	(122,852)	105%	105%	61,914
Animal Pound	275,000	275,000	246,878	28,122	90%	90%	15,160
Aquatic Centres	9,560,000	9,560,000	7,820,584	1,739,416	82%	82%	2,084,167
Community & Recreational Facilities	-	-	3,343	(3,343)			(3,382)
Cultural Services	1,675,000	1,675,000	922,980	752,020	55%	55%	294,133
Library Services	639,339	639,339	670,745	(31,406)	105%	105%	(17,216)
Roads Footpaths & Bikeways	100,000	100,000	71,528	28,472	72%	72%	-
Showgrounds	500,000	500,000	954,745	(454,745)	191%	191%	4,857
Trunk Infrastructure - Dev	2,600,000	2,600,000	9,391,161	(6,791,161)	361%	361%	-
	17,834,339	17,834,339	22,689,817	(4,855,478)	127%	127%	2,330,461
Directorate: Infrastructure Services							
Asset Management	1,100,000	1,100,000	266	1,099,734	0%	0%	-
Caravan Parks	13,560,000	13,560,000	9,172,721	4,387,279	68%	68%	12,270,231
Cemeteries	330,000	330,000	334,947	(4,947)	101%	101%	10,824
Climate Change & Environmental Sustainability	3,200,000	3,200,000	2,862,784	337,216	89%	89%	140,017
Coastal Jetties, Piers & Boardwalks	700,000	700,000	1,156,683	(456,683)	165%	165%	51,376
Depot Operations	230,000	230,000	161,066	68,934	70%	70%	-
Disaster & Risk Management	2,067,740	2,067,740	2,349,324	(281,584)	114%	114%	322,374
Drainage Construction	1,500,000	1,500,000	527,889	972,111	35%	35%	511,528
Environment Management	31,086	31,086	8,833	22,253	28%	28%	-
Public Amenities	200,000	200,000	234,176	(34,176)	117%	117%	8,375
Parks Structures & Facilities	3,350,000	3,350,000	2,120,276	1,229,724	63%	63%	314,635
Parks Landscaping & Upgrades	650,000	650,000	710,319	(60,319)	109%	109%	37,016
Major Projects	48,583,748	48,583,748	26,713,142	21,870,606	55%	55%	78,117,835
Roads Bridges	1,270,000	1,270,000	1,095,864	174,136	86%	86%	422,403
Roads Construction	14,755,000	14,755,000	14,375,246	379,754	97%	97%	4,774,723
Roads Traffic Facilities	1,025,000	1,025,000	1,021,513	3,487	100%	100%	180,876
Roads Resurfacing	11,000,000	11,000,000	10,303,103	696,897	94%	94%	578,832
Roads - TIDS	3,720,000	3,720,000	3,319,594	400,406	89%	89%	1
Roads Transport & Carparking	100,000	100,000	246,993	(146,993)	247%	247%	4,401
Roads K'gari	220,000	220,000	171,234	48,766	78%	78%	(22,449)
Roads Footpaths & Bikeways	1,003,000	1,003,000	1,844,727	(841,727)	184%	184%	938,285
Roads Kerb & Channelling	2,605,000	2,605,000	2,984,231	(379,231)	115%	115%	406,513
	111,200,574	111,200,574	81,714,928	29,485,646	73%	73%	99,317,611
Directorate: Organisational Services							
Caravan Parks	-	-	8,530	(8,530)			(22,115)
Fleet Management	13,188,000	13,188,000	12,177,234	1,010,766	92%	92%	6,646,610
Information Technology	1,550,000	1,550,000	1,539,746	10,254	99%	99%	563,149
Compulsory Land Acquisition	500,000	500,000	158,208	341,792	32%	32%	-
Property Management	2,328,000	2,328,000	486,411	1,841,589	21%	21%	(53,384)
	17,566,000	17,566,000	14,370,128	3,195,872	82%	82%	6,569,278
Directorate: Water & Waste Services							
Admin & Other Capital Equipment	874,500	874,500	879,881	(5,381)	101%	101%	353,358
Effluent Reuse	281,000	281,000	258,363	22,638	92%	92%	219,636
Sewage Collection - Non-Trunk	1,335,000	1,335,000	1,946,190	(611,190)	146%	146%	122
Sewage Collection - Trunk	1,010,000	1,010,000	152,392	857,608	15%	15%	422,703
Sewage Pumping Station	75,000	75,000	117,732	(42,732)	157%	157%	(4,183)
Sewage Treatment	4,388,745	4,388,745	1,842,872	2,545,873	42%	42%	530,477
Solid Waste Management	11,289,474	11,289,474	15,783,854	(4,494,380)	140%	140%	1,508,864
Water Collection	2,073,565	2,073,565	1,290,580	782,985	62%	62%	1,655,690
Water Pumping Stations	5,112,250	5,112,250	3,908,904	1,203,346	76%	76%	2,141,058
Water Reservoirs	2,245,580	2,245,580	463,151	1,782,429	21%	21%	222,704
Water Treatment	8,209,036	8,209,036	6,413,667	1,795,369	78%	78%	840,616
Water Mains - Non-Trunk	4,575,996	4,575,996	4,182,919	393,077	91%	91%	336,439
Water Mains - Trunk	2,375,000	2,375,000	1,985,463	389,537	84%	84%	166,546
	43,845,145	43,845,145	39,225,968	4,619,177	89%	89%	8,394,031
TOTAL - GROSS CAPITAL							
Strategy, Community & Development	17,834,339	17,834,339	22,689,817	(4,855,478)	127%	127%	2,330,461
Infrastructure Services	111,200,574	111,200,574	81,714,928	29,485,646	73%	73%	99,317,611
Organisational Services	17,566,000	17,566,000	14,370,128	3,195,872	82%	82%	6,569,278
Water & Waste Services	43,845,145	43,845,145	39,225,968	4,619,177	89%	89%	8,394,031
	190,446,058	190,446,058	158,000,842	32,445,217	83%	83%	116,611,381



CAPITAL EXPENDITURE PROGRESS REPORT

BY PROJECT CATEGORY

30 June 2025

PROJECT CATEGORY	2024/2025 Adopted Budget \$	2024/2025 Adopted YTD Budget \$	2024/2025 YTD Actuals	2024/2025 YTD Variance \$	Actual YTD vs Adopted YTD Budget %	Actual YTD vs Total Adopted Budget %	Commitments \$
Strategy, Community & Development							
Category A	3,900,000	3,900,000	10,090,023	(6,190,023)	259%	259%	268,139
Category B	9,135,000	9,135,000	7,499,324	1,635,676	82%	82%	2,082,937
Category C	-	-	3,660	(3,660)			(47,114)
Category D	4,799,339	4,799,339	5,096,809	(297,470)	106%	106%	28,499
	17,834,339	17,834,339	22,689,817	(4,855,478)	127%	127%	2,330,461

Infrastructure Services							
Category A	71,268,748	71,268,748	43,343,964	27,924,784	61%	61%	91,198,536
Category B	9,868,000	9,868,000	9,657,021	210,979	98%	98%	4,182,299
Category C	15,587,740	15,587,740	5,561,108	10,026,632	36%	36%	1,820,613
Category D	14,476,086	14,476,086	23,152,835	(8,676,749)	160%	160%	2,116,164
	111,200,574	111,200,574	81,714,928	29,485,646	73%	73%	99,317,611

Organisational Services							
Category A	-	-	166,822	(166,822)			(591,016)
Category B	-	-	22,188	(22,188)			-
Category C	14,468,000	14,468,000	13,434,944	1,033,056	93%	93%	7,193,167
Category D	3,098,000	3,098,000	742,544	2,355,456	24%	24%	(32,874)
Not Applicable	-	-	3,630	(3,630)			-
	17,566,000	17,566,000	14,370,128	3,195,872	82%	82%	6,569,278

Water & Waste Services							
Category A	18,859,474	18,859,474	15,855,375	3,004,098	84%	84%	1,306,169
Category B	9,904,366	9,904,366	12,548,393	(2,644,027)	127%	127%	2,737,663
Category C	2,253,000	2,253,000	2,310,024	(57,024)	103%	103%	1,447,201
Category D	12,828,306	12,828,306	8,512,176	4,316,130	66%	66%	2,902,998
	43,845,145	43,845,145	39,225,968	4,619,177	89%	89%	8,394,031

COUNCIL SUMMARY

PROJECT CATEGORY	2024/2025 Adopted Budget \$	2024/2025 Adopted YTD Budget \$	2024/2025 YTD Actual \$	2024/2025 YTD Variance \$	Actual YTD vs Adopted YTD Budget %	Actual YTD vs Total Adopted Budget %	Commitments \$
Category A	94,028,222	94,028,222	69,456,184	24,572,038	74%	74%	92,181,828
Category B	28,907,366	28,907,366	29,726,926	(819,560)	103%	103%	9,002,899
Category C	32,308,740	32,308,740	21,309,737	10,999,003	66%	66%	10,413,867
Category D	35,201,731	35,201,731	37,504,365	(2,302,634)	107%	107%	5,014,787
Not Applicable	-	-	3,630	(3,630)			(2,000)
TOTAL	190,446,058	190,446,058	158,000,842	32,445,217	83%	83%	116,611,381

PROJECT CATEGORY	Definition
Category A	The project budget is over \$4m, high profile and med-high risk
Category B	The project budget is between \$1m and \$5m, medium profile and major risk
Category C	The project budget is between \$500k and \$1m, low profile and moderate risk
Category D	The project budget is under \$500k, very low profile and minor risk
Not Applicable	The project is yet to be categorised

FRASER COAST REGIONAL COUNCIL
ORDINARY MEETING NO. 7/25

WEDNESDAY, 23 JULY 2025

SUBJECT:	ASTRO AERO HANGAR EXTENSION
DIRECTORATE:	STRATEGY, COMMUNITY & DEVELOPMENT
RESPONSIBLE OFFICER:	DIRECTOR STRATEGY, COMMUNITY & DEVELOPMENT
AUTHOR:	AIRPORT MANAGER
LINK TO CORPORATE PLAN:	Focused Service Delivery Effectively manage and maintain our assets to reduce asset failure.

1. PURPOSE

This report seeks Council resolution for Astro Aero to undertake upgrades to the current leased hangar and for reimbursement of reasonable costs at the end of the lease period.

2. EXECUTIVE SUMMARY

Astro Aero, a current tenant at Hervey Bay Airport and landowner of 2 Lots in the Avion Precinct have requested Council approval to make alterations to the Council owned hangar that is currently leased to Astro Aero.

The extension of the hangar is required to allow the continued development of the prototype aircraft that is under construction. The upgrades to this hangar will have long term benefits to Council and will support the attraction of new tenants at the end of the lease period.

Astro Aero has requested:

- Council reimburses reasonable construction costs of the proposed extensions at the end of the current two-year lease extension which expires in November 2026. Costs for the construction are anticipated to be approximately \$450-\$500k.

3. OFFICER'S RECOMMENDATION

That Council:

1. Approve the extension of the Council owned leased hangar with all construction to be in accordance with relevant Australian Standards and Codes and subject to the Chief Executive Officer's satisfaction.
2. Agree to reimburse Astro Aero for the hangar building extensions undertaken at the end of the lease, at the historical value of the upgrades subject to the building being in an acceptable state of repair at handover.

-
3. Agree that reimbursement of costs will be subject to Astro Aero commencing construction of the hangars in the Aviation Precinct at the end of the lease period.

4. BACKGROUND & PREVIOUS COUNCIL CONSIDERATION

Astro Aero is progressing the development of a next-generation prototype aircraft, which is currently under construction and undergoing regulatory approvals in the United States. This high-tech initiative represents a strategic investment in the Fraser Coast's growing advanced manufacturing and aerospace sectors.

The company currently employs up to 20+ highly skilled aeronautical and engineering professionals locally, supporting the region's transition toward a knowledge-based economy. The proposed extension to the hangar facilities will enable expanded testing operations and workforce growth, creating new employment opportunities and enhancing the region's capability to attract and retain high-value industries.

To date Astro Aero report they have invested some \$28m in the project / region and currently employs 24 staff contributing approximately \$3m in annual wages

This project aligns with Council's economic development priorities by driving innovation, diversifying the local economy, and reinforcing the Fraser Coast as a destination for industry investment.

5. PROPOSAL

This report seeks Council approval for Astro Aero Pty Ltd to undertake structural modifications to the Hangar – Lease U Hervey Bay Airport. Astro Aero are to meet all costs, and Council will reimburse to an agreed historical value upon lease cessation.

6. FINANCIAL & RESOURCE IMPLICATIONS

The reimbursement of reasonable construction costs will be approximately \$450,000 to \$500,000 and will be budgeted in the FY 26/27 financial year. The proposed works are capital improvements to Council-owned land under lease, which will likely increase the site's market value and future lease rate.

7. POLICY & LEGAL IMPLICATIONS

Council has a strategic interest in the site that extends beyond the current tenant, particularly given the potential for these improvements to contribute to broader precinct outcomes, future asset use and increased revenue outcomes upon completion of upgrades.

Contractual considerations

- Implementation of milestone-based funding tied to specific deliverables
- Regular progress reporting to Council
- A commitment from Astro Aero to maintain operations in the region for a defined period
- Funding reimbursement is subject to Astro-Aero commencing construction of their permanent hangars in the Avion Precinct at the end of the current lease term in November 2026.

8. RISK IMPLICATIONS

Any risks will be mitigated through the contractual considerations for the reimbursement of the hangar upgrade costs.

9. CRITICAL DATES & IMPLEMENTATION

Astro Aero has indicated its intention to commence and progress the hangar extension works at the earliest opportunity.

10. CONSULTATION

- Astro Aero
- Corporate Governance Team
- Airport Management
- Commercial & Leasing
- ELT

11. CONCLUSION

Reimbursing reasonable historical costs for the completed upgrades will deliver long-term benefits by enhancing the value and utility of the asset, and positioning Council to secure increased lease revenue upon expiry of the current lease.

This approach is consistent with the contractual framework and supports Council's objective for Astro Aero to establish their permanent operational base within the Avion Precinct at the conclusion of the lease term. Continued support for this project will help unlock the full potential of future aircraft development on the Fraser Coast and contribute to ongoing job creation and economic growth in the region.

12. ATTACHMENTS

Nil