

Redland
CITY COUNCIL

AGENDA

GENERAL MEETING

Wednesday, 21 April 2021
commencing at 9.30am

The Council Chambers
91 - 93 Bloomfield Street
CLEVELAND QLD

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1 DECLARATION OF OPENING

On establishing there is a quorum, the Mayor will declare the meeting open.

Recognition of the Traditional Owners

Council acknowledges the Quandamooka people who are the traditional custodians of the land on which we meet. Council also pays respect to their elders, past and present, and extends that respect to other indigenous Australians who are present.

2 RECORD OF ATTENDANCE AND LEAVE OF ABSENCE

Motion is required to approve leave of absence for any Councillor absent from today's meeting.

3 DEVOTIONAL SEGMENT

Member of the Ministers' Fellowship will lead Council in a brief devotional segment.

4 RECOGNITION OF ACHIEVEMENT

Mayor to present any recognition of achievement items.

5 RECEIPT AND CONFIRMATION OF MINUTES

General Meeting - 17 March 2021

Special Meeting - 25 March 2021

Special Meeting - 1 April 2021

6 DECLARATION OF PRESCRIBED CONFLICT OF INTERESTS AND DECLARABLE CONFLICT OF INTERESTS

Councillors are reminded of their responsibilities in relation to a Councillor's Prescribed Conflict of Interest and Declarable Conflict of Interest at a meeting. For full details see Chapter 5B of the *Local Government Act 2009*.

In summary:

Obligation of Councillor with Prescribed Conflict of Interest

Section 150EL of the *Local Government Act 2009* requires Councillors to declare a Prescribed Conflict of Interest in a matter as soon as they become aware of their interest in the matter, either:

- (1) *at a local government meeting, or*
- (2) *as soon as practicable, by giving the Chief Executive Officer written notice of the prescribed conflict of interest.*
- (3) The declaration must include the following particulars:
 - (a) *For a gift, loan or contract – the value of the gift, loan or contract;*
 - (b) *For an application for which a submission has been made – the matters the subject of the application and 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 mentioned in (c) above;*

(e) *Details of the Councillor's, and any other entity's, interest in the matter.*

Dealing with Prescribed Conflict of Interest at a Meeting

Pursuant to Section 150EM of the *Local Government Act 2009*, if a Councillor declares a Prescribed Conflict of Interest in a matter, ***the Councillor must leave the place at which the meeting is being held, including any area set aside for the public, and stay away from the place while the matter is discussed and voted on.***

Obligation of Councillor with Declarable Conflict of Interest

Section 150EQ of the *Local Government Act 2009* requires Councillors to declare a Declarable Conflict of Interest in a matter as soon as they become aware of their interest in the matter, either:

- (1) *at a local government meeting, or*
- (2) *as soon as practicable, by giving the Chief Executive Officer written notice of the declarable conflict of interest.*
- (3) The declaration must include the following particulars:
 - (a) *The nature of the declarable conflict of interest;*
 - (b) *If the declarable conflict of interest arises because of the councillor's relationship with a related party:*
 - (i) *The name of the related party; and*
 - (ii) *The nature of the relationship of the related party to the Councillor; and*
 - (iii) *The nature of the related party's interests in the matter;*
 - (c) *If the Councillor's or related party's personal interests arise because of the receipt of a gift or loan from another person:*
 - (i) *The name of the other person; and*
 - (ii) *The nature of the relationship of the other person to the Councillor or related party; and*
 - (iii) *The nature of the other person's interests in the matter; and*
 - (iv) *The value of the gift or loan, and the date the gift was given or loan was made.*

Procedure if Councillor has Declarable Conflict of Interest

Pursuant to Section 150ES of the *Local Government Act 2009*, *eligible Councillors at the meeting must, by resolution, decide whether the Councillor who has declared the interest:*

- (1) *May participate in a decision about the matter at the meeting, including by voting on the matter; or*
- (2) *Must leave the place at which the meeting is being held, including any area set aside for the public, and stay away from the place while the eligible Councillors discuss and vote on the matter.*

Duty to report another Councillor's Prescribed Conflict of Interest or Declarable Conflict of Interest

Pursuant to section 150EW of the *Local Government Act 2009*, a Councillor who reasonably believes or reasonably suspects another Councillor has a Prescribed Conflict of Interest or a Declarable Conflict of Interest in a matter must:

- (1) *Immediately inform the person who is presiding at the meeting about the belief or suspicion; or*

(2) As soon as practicable, inform the Chief Executive Officer of the belief of suspicion.

The Councillor must also inform the person presiding, or the Chief Executive Officer, of the facts and circumstances forming the basis of the belief or suspicion.

Record of Prescribed and Declarable Conflicts of Interest

Where a Councillor informs the meeting of a Prescribed or Declarable Conflict of Interest, section 150FA of the *Local Government Act 2009* requires the following information to be recorded in the minutes of the meeting:

- (3) The name of the Councillor who may have a prescribed or declarable conflict of interest in the matter;
- (4) The particulars of the prescribed or declarable conflict of interest;
- (5) If another Councillor informs the meeting of a belief of suspicion, about another Councillor's Conflict of Interest:
 - (a) The action the Councillor takes;
 - (b) Any decision by eligible Councillors; and
 - (c) The name of each eligible Councillor who voted in relation to whether the Councillor has a declarable conflict of Interest, and how each eligible Councillor voted.
- (6) Whether the Councillor participated in deciding the matter, or was present for deciding the matter;
- (7) For a matter to which the Prescribed or Declarable Conflict of Interest relates:
 - (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 decision made;*
 - (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.*
- (8) If the Councillor has a Declarable Conflict of Interest, in addition to the information above, the following information must be recorded in the minutes:
 - (a) The decision and reasons for the decision as to whether the Councillor with the Declarable Conflict of Interest may participate in the decision, or must not participate in the decision; and
 - (b) The name of each eligible Councillor who voted on the decision, and how the eligible Councillor voted.

7 MATTERS OUTSTANDING FROM PREVIOUS COUNCIL MEETINGS

7.1 INVESTIGATIONS TO POTENTIALLY ACQUIRE ADDITIONAL LAND FOR SPORT AND RECREATION PURPOSES

At the General Meeting 18 December 2019 (Item 19.3 refers), Council resolved as follows:

That the petition be received and referred to the Chief Executive Officer for consideration and a report to the local government.

A report will be brought to a future meeting of Council.

7.2 SOUTHERN REDLAND BAY EXPANSION AREA (SRBEA) - CONFIRMING THE PREFERRED APPROACH FOR PLANNING INVESTIGATIONS

At the General Meeting 2 September 2020, (Item 14.3 refers), Council resolved as follows:

That Council resolves that this item lie on the table and be brought back to a future General Meeting of Council.

This report will be removed from the table at a future meeting of Council.

7.3 NOTICE OF MOTION - MAJOR AMENDMENT TO THE CITY PLAN - ENVIRONMENTAL CORRIDORS

At the General Meeting 4 November 2020 (Item 17.1 refers), Council resolved as follows:

That Council resolves as follows:

- 1. To undertake an urgent review regarding options to provide an enhanced level of statutory land use planning protection to environmental corridors within the Urban Footprint as identified in the Wildlife Connections Plan 2018-2028.*
- 2. To request officers undertake the following:*
 - a) Prepare a report to Council outlining the findings of the review, as well as recommended changes to City Plan by the end of February 2021.*
 - b) Prepare a major amendment pursuant to Part 4 of the Minister's Guideline's and Rules under the Planning Act 2016, if required, incorporating the proposed changes to City Plan as supported by Council by the end of May 2021.*
 - c) Consult with each divisional councillor regarding changes to City Plan that may be recommended.*

A report addressing 1 and 2a) of this matter was presented at the General Meeting of 17 March 2021 at item 19.2 (confidential item).

A report addressing 2b) of this matter will be brought to a future meeting of Council by 31 May 2021.

7.4 OPPORTUNITIES FOR SHORT STAY FACILITIES FOR SELF-CONTAINED RECREATIONAL VEHICLES AND CARAVANS ON REDLANDS COAST

At the General Meeting 18 November 2020 (Item 15.2 refers), Council resolved as follows:

That Council resolves as follows:

1. *To note the contents of the report including:*
 - a) *The assessment criteria used to determine suitable sites at Attachment 3 – Essential and Desirable Criteria.*
 - b) *The assessment of all identified sites at Attachment 4 – Site Suitability Assessment.*
 - c) *The preferred sites at Attachment 5 – Preferred Sites.*
2. *That a report be brought back to Council with further details including the preferred operational model and indicative costs of minor infrastructure for the preferred sites.*
3. *To endorse the undertaking of an economic needs assessment for short stay, non-commercial camping of self-contained RVs and caravans in Redlands Coast within four (4) months, subject to budget approval.*
4. *To communicate the current opportunities and limitations for not-for-profit and community based organisations to provide for short stay basic camping ground options in Redlands Coast for self-contained RVs and caravans.*

A report will be brought to a future meeting of Council.

7.5 REDLANDS ECONOMIC DEVELOPMENT ADVISORY BOARD UPDATE

At the General Meeting 2 December 2020 (Item 14.4 refers), Council resolved as follows:

That Council resolves as follows:

1. *To note this report.*
2. *To note the Redlands Economic Development Advisory Board Annual Report 2019-20 (Attachment 1).*
3. *To note that officers will undertake a review of the Redlands Economic Development Advisory Board and provide a further report to Council.*

A report will be brought to a future meeting of Council.

7.6 NOTICE OF MOTION - REQUEST AMENDMENTS TO LOCAL LAW 2 (ANIMAL MANAGEMENT) 2015, SUBORDINATE LOCAL LAW 2 (ANIMAL MANAGEMENT) 2015 AND SUBORDINATE LOCAL LAW 1.5 (KEEPING OF ANIMALS) 2015

At the General Meeting 2 December 2020 (Item 17.1 refers), Council resolved as follows:

That Council resolves as follows:

1. *To request officers prepare a report to Council regarding the existing prohibition on the number of dogs that can be kept on a property. The report will outline the options available to change the number of dogs allowable on a property, to include:*

Option 1 – Activity based assessment:

- a) *Benchmarking with other Councils will be undertaken.*
- b) *Flexibility on number of dogs for specific activities i.e. Show dogs and foster providers.*

Option 2 – Number of dogs permitted based on property size:

- a) *Benchmarking with other Councils will be undertaken.*
- b) *Property size and zoning considerations.*

Option 3 – existing criteria modifications

The current local laws provide for a three dog permit, the next available option is a kennel permit. Consideration to be given to additional steps in between based on assessment criteria.

The following Local Laws will require amendments to accommodate a change in the number of dogs permitted on a property.

- a) *Local Law No. 2 (Animal Management) 2015.*
- b) *Subordinate Local Law No. 2 (Animal Management) 2015*
- c) *Subordinate Local Law No 1.5 (Keeping of Animals) 2015*

2. *To request officers to include in the report options available for cat registrations:*

Option 1 – Reduction in registration fees for compliant owners

Owners who are able to demonstrate responsible cat ownership:

- a) *Cat enclosures*
- b) *Fence rollers*
- c) *Other deterrents*

Option 2 – Stepped increase in registration fees for non-compliant owners

Potential to increase the registration fees where:

- a) *Complaints have been received about the cat i.e. straying*
- b) *Process to subsequently reduce the fee when compliance is achieved.*

3. *That the report be brought to a General Meeting of Council prior to the close of Quarter One, 2021.*

A report addressing this Notice of Motion is listed as Item 14.4 in this Agenda.

7.7 EXPRESSIONS OF INTEREST CAMPAIGN - REDLANDS COAST TOURIST AND COMMUNITY DESTINATION, MACARTHUR ST, ALEXANDRA HILLS

At the General Meeting 2 December 2020 (Item 19.2 refers), Council resolved as follows:

That Council resolves as follows:

- 1. To note the outcomes of the Expressions of Interest Campaign for a Tourist Park and associated community uses that has now finished, and that no tourism-related proposals were received.*
- 2. To hold discussions with proponents of non-tourism related purposes to understand how other proposals may fit into the planning for development of the land that align with Council's policies and plans.*
- 3. To workshop with Councillors, the outcome of these discussions.*
- 4. To provide a further report to Council in regards to the site upon completion of item 3 above.*
- 5. That this report and attachments remain confidential to ensure proposed commercial arrangements and details pertaining to individuals are kept private, subject to maintaining the confidentiality of legally privileged and commercial in confidence information.*

A report will be brought to a future meeting of Council.

7.8 REPORT REVIEWING THE FUTURE OPERATIONS OF REDLAND INVESTMENT CORPORATION PTY LTD (RIC)

At the General Meeting 16 December 2020 (Item 19.1 refers), Council resolved as follows:

That Council resolves to request the Chief Executive Officer to:

- 1. Review the objectives of Redland Investment Corporation and develop options for an operating model that supports Council's future economic development and place-making projects.*
- 2. Undertake a review of Council's Economic Development Advisory Board in conjunction with this review.*
- 3. Prepare a report for Council by 30 June 2021 that positions Redland Investment Corporation or an alternative structure to drive the Redlands Coast economic recovery and more generally its longer term economic development.*
- 4. Note this report will be published with the meeting minutes, subject to maintaining Attachment 1, Redland Investment Corporation Commercial Summary, as confidential and commercial in confidence.*

A report will be brought to a meeting of Council by 30 June 2021.

8 MAYORAL MINUTE

In accordance with s.6.9 of Council Meeting Standing Orders, the Mayor may put to the meeting a written motion called a 'Mayoral Minute', on any matter. Such motion may be put to the meeting without being seconded, may be put at that stage in the meeting considered appropriate by the Mayor and once passed becomes a resolution of Council.

9 PUBLIC PARTICIPATION

There will be no Public Participation as this meeting is closed to the public, as a result of COVID-19 Pandemic social restrictions and regulation changes.

10 PETITIONS AND PRESENTATIONS

Councillors may present petitions or make presentations under this section.

10.1 PETITION CR PAUL GOLLÈ – REQUEST FOR FULL EMPLOYMENT IN COVID RECOVERY

In accordance with s.6.11 of Council Meeting Standing Orders, Cr Paul Gollè will present the petition and motion as follows:

That the petition is be received.

11 MOTION TO ALTER THE ORDER OF BUSINESS

The order of business may be altered for a particular meeting where the Councillors at that meeting pass a motion to that effect. Any motion to alter the order of business may be moved without notice.

12 REPORTS FROM THE OFFICE OF THE CEO

Nil

13 REPORTS FROM ORGANISATIONAL SERVICES

13.1 MARCH 2021 MONTHLY FINANCIAL REPORT

Objective Reference: A5324564

Authorising Officer: Deborah Corbett-Hall, Chief Financial Officer

Responsible Officer: Deborah Corbett-Hall, Chief Financial Officer

Report Author: Udaya Panambala Arachchilage, Corporate Financial Reporting Manager

Attachments: 1. Monthly Financial Report RCC March 2021 [↓](#)

PURPOSE

To note the year to date financial results as at 31 March 2021.

BACKGROUND

Council adopts an annual budget and then reports on performance against the budget on a monthly basis. This is not only a legislative requirement but enables the organisation to periodically review its financial performance and position and respond to changes in community requirements, market forces or other outside influences.

ISSUES

Interim audit 2020-2021

The Queensland Audit Office (QAO) conducted the 2020-2021 interim audit from 8-26 March. As per previous years, this visit affords the opportunity for interim reviews to be undertaken on Council's systems and controls. The interim management report will be reviewed as part of 2020-2021 year-end audit.

Development of Budget 2021-2022

Council officers are currently compiling submissions for the 2021-2022 annual budget.

STRATEGIC IMPLICATIONS

Council has either achieved or favourably exceeded the following key financial stability and sustainability ratios as at the end of March 2021.

- Operating surplus ratio
- Net financial liabilities
- Level of dependence on general rate revenue
- Ability to pay our bills – current ratio
- Ability to repay our debt – debt servicing ratio
- Cash balance
- Cash balances – cash capacity in months
- Longer term financial stability – debt to asset ratio
- Operating performance
- Interest coverage ratio

The following ratio did not meet the target at the end of March 2021:

- Asset sustainability ratio

The asset sustainability ratio did not meet the target at the end of March 2021 and continues to be a stretch target for Council with renewal spends of \$20.75M and depreciation expense of \$42.77M year to date on infrastructure assets. This ratio is an indication of how Council currently maintains, replaces and renews its existing infrastructure assets as they reach the end of their useful lives. Capital spend on non-renewal projects increases the asset base and therefore increases depreciation expense, resulting in a lower asset sustainability ratio.

Council's Capital Portfolio Prioritisation Administrative Directive demonstrates its commitment to maintaining existing infrastructure and the adoption of a renewal strategy for its existing assets ahead of 'upgrade' and/or 'new' works.

Legislative Requirements

The March 2021 financial report is presented in accordance with the legislative requirement of section 204(2) of the *Local Government Regulation 2012*, requiring the Chief Executive Officer to present the financial report to a monthly Council meeting.

Risk Management

The March 2021 financial report has been noted by the Executive Leadership Team and relevant officers who can provide further clarification and advice around actual to budget variances.

Financial

There is no direct financial impact to Council as a result of this report; however it provides an indication of financial outcomes at the end of March 2021.

People

Nil impact expected as the purpose of the attached report is to provide financial information to Council based upon actual versus budgeted financial activity.

Environmental

Nil impact expected as the purpose of the attached report is to provide financial information to Council based upon actual versus budgeted financial activity.

Social

Nil impact expected as the purpose of the attached report is to provide financial information to Council based upon actual versus budgeted financial activity.

Human Rights

There are no human rights implications for this report as the purpose of the attached report is to provide financial information to Council based upon actual versus budgeted financial activity.

Alignment with Council's Policy and Plans

This report has a relationship with the following items of Council's 2018-2023 Corporate Plan:

8. Inclusive and ethical governance

Deep engagement, quality leadership at all levels, transparent and accountable democratic processes and a spirit of partnership between the community and Council will enrich residents' participation in local decision-making to achieve the community's Redlands 2030 vision and goals.

8.2 Council produces and delivers against sustainable financial forecasts as a result of best practice Capital and Asset Management Plans that guide project planning and service delivery across the city.

CONSULTATION

Consulted	Date	Comment
Council departmental officers	Year to date March 2021	Consulted on financial results and outcomes
Financial Services Group officers	Year to date March 2021	Consulted on financial results and outcomes
Executive Leadership Team and Senior Leadership Team	Year to date March 2021	Recipients of variance analysis between actual and budget. Consulted as required

OPTIONS

Option One

That Council resolves to note the financial position, results and ratios for March 2021 as presented in the attached Monthly Financial Report.

Option Two

That Council resolves to request additional information.

OFFICER'S RECOMMENDATION

That Council resolves to note the financial position, results and ratios for March 2021 as presented in the attached Monthly Financial Report.



Monthly Financial Report

March 2021



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1. EXECUTIVE SUMMARY

This monthly report illustrates the financial performance and position of Redland City Council compared to its adopted budget at an organisational level for the period ended 31 March 2021. The year to date and annual revised budget referred to in this report incorporates the changes from budget review adopted by Council on 17 February 2021.

Key Financial Highlights and Overview

Key Financial Results (\$000)	Annual Revised Budget	YTD Revised Budget	YTD Actual	YTD Variance	YTD Variance %	Status Favourable ✓ Unfavourable ✗
Operating Surplus / (Deficit)	(1,397)	3,620	10,085	6,465	179%	✓
Recurrent Revenue	304,599	227,945	226,176	(1,769)	-1%	✗
Recurrent Expenditure	305,996	224,325	216,091	(8,234)	-4%	✓
Capital Works Expenditure	102,202	50,220	40,492	(9,728)	-19%	✓
Closing Cash & Cash Equivalents	167,495	187,367	180,583	(6,784)	-4%	✗

Council reported a year to date operating surplus of \$10.09M which is favourable to budget by \$6.47M due to less than budget recurrent expenditure. The favourable variance in recurrent expenditure is mainly due to timing of contractor costs. Of note, interest income is lower than budget due to lower than expected interest rates on investments, noting the RBA cash rate is at a historical low of 0.10%.

Capital grants, subsidies and contributions are below budget due to timing of developer cash contributions.

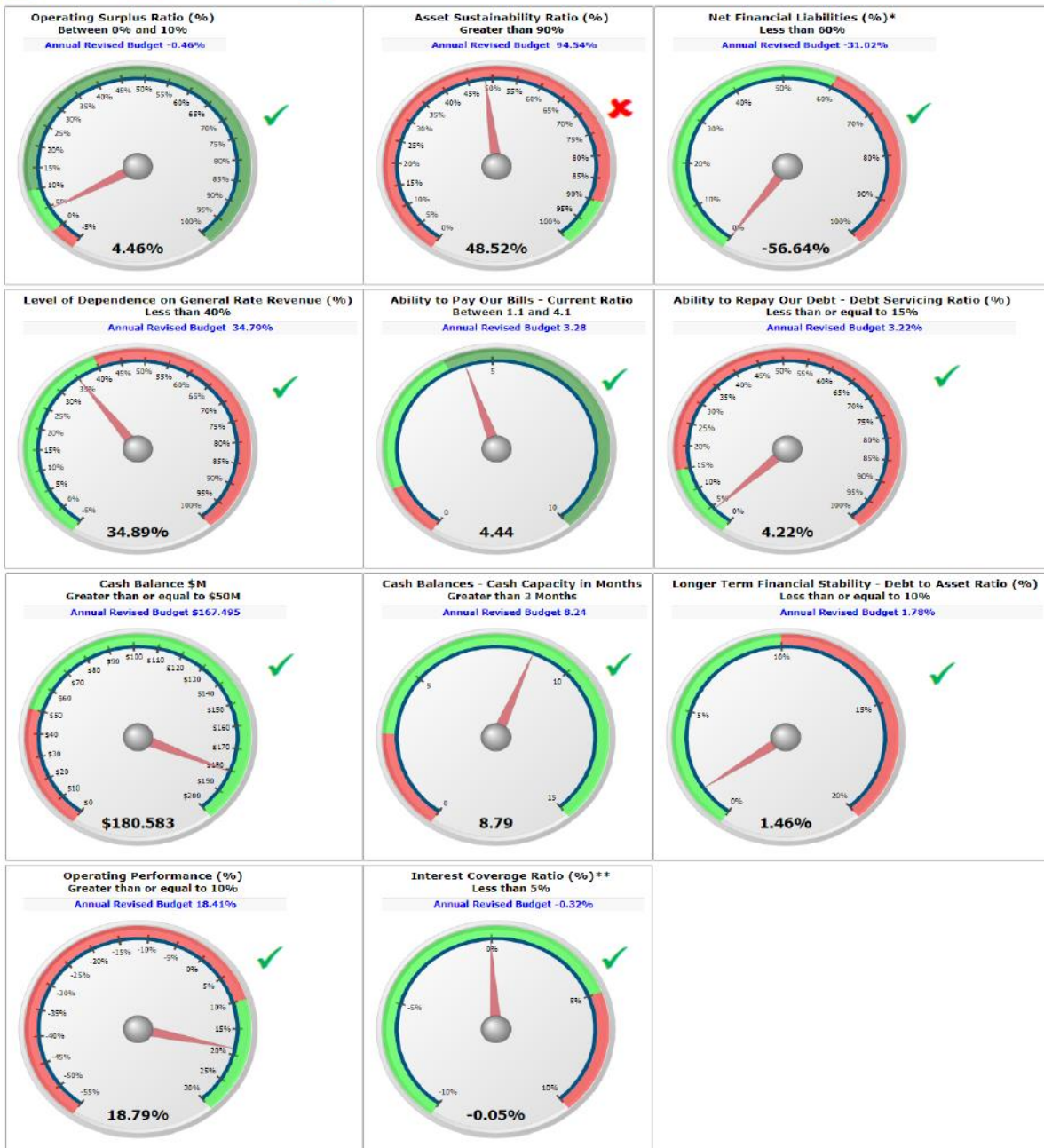
Council's capital works expenditure is below budget by \$9.73M mainly due to timing of works for a number of projects including computer system upgrade, Weinam Creek development, acquisition of Birkdale land, park renewal stage 2A-Wellington Point and sewer manhole refurbishment. The variance is also due to timing of procurement for annual desktop replacement program.

Constrained cash reserves represent 57% of the cash balance.

Monthly Financial Report

2. KEY PERFORMANCE INDICATORS

Target met Target exceeded Target not met



* The net financial liabilities ratio exceeds the target range when current assets are greater than total liabilities (and the ratio is negative)

** The interest coverage ratio exceeds the target range when interest revenue is greater than interest expense (and the ratio is negative)

Monthly Financial Report

3. STATEMENT OF COMPREHENSIVE INCOME

STATEMENT OF COMPREHENSIVE INCOME					
For the period ending 31 March 2021					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised Budget	Actual	Variance
	Budget	Budget	\$000	\$000	\$000
	\$000	\$000			
Recurrent revenue					
Rates charges	108,926	108,926	81,971	81,141	(830)
Levies and utility charges	160,082	160,082	121,267	120,463	(804)
Less: Pensioner remissions and rebates	(3,430)	(3,430)	(2,580)	(2,643)	(63)
Fees	13,554	13,999	10,284	11,458	1,174
Rental income	956	1,069	743	892	149
Interest received	2,999	2,899	2,149	1,550	(599)
Sales revenue	3,630	3,740	2,835	2,522	(313)
Other income	533	712	606	1,046	440
Grants, subsidies and contributions	14,896	16,603	10,670	9,747	(923)
Total recurrent revenue	302,146	304,599	227,945	226,176	(1,769)
Recurrent expenses					
Employee benefits	91,988	93,095	69,595	69,224	(371)
Materials and services	145,591	146,725	105,058	98,101	(6,957)
Finance costs	2,382	2,382	1,788	1,785	(3)
Depreciation and amortisation	64,938	64,931	48,736	48,380	(356)
Other expenditure	520	509	382	241	(141)
Net internal costs	(1,800)	(1,646)	(1,234)	(1,640)	(406)
Total recurrent expenses	303,619	305,996	224,325	216,091	(8,234)
OPERATING SURPLUS / (DEFICIT)	(1,473)	(1,397)	3,620	10,085	6,465
Capital revenue					
Grants, subsidies and contributions	25,922	37,486	23,091	15,468	(7,623)
Non-cash contributions	3,480	3,480	61	60	(1)
Total capital revenue	29,402	40,966	23,152	15,528	(7,624)
Capital expenses					
(Gain) / loss on disposal of non-current assets	289	289	217	931	714
Total capital expenses	289	289	217	931	714
TOTAL INCOME	331,548	345,565	251,097	241,704	(9,393)
TOTAL EXPENSES	303,908	306,285	224,542	217,022	(7,520)
NET RESULT	27,641	39,280	26,555	24,682	(1,873)
Other comprehensive income / (loss)					
Items that will not be reclassified to a net result					
Revaluation of property, plant and equipment	-	-	-	-	-
TOTAL COMPREHENSIVE INCOME	27,641	39,280	26,555	24,682	(1,873)

Monthly Financial Report

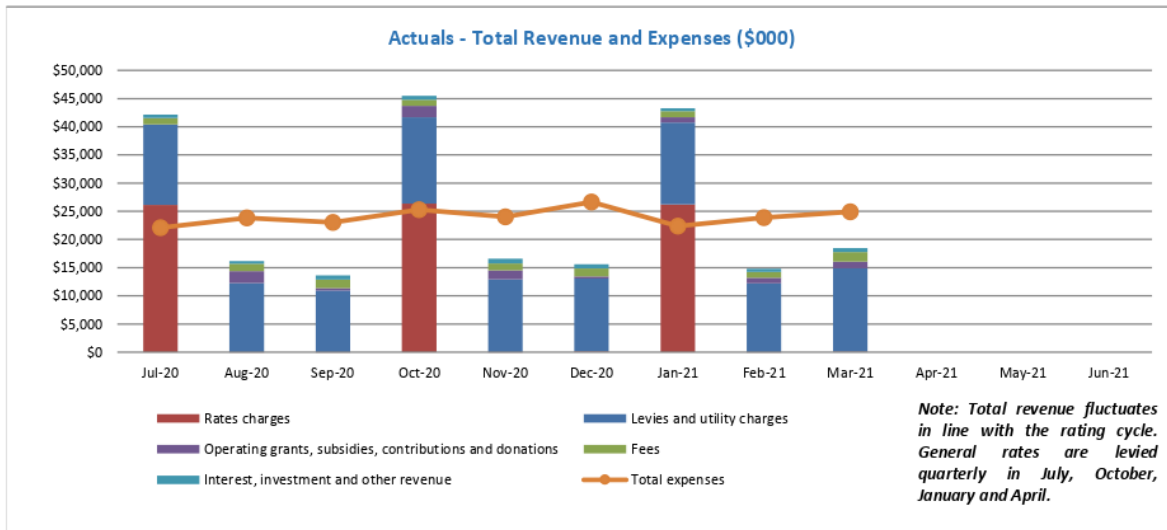
3. STATEMENT OF COMPREHENSIVE INCOME - CONTINUED

LEVIES AND UTILITY CHARGES ANALYSIS					
For the period ending 31 March 2021					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised Budget	Actual	Variance
	Budget	Budget	\$000	\$000	\$000
	\$000	\$000			
Levies and utility charges					
Refuse collection rate charge	29,127	29,127	21,790	21,957	167
SES separate charge	497	497	372	371	(1)
Environment separate charge	8,388	8,388	6,290	6,255	(35)
Separate charge landfill remediation	2,163	2,163	1,620	1,613	(7)
Wastewater charges	47,842	47,842	35,884	35,299	(585)
Water access charges	20,120	20,120	15,064	15,048	(16)
Water consumption charges	51,945	51,945	40,247	39,920	(327)
Total levies and utility charges	160,082	160,082	121,267	120,463	(804)

MATERIALS AND SERVICES ANALYSIS					
For the period ending 31 March 2021					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised Budget	Actual	Variance
	Budget	Budget	\$000	\$000	\$000
	\$000	\$000			
Materials and services					
Contractors	38,549	39,064	27,539	24,099	(3,440)
Consultants	2,813	3,374	2,373	1,328	(1,045)
Other Council outsourcing costs*	23,063	21,199	15,246	14,384	(862)
Purchase of materials	53,059	54,776	39,444	39,538	94
Office administration costs	11,685	11,656	8,297	8,324	27
Electricity charges	5,748	5,743	4,301	3,980	(321)
Plant operations	3,548	3,545	2,623	2,188	(435)
Information technology resources	3,067	3,470	2,658	2,162	(496)
General insurance	1,646	1,458	1,095	989	(106)
Community assistance**	1,777	1,813	1,013	737	(276)
Other material and service expenses	636	627	469	372	(97)
Total materials and services	145,591	146,725	105,058	98,101	(6,957)

* Other Council outsourcing costs are various outsourced costs including refuse collection and disposal, waste disposal, legal services, traffic control, external training, valuation fees, etc.

** Community assistance costs represent community related costs including community grants, exhibitions and awards, donations and sponsorships.



Monthly Financial Report

4. STATEMENT OF FINANCIAL POSITION

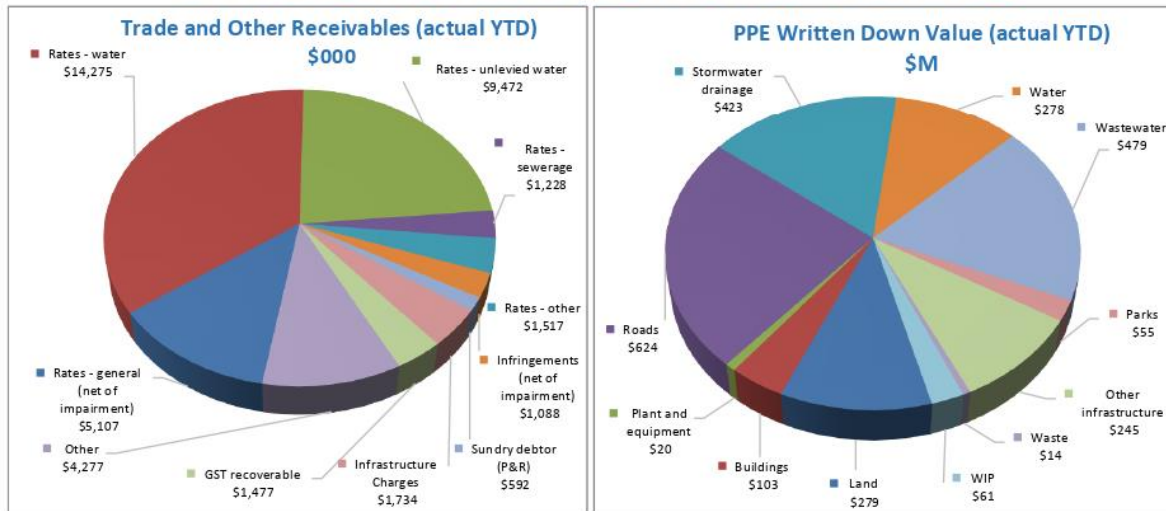
STATEMENT OF FINANCIAL POSITION				
As at 31 March 2021				
	Annual	Annual	YTD	YTD
	Original Budget \$000	Revised Budget \$000	Revised Budget \$000	Actual \$000
CURRENT ASSETS				
Cash and cash equivalents	169,264	167,495	187,367	180,583
Trade and other receivables*	45,924	44,200	45,467	40,767
Inventories	918	853	860	782
Non-current assets held for sale	-	118	118	-
Other current assets	1,955	2,956	2,956	2,176
Total current assets	218,061	215,621	236,768	224,308
NON-CURRENT ASSETS				
Investment property	1,091	1,225	1,225	1,225
Property, plant and equipment	2,572,288	2,629,009	2,589,963	2,580,953
Intangible assets	486	1,682	1,792	1,786
Right-of-use assets	5,919	5,876	6,140	6,061
Other financial assets	73	73	73	73
Investment in other entities**	13,101	13,101	13,101	12,657
Total non-current assets	2,592,958	2,650,965	2,612,294	2,602,755
TOTAL ASSETS	2,811,018	2,866,586	2,849,062	2,827,063
CURRENT LIABILITIES				
Trade and other payables	28,839	41,895	45,910	24,891
Borrowings - current	6,361	8,326	8,326	8,326
Lease liability - current	1,302	1,294	1,294	1,294
Provisions - current	10,769	12,188	12,744	13,467
Other current liabilities	-	1,960	2,372	2,553
Total current liabilities	47,271	65,663	70,646	50,531
NON-CURRENT LIABILITIES				
Borrowings - non-current	37,900	35,840	25,781	25,769
Lease liability - non-current	5,481	5,469	5,747	5,748
Provisions - non-current	15,120	14,162	14,162	14,162
Total non-current liabilities	58,501	55,470	45,690	45,679
TOTAL LIABILITIES	105,772	121,133	116,336	96,210
NET COMMUNITY ASSETS	2,705,246	2,745,453	2,732,726	2,730,853
COMMUNITY EQUITY				
Asset revaluation surplus	1,008,120	1,035,840	1,035,840	1,035,840
Retained surplus	1,580,316	1,605,281	1,587,670	1,591,396
Constrained cash reserves	116,810	104,333	109,216	103,617
TOTAL COMMUNITY EQUITY	2,705,246	2,745,453	2,732,726	2,730,853

* Included \$2M loan drawn down by Redland Investment Corporation (RIC) in February and March 2021. Current loan receivable from RIC is \$2.09M.

** \$444K movement is due to transfer back of 521 Old Cleveland Road East Birkdale land from RIC to Council. This amount is also reflected as an increase in Property plant & equipment.

Monthly Financial Report

4. STATEMENT OF FINANCIAL POSITION - CONTINUED



RIGHT-OF-USE ASSETS
For the period ending 31 March 2021

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual Balance \$000
Right-of-use asset				
Buildings	2,780	2,697	2,851	2,870
Land	2,763	2,815	2,912	2,928
Plant and Equipment	376	364	377	263
Closing balance	5,919	5,876	6,140	6,061

PROPERTY, PLANT AND EQUIPMENT (PPE) MOVEMENT*
For the period ending 31 March 2021

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Revised Budget \$000	YTD Actual Balance \$000
PPE movement				
Opening balance (includes WIP from previous years)	2,556,325	2,588,458	2,588,458	2,588,458
Acquisitions, Asset transfers and WIP in year movement	81,096	105,684	50,281	40,890
Depreciation in year	(63,282)	(63,282)	(47,461)	(46,872)
Disposals	(1,851)	(1,851)	(1,315)	(1,526)
Other adjustments**	-	-	-	3
Closing balance	2,572,288	2,629,009	2,589,963	2,580,953

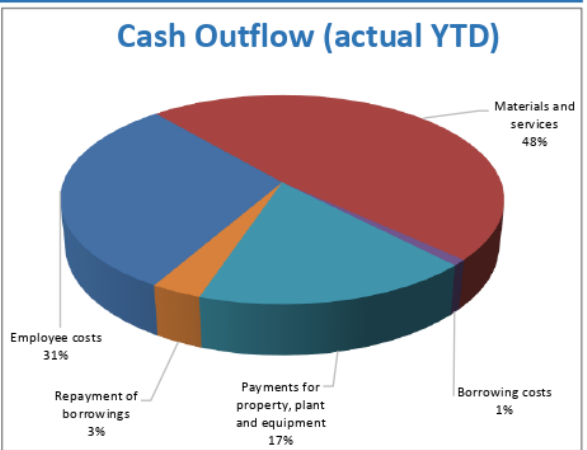
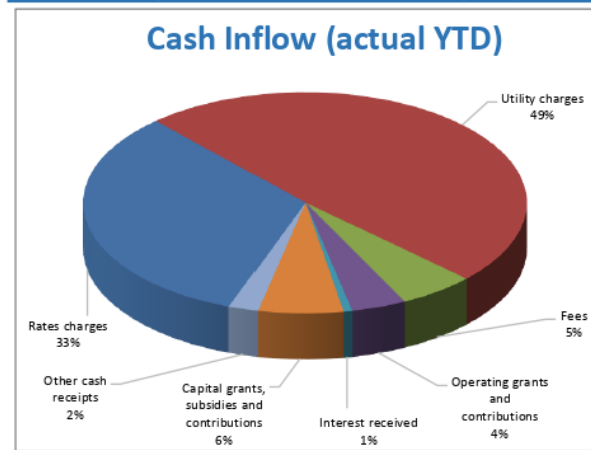
* This table includes movement relating to property, plant and equipment only and is exclusive of intangible assets.

** Other adjustments include transfers between asset classes, revaluation adjustments, prior period adjustments and depreciation thereon.

Monthly Financial Report

5. STATEMENT OF CASH FLOWS

STATEMENT OF CASH FLOWS For the period ending 31 March 2021				
	Annual	Annual	YTD	YTD
	Original	Revised	Revised	Actual
	Budget	Budget	Budget	\$000
	\$000	\$000	\$000	
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers	276,486	278,920	208,021	215,576
Payments to suppliers and employees	(239,435)	(241,818)	(172,233)	(182,802)
	37,051	37,101	35,788	32,774
Interest received	2,999	2,899	2,150	1,550
Rental income	956	1,069	743	892
Non-capital grants and contributions	14,483	16,189	10,624	9,744
Borrowing costs	(2,052)	(2,052)	(2,052)	(2,048)
Right-of-use assets interest expense	(144)	(144)	(109)	(109)
Net cash inflow / (outflow) from operating activities	53,294	55,063	47,144	42,803
CASH FLOWS FROM INVESTING ACTIVITIES				
Payments for property, plant and equipment	(77,614)	(102,202)	(50,220)	(40,386)
Payments for intangible assets	-	-	-	(105)
Proceeds from sale of property, plant and equipment	1,562	1,562	1,099	713
Capital grants, subsidies and contributions	25,922	39,186	24,791	15,054
Other cash flows from investing activities*	-	-	-	(2,000)
Net cash inflow / (outflow) from investing activities	(50,131)	(61,455)	(24,330)	(26,724)
CASH FLOWS FROM FINANCING ACTIVITIES				
Proceeds of borrowings	9,612	9,612	-	-
Repayment of borrowings	(6,361)	(6,361)	(6,361)	(6,369)
Right-of-use lease payment	(1,294)	(1,265)	(987)	(1,028)
Net cash inflow / (outflow) from financing activities	1,957	1,986	(7,348)	(7,397)
Net increase / (decrease) in cash held	5,120	(4,406)	15,466	8,682
Cash and cash equivalents at the beginning of the year	164,145	171,901	171,901	171,901
Cash and cash equivalents at the end of the financial year / period	169,264	167,495	187,367	180,583

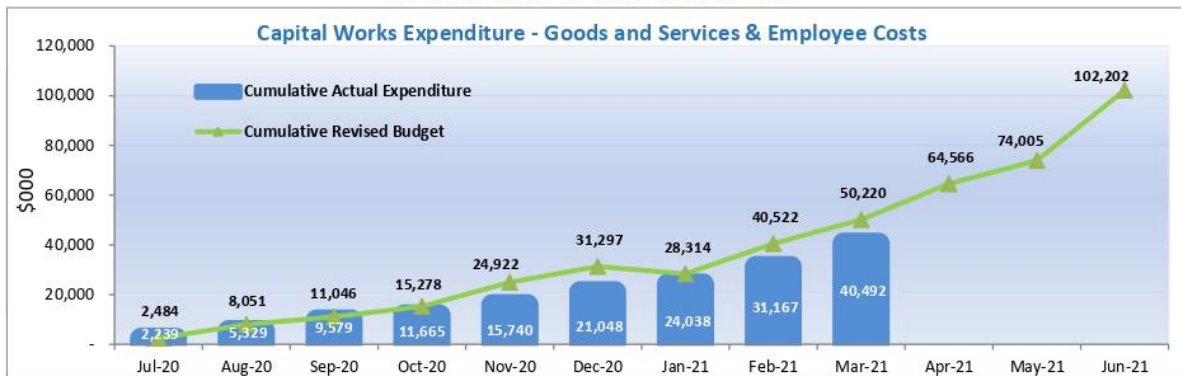


Total Cash Funding (Actual YTD)	243,529	Total Cash Expenditure (Actual YTD)	234,847
Total Cash Funding (Annual Revised Budget)	349,437	Total Cash Expenditure (Annual Revised Budget)	353,842
% of Budget Achieved YTD	70%	% of Budget Achieved YTD	66%

* Loan drawn down by RIC in February and March 2021.

Monthly Financial Report

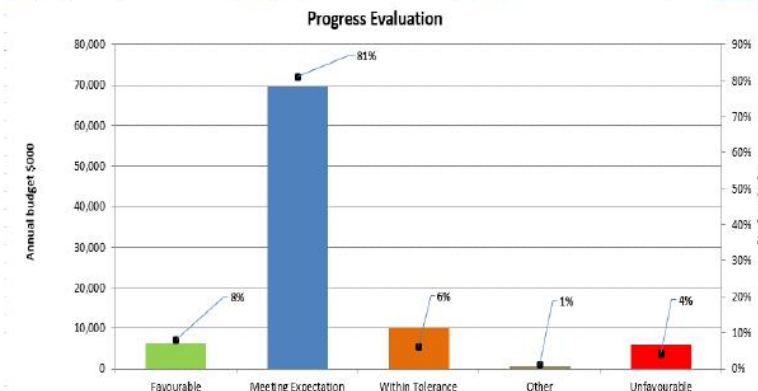
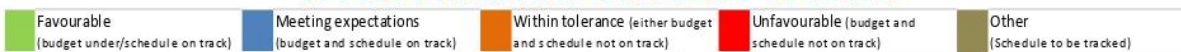
6. CAPITAL EXPENDITURE



	Annual Revised Budget \$'000	YTD Revised Budget \$'000	YTD Actual \$'000	YTD Variance \$'000
Capitalised goods and services *	93,416	43,915	35,165	(8,750)
Capitalised employee costs	8,786	6,305	5,327	(978)
Total	102,202	50,220	40,492	(9,728)

* Excludes 521 Old Cleveland Road East Birkdale land transferred back from RIC to Council.

7. PROGRAM AND PROJECT UPDATE



Programs and projects are what Council uses to introduce change to achieve corporate outcomes. They allow new infrastructure, products, systems, procedures and services to be delivered. Projects may be undertaken on a standalone basis or as part of a program. Programs and projects may span multiple financial years.

Council is currently progressing more than 100 programs and projects.

Notable Projects

The status of two notable projects are as follows:

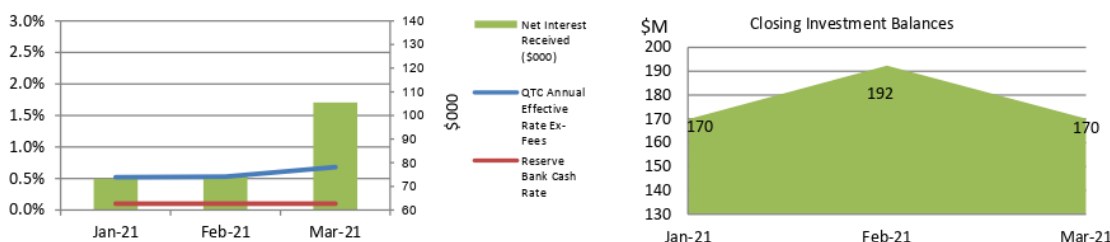
Project description	Progress
<p>Raby Bay Canal Bed Levelling - this project is for the bed levelling of the Raby Bay Canal estate and entrance channels. This project has been identified through the following drivers:</p> <ul style="list-style-type: none"> - requests from Community - protection of a key commercial and residential area - Raby Bay Hydrographic Survey 2020 <p>This project will ensure a safer access to Raby Bay Canal estate by reducing current safety risks for the users of the site and the risks of damage to vessels associated with the depth of the canals. As Raby Bay is a key commercial, residential and tourist area, this is an important benefit provided by the project.</p>	Meeting Expectations
<p>Raby Bay monitoring of revetment walls-monitoring activities to assess the stability of the Raby Bay revetment walls and identify areas where movement is occurring using various surveying and monitoring techniques.</p>	Meeting Expectations

Monthly Financial Report

8. INVESTMENT & BORROWINGS REPORT

For the period ending 31 March 2021

INVESTMENT RETURNS - QUEENSLAND TREASURY CORPORATION (QTC)



Total QTC Investment at End of Month was \$170.09M

Council investments are currently held predominantly in the Capital Guaranteed Cash Fund, which is a fund operated by the Queensland Treasury Corporation (QTC). In October 2020 \$10M was invested in a term desposit of Commonwealth Bank of Australia (CBA) to maximise interest earnings.

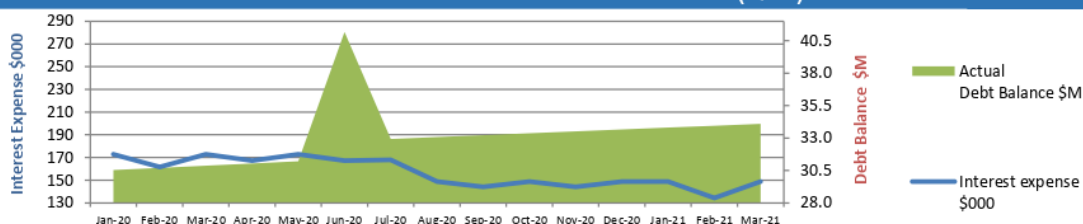
The movement in interest earned is indicative of both the interest rate and the surplus cash balances held, the latter of which is affected by business cash flow requirements on a monthly basis as well as the rating cycle.

Note: the Reserve Bank reduced the cash rate down to 0.10% during November 2020.

On a daily basis, cash surplus to requirements is deposited with QTC to earn higher interest as QTC is offering a higher rate than what is achieved from Council's transactional bank accounts. The current annual effective interest rate paid by QTC is 0.68%. Term deposit rates are being monitored to identify investment opportunities to ensure Council maximises its interest earnings.

Council adopted its Investment Policy (POL-3013) in June 2020 for the 2020/2021 financial year

BORROWINGS AND BORROWING COSTS (QTC)



The existing loan accounts were converted to fixed rate loans on 1 April 2016 following a QTC restructure of loans and policies. In line with Council's debt policy, debt repayment of \$8.42M, being \$6.37M principal and \$2.05M interest has been made *annually* for 2020/2021 which will result in the loans being repaid approximately one year earlier.

The debt balance shows a decrease as the Annual Debt Service Payment (ADSP) was made during July 2020. Interest will accrue monthly on a daily balance until next ADSP in July 2021 which is reflected in the increasing debt balance.

In June 2020 additional borrowings of \$9.80M were undertaken as part of Council's Capital Works Plan.

Total Borrowings at End of Month were \$34.1M

Council adopted its Debt Policy (POL-1838) in June 2020 for the 2020/2021 financial year

BORROWINGS For the period ending 31 March 2021

	Annual Original Budget \$'000	Annual Revised Budget \$'000	YTD Revised Budget \$'000	YTD Actual Balance \$'000
Borrowings				
Opening balance	(41,273)	(41,178)	(41,178)	(41,178)
Accrued interest on borrowings	(1,789)	(1,789)	(1,342)	(1,334)
Interest paid on borrowings	2,052	2,052	2,052	2,048
Principal repaid	6,361	6,361	6,361	6,369
Loan drawdown	(9,612)	(9,612)	-	-
Closing balance	(44,261)	(44,166)	(34,107)	(34,095)

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9. CONSTRAINED CASH RESERVES

Reserves as at 31 March 2021	Purpose of reserve	Opening Balance	To Reserve	From Reserve	Closing Balance
		\$000	\$000	\$000	\$000
Special Projects Reserve:					
Aquatic Paradise Revetment Wall Reserve	To fund Aquatic Paradise revetment wall works program	2	20	(2)	20
Weinam Creek Reserve	Maintenance and improvements associated with Weinam Creek projects	-	503	(503)	-
Waste Levy Reserve	To fund Waste Levy Program	-	3,276	(2,811)	465
Raby Bay Revetment Wall Reserve	To fund Raby Bay revetment wall works program	2,093	2,135	(563)	3,665
Fleet Plant & Capital Equipment Reserve	To support the long term fleet replacement program	2,536	695	(1,093)	2,138
		4,631	6,629	(4,972)	6,288
Constrained Works Reserve:					
Public Parks Trunk Infrastructure Reserve	Capital projects for public parks trunk infrastructure	6,662	1,395	(1,760)	6,297
Land for Community Facilities Trunk Infrastructure Reserve	Land for community facilities trunk infrastructure	3,086	1,264	-	4,350
Water Supply Trunk Infrastructure Reserve	Upgrade, expansion or new projects for water supply trunk infrastructure	14,626	431	(297)	14,760
Sewerage Trunk Infrastructure Reserve	Upgrade, expansion or new projects for sewerage trunk infrastructure	10,909	1,458	(1,404)	10,963
Local Roads Trunk Infrastructure Reserve	Capital projects for local roads trunk infrastructure	33,731	3,650	(1,114)	36,267
Cycleways Trunk Infrastructure Reserve	Capital projects for cycleways trunk infrastructure	11,923	1,375	(196)	13,102
Stormwater Trunk Infrastructure Reserve	Capital projects for stormwater trunk infrastructure	10,842	423	(1,479)	9,786
Tree Planting Reserve	Acquisition and planting of trees on footpaths	103	61	(7)	157
Koala Tree off-set Planting Reserve	Acquisition and planting of trees for koala habitat	12	170	(37)	145
		91,894	10,227	(6,294)	95,827
Separate Charge Reserve:					
Environment Charge Maintenance Reserve	Ongoing conservation and maintenance operations	-	6,257	(5,788)	469
SES Separate Charge Reserve	On-going costs of maintaining the Redland SES	38	371	(233)	176
		38	6,628	(6,021)	645
Special Charge Reserve - Canals:					
Aquatic Paradise Canal Reserve*	Maintenance and repairs of Aquatic Paradise canals	758	-	-	758
Sovereign Waters Lake Reserve*	Maintenance and repairs of Sovereign Lake	431	-	-	431
1718 Raby Bay Canal Reserve	Service, facility or activity of works in respect of the canals of the Raby Bay canal estate	219	-	-	219
1718 Aquatic Paradise Canal Reserve	Service, facility or activity of works in respect of the canals of the Aquatic Paradise canal estate	(495)	-	-	(495)
1718 Sovereign Waters Lake Reserve	Service, facility or activity of works in respect of the lake	(56)	-	-	(56)
		857	-	-	857
TOTALS		97,420	23,484	(17,287)	103,617
		Closing cash and cash equivalents			180,583
		Reserves as percentage of cash balance			57%

*No interest charged for these reserves March 2021 year to date due to low prevailing interest rate.

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10. CITY WATER STATEMENTS

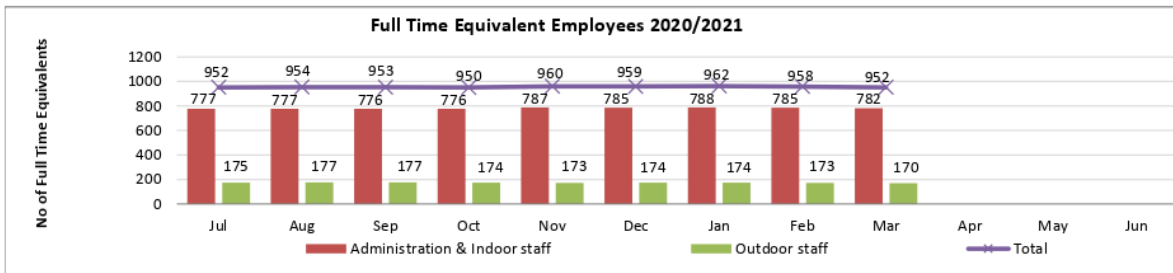
CITY WATER SUMMARY OPERATING STATEMENT					
For the period ending 31 March 2021					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Total revenue	122,970	124,190	94,709	93,159	(1,550)
Total expenses	71,469	71,476	53,090	51,958	(1,132)
Earnings before interest, tax and depreciation (EBITD)	51,501	52,714	41,619	41,201	(418)
External interest expense	71	71	53	83	30
Internal interest expense	10,621	10,621	7,966	7,966	-
Depreciation	24,142	24,142	18,106	17,947	(159)
Operating surplus / (deficit)	16,667	17,880	15,494	15,205	(289)
CITY WATER CAPITAL FUNDING STATEMENT					
For the period ending 31 March 2021					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Capital contributions, donations, grants and subsidies	2,537	2,537	1,903	1,560	(343)
Net transfer (to) / from constrained capital reserves	(2,365)	(374)	(496)	(554)	(58)
Non-cash contributions	3,399	3,399	-	77	77
Funding from utility revenue	8,568	10,373	4,734	1,858	(2,876)
Total sources of capital funding	12,138	15,936	6,141	2,941	(3,200)
Contributed assets	3,399	3,399	-	59	59
Capitalised expenditure	8,258	12,056	5,780	2,451	(3,329)
Loan redemption	482	482	361	431	70
Total application of capital funds	12,138	15,936	6,141	2,941	(3,200)

11. CITY WASTE STATEMENTS

CITY WASTE OPERATING STATEMENT					
For the period ending 31 March 2021					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Total revenue	35,715	35,639	26,705	26,689	(16)
Total expenses	27,427	27,280	20,099	20,683	584
Earnings before interest, tax and depreciation (EBITD)	8,288	8,359	6,606	6,006	(600)
External interest expense	17	17	13	13	-
Depreciation	327	327	245	250	5
Operating surplus / (deficit)	7,943	8,014	6,348	5,743	(605)
CITY WASTE CAPITAL FUNDING STATEMENT					
For the period ending 31 March 2021					
	Annual	Annual	YTD	YTD	YTD
	Original	Revised	Revised	Actual	Variance
	Budget	Budget	Budget	\$000	\$000
	\$000	\$000	\$000		
Non-cash contributions	-	-	-	-	-
Funding from utility revenue	924	2,729	1,861	1,576	(285)
Total sources of capital funding	924	2,729	1,861	1,576	(285)
Capitalised expenditure	779	2,584	1,723	1,450	(273)
Loan redemption	145	145	138	126	(12)
Total application of capital funds	924	2,729	1,861	1,576	(285)

12. APPENDIX: ADDITIONAL AND NON-FINANCIAL INFORMATION

Workforce Reporting



March 2021: Headcount	Employee Type			
	Casual	Full Time	Part Time	Total
Office of CEO and People, Culture and Organisational Performance	7	40	8	55
Organisational Services	4	200	21	225
Community and Customer Services	44	291	66	401
Infrastructure and Operations	9	342	16	367
Total	64	873	111	1,048

Note: Full Time Equivalent Employees includes all full time employees at a value of 1 and all other employees, at a value less than 1. The table above demonstrates the headcount by department. Following Ourspace, the table includes contract of service and temporary personnel. It includes casual staff in their non-substantive roles as at the end of the period where relevant.

Overdue Rates Debtors & Statistics							Rates & Charges Statistics		
Days Overdue	Mar-21	% Overdue	Mar-20	% Overdue	\$ Variance	% Variance		Mar-21	Mar-20
0 - 30	\$723	0.0%	\$20,059	0.0%	-\$19,336	0.0%	Levied (Billed) Rates & Charges since 1 July 2020	\$211,239,537	\$201,843,571
31 - 60	\$3,900,195	1.7%	\$4,270,171	2.0%	-\$369,976	-0.3%	Rate arrears b/fwd 1 July 2020	\$12,988,652	\$9,452,770
61 - 90	\$322	0.0%	\$677	0.0%	-\$355	0.0%	Total	\$224,228,189	\$211,296,341
91 - 180	\$1,740,643	0.8%	\$1,023,206	0.0%	-\$173,652	-0.1%	Balance of overdue rates & charges	\$10,415,135	\$10,173,405
>180	\$4,764,252	2.1%	\$3,959,202	1.9%	\$805,050	0.2%	Percentage Overdue	4.6%	4.8%
Total	\$10,415,135	4.6%	\$10,173,404	4.8%	\$241,731	-0.2%			

Monthly Financial Report

13. GLOSSARY

Key Terms

Written Down Value:

This is the value of an asset after accounting for depreciation or amortisation, and it is also called book value or net book value.

Work In Progress:

This represents an unfinished project that costs are still being added to. When a project is completed, the costs will be either capitalised (allocated to relevant asset class) or written off.

Definition of Ratios

Operating Surplus Ratio*: <i>This is an indicator of the extent to which revenues raised cover operational expenses only or are available for capital funding purposes</i>	$\frac{\text{Net Operating Surplus}}{\text{Total Operating Revenue}}$
Asset Sustainability Ratio*: <i>This ratio indicates whether Council is renewing or replacing existing non-financial assets at the same rate that its overall stock of assets is wearing out</i>	$\frac{\text{Capital Expenditure on Replacement of Infrastructure Assets (Renewals)}}{\text{Depreciation Expenditure on Infrastructure Assets}}$
Net Financial Liabilities*: <i>This is an indicator of the extent to which the net financial liabilities of Council can be serviced by operating revenues</i>	$\frac{\text{Total Liabilities - Current Assets}}{\text{Total Operating Revenue}}$
Level of Dependence on General Rate Revenue: <i>This ratio measures Council's reliance on operating revenue from general rates (excludes utility revenues)</i>	$\frac{\text{General Rates - Pensioner Remissions}}{\text{Total Operating Revenue - Gain on Sale of Developed Land}}$
Current Ratio: <i>This measures the extent to which Council has liquid assets available to meet short term financial obligations</i>	$\frac{\text{Current Assets}}{\text{Current Liabilities}}$
Debt Servicing Ratio: <i>This indicates Council's ability to meet current debt instalments with recurrent revenue</i>	$\frac{\text{Interest Expense}^{***} + \text{Loan Redemption}^{\wedge}}{\text{Total Operating Revenue - Gain on Sale of Developed Land}}$
Cash Balance - \$M: <i>Cash balance includes cash on hand, cash at bank and other short term investments.</i>	Cash Held at Period End
Cash Capacity in Months: <i>This provides an indication as to the number of months cash held at period end would cover operating cash outflows</i>	$\frac{\text{Cash Held at Period End}}{[(\text{Cash Operating Costs} + \text{Interest Expense}) / \text{Period in Year}]}$
Longer Term Financial Stability - Debt to Asset Ratio: <i>This is total debt as a percentage of total assets, i.e. to what extent will our long term debt be covered by total assets</i>	$\frac{\text{Current and Non-current Debt}^{**}}{\text{Total Assets}}$
Operating Performance: <i>This ratio provides an indication of Council's cash flow capabilities</i>	$\frac{\text{Net Cash from Operations} + \text{Interest Revenue and Expense}}{\text{Cash Operating Revenue} + \text{Interest Revenue}}$
Interest Coverage Ratio: <i>This ratio demonstrates the extent to which operating revenues are being used to meet the financing charges</i>	$\frac{\text{Net Interest Expense on Debt Service}^{***}}{\text{Total Operating Revenue}}$

* These targets are set to be achieved on average over the longer term and therefore are not necessarily expected to be met on a monthly basis.

** Debt includes lease liabilities.

*** Interest expense includes interest on leases.

^ Loan redemption includes lease redemption.

13.2 AUDIT COMMITTEE 18 MARCH 2021

Objective Reference: A5328209

Authorising Officer: John Oberhardt, General Manager Organisational Services

Responsible Officer: Tony Beynon, Group Manager Corporate Governance

Report Author: Kailesh Naidu, Principal Adviser Internal Audit

Attachments: 1. **Audit Committee Minutes 18 March 2021** [↓](#)

PURPOSE

To present the minutes of the Audit Committee meeting on 18 March 2021 to Council for adoption in accordance with section 211 of the *Local Government Regulation 2012*.

BACKGROUND

The primary objective of the Audit Committee is to assist Council in fulfilling its corporate governance role and oversight of financial measurement and reporting responsibilities imposed under the *Local Government Act 2009* and other relevant legislation. To fulfil this objective and in order to enhance the ability of Councillors to discharge their legal responsibility, it is necessary that a written report is presented to Council as soon as practicable after a meeting of the Audit Committee about the matters reviewed at the meeting and the Audit Committee's recommendations about these matters.

This was the first meeting attended by the new independent members, Mr Mitchell Petrie and Ms Mary Goodwin. The independent members were formally inducted prior to the meeting. The meeting was presided over by the new independent Chairperson of the Audit Committee, Mr Mitchell Petrie.

ISSUES

Refer to the attached minutes of the Audit Committee held on 18 March 2021.

STRATEGIC IMPLICATIONS

Legislative Requirements

This report has been prepared in accordance with the requirements of the *Local Government Act 2009* and the *Local Government Regulation 2012*.

Risk Management

There are no opportunities or risks as a result of this report.

Financial

There are no financial implications as a result of this report.

People

There are no implications on people as a result of this report.

Environmental

There are no environmental implications as a result of this report.

Social

There are no social implications as a result of this report.

Human Rights

There are no human rights implications as a result of this report.

Alignment with Council's Policy and Plans

Internal Audit Policy (GOV-010-P)

Audit Committee Policy (GOV-011-P)

Corporate Plan 2018-2023 *Outcome 8 Inclusive and ethical governance*

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Audit Committee members and relevant officers	24 March 2021	Audit Committee members and relevant officers were consulted to review the minutes prior to being finalised.

OPTIONS**Option One**

That Council resolves to note this report, which includes the minutes of the Audit Committee of 18 March 2021.

Option Two

That Council resolves to note this report and requests additional information.

OFFICER'S RECOMMENDATION

That Council resolves to note this report, which includes the minutes of the Audit Committee of 18 March 2021.



MINUTES

AUDIT COMMITTEE MEETING

Thursday, 18 March 2021

The Council Chambers
91 - 93 Bloomfield Street
CLEVELAND QLD



AUDIT COMMITTEE MEETING MINUTES**18 MARCH 2021****Order Of Business**

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AUDIT COMMITTEE MEETING MINUTES

18 MARCH 2021

**AUDIT COMMITTEE MEETING
HELD AT THE COUNCIL CHAMBERS, 91 - 93 BLOOMFIELD STREET, CLEVELAND QLD
ON THURSDAY, 18 MARCH 2021 AT 9.30AM**

1 DECLARATION OF OPENING

The Chair declared the meeting open at 9.35am.

2 RECORD OF ATTENDANCE AND APOLOGIES**MEMBERS PRESENT:**

Mr Mitchell Petrie	External Member and Chairperson
Ms Mary Goodwin	External Member
Cr Tracey Huges	Councillor Member

SECRETARY:

Mr Kailesh Naidu	Principal Adviser Internal Audit
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APOLOGIES:

Cr Karen Williams	Councillor Member (Mayor)
Ms Amanda Daly	Head of People, Culture and Organisational Performance
Ms Joy Manalo	Service Manager Corporate Finance
Ms Kristene Viller	Senior Adviser Administrative Review

ATTENDEES:

Mr Andrew Chesterman	Chief Executive Officer
Mr John Oberhardt	General Manager Organisational Services
Ms Louise Rusan	General Manager Community and Customer Services
Dr Nicole Davis	General Manager Infrastructure and Operations
Mr Andrew Ross	General Counsel
Ms Deborah Corbett-Hall	Chief Financial Officer
Mr Tony Beynon	Group Manager Corporate Governance
Mr Mark Davis	Service Manager Risk and Liability
Mr Simon Faber	Service Manager Health Safety and Wellbeing (Acting)
Mr Quasir Nasir	Internal Auditor (Acting)
Mr Peter Kelley	Chief Executive Officer, Redland Investment Corporation
Ms Rukmie Lutherus	Financial Controller, Redland Investment Corporation
Mr Philip Airey	Director, Queensland Audit Office
Ms Julie O'Brien	Senior Manager, Queensland Audit Office
Ms Ashley Carle	Partner, Bentleys – QAO Audit Representative
Ms Niki Bingham	Partner, Deloitte
Mr Rajesh Mistry	Senior Manager, Deloitte

OBSERVERS:

Cr Wendy Boglary	Councillor – Division 1
Cr Paul Bishop	Councillor – Division 10
Ms Anca Butcher	General Counsel, Redland Investment Corporation

MINUTES:

Ms Danielle Bugeja	Corporate Meetings and Registers Coordinator
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AUDIT COMMITTEE MEETING MINUTES

18 MARCH 2021

3 CONFLICT OF INTEREST

Nil

4 RECEIPT AND CONFIRMATION OF MINUTES**4.1 MINUTES FROM THE AUDIT COMMITTEE OF 17 SEPTEMBER 2020**

Minutes of the previous Audit Committee were presented for confirmation.

COMMITTEE DECISION

The minutes of the Audit Committee of 17 September 2020 were confirmed.

5 BUSINESS ARISING FROM PREVIOUS MINUTES**5.1 BUSINESS ARISING FROM MEETING OF 17 SEPTEMBER 2020**

Business arising from the minutes of the Audit Committee Meeting of 17 September 2020 were presented.

5.1 The Audit Committee will be provided with the *Redlands Coast 2020 State Election Advocacy Plan* which was adopted at the General Meeting of Council 2 September 2020.

This item was completed on 18 September 2020.

5.2 The Audit Committee will be provided with the draft *Our Future Redlands: A Corporate Plan to 2026 and Beyond* which was approved for the purpose of community consultation at the General Meeting of Council 16 September 2020.

This item was completed on 18 September 2020.

5.3 The Audit Committee requested for the recommendations movement table to be expanded to identify items added during the reporting period.

The recommendations movement table in Report 12.1 has been expanded to provide the number of recommendations added during the reporting period. This item is completed.

6 UPDATE FROM THE CHIEF EXECUTIVE OFFICER**6.1 UPDATE FROM CHIEF EXECUTIVE OFFICER**

A comprehensive verbal update on general organisational and Council matters was provided by the Chief Executive Officer.

COMMITTEE DECISION

The Audit Committee:

1. Noted the update provided by the Chief Executive Officer as presented.
2. Requested the Chief Executive Officer to include Workplace Health and Safety Committee highlights and relevant key performance indicators in the update to the Audit Committee.

AUDIT COMMITTEE MEETING MINUTES

18 MARCH 2021

7 REDLAND INVESTMENT CORPORATION REPORTS**COMMITTEE DECISION**

The Audit Committee requested that a report be tabled at Audit Committee meetings as a standing item on Redland Investment Corporation's financial reports and significant activities.

8 COUNCIL FINANCIAL REPORTS**8.1 END OF MONTH FINANCIAL REPORT JANUARY 2021**

Council's End of Month Financial Report for January 2021 was presented to the Audit Committee and an update was provided by the Chief Financial Officer.

COMMITTEE DECISION

The Audit Committee:

1. Noted the End of Month Financial Report for January 2021 as presented.
2. Requested the Portfolio Management Office to provide a brief overview of status of projects to support the financial report.

8.2 BUDGET 2021-2022

An update on the 2021-2022 Budget was presented to the Audit Committee by the Chief Financial Officer.

COMMITTEE DECISION

The Audit Committee noted the update on the 2021-2022 Budget as presented.

8.3 ASSET VALUATIONS 2020-2021

An update on the 2020-2021 Asset Valuations was presented to the Audit Committee by the Chief Financial Officer.

COMMITTEE DECISION

The Audit Committee:

1. Noted the update on the 2020-2021 Asset Valuations as presented.
2. Requested the Chief Financial Officer to investigate whether revaluation indices should specifically incorporate any significant changes to design standards and/or regulatory requirements.

AUDIT COMMITTEE MEETING MINUTES**18 MARCH 2021****9 UPDATE FROM EXTERNAL AUDITORS****9.1 EXTERNAL AUDITORS' REPORT**

The External Audit Plan 2021, updates and notable matters were presented to the Audit Committee by Bentleys Chartered Accountants and the Queensland Audit Office.

COMMITTEE DECISION

The Audit Committee:

1. Noted the External Audit Plan 2021 and update as presented.
2. Requested the Chief Financial Officer to provide the technical position papers to the Audit Committee in accordance with the timeframe contained in the 2020-2021 External Audit Plan following the Queensland Audit Office feedback.

10 INTERNAL AUDIT PLAN**10.1 INTERNAL AUDIT PLAN 2020-2021**

The status of Council's Internal Audit Plan for 2020-2021 was presented to the Audit Committee by the Principal Adviser Internal Audit.

COMMITTEE DECISION

The Audit Committee noted the status of the Internal Audit Plan for 2020-2021 and activities undertaken by the Internal Audit Unit.

11 INTERNAL AUDIT REPORTS**11.1 INTERNAL AUDIT REPORTS ISSUED**

Internal Audit reports issued since the last Audit Committee were presented by Deloitte, Council's co-source internal audit partner, and the Principal Adviser Internal Audit.

COMMITTEE DECISION

The Audit Committee noted the internal audit reports as presented.

AUDIT COMMITTEE MEETING MINUTES**18 MARCH 2021****12 AUDIT RECOMMENDATIONS DUE FOR IMPLEMENTATION****12.1 AUDIT RECOMMENDATIONS DUE FOR IMPLEMENTATION**

An update on the status of the Internal Audit recommendations as at 9 March 2021 for Redland City Council and Redland Investment Corporation was provided to the Audit Committee by the Principal Adviser Internal Audit.

COMMITTEE DECISION

The Audit Committee:

1. Noted the update provided on the recommendations currently tracked for implementation.
2. Requested interim measures implemented by management for open high risk recommendations to be documented.

13 RISK MANAGEMENT**13.1 RISK MANAGEMENT ACTIVITIES**

An update on Council's risk management activities was provided by the Service Manager Risk and Liability Services.

COMMITTEE DECISION

The Audit Committee noted the update presented on risk management activities.

14 OTHER BUSINESS**14.1 INTERNAL AUDIT SELF-ASSESSMENT**

An update on Council's implementation of the recommendations from the 2017 self-assessment and the outcome of the January 2021 self-assessment was provided by the Principal Adviser Internal Audit.

COMMITTEE DECISION

The Audit Committee noted the outcome and recommendations from the Internal Audit self-assessment conducted in January 2021.

14.2 COMPLAINTS MANAGEMENT

An update on Council's for administrative action complaints management for the period 1 January 2020 to 31 December 2020 was presented by the Group Manager Corporate Governance.

COMMITTEE DECISION

The Audit Committee noted the status of complaints management as at 31 December 2020.

AUDIT COMMITTEE MEETING MINUTES**18 MARCH 2021****14.3 WORKPLACE HEALTH AND SAFETY UPDATE**

The 2020 External Workplace Health and Safety Management System Audit Report was presented by the Service Manager Health Safety and Wellbeing.

COMMITTEE DECISION

The Audit Committee noted the 2020 External Workplace Health and Safety Management System Audit Report and update as presented.

14.4 PROCUREMENT AND CONTRACT MANAGEMENT

An update on Council's procurement and contract management activities was presented by the General Counsel.

COMMITTEE DECISION

The Audit Committee noted the update on Council's contract management and procurement activities as presented.

15 MEETING CLOSURE

The Meeting closed at 1.28pm.

13.3 GOV-004-004-G ACCEPTABLE REQUESTS GUIDELINE

Objective Reference: A5328419

Authorising Officer: John Oberhardt, General Manager Organisational Services

Responsible Officer: Tony Beynon, Group Manager Corporate Governance

Report Author: Marita West, Governance Service Manager

Attachments: 1. GOV-004-004-G Acceptable Requests Guideline [↓](#)

PURPOSE

To adopt the updated Acceptable Requests Guideline in Attachment 1 pursuant to section 170A of the *Local Government Act 2009*. Each Council must, by resolution, adopt an Acceptable Requests Guideline.

BACKGROUND

Due to changes to Queensland local government legislation, advice and recommendations from State agencies in 2020, Council's GOV-004-004-G Acceptable Requests Guideline has been amended. Below is a summary of the proposed changes to the Guideline:

- Inclusion that Administrative Support to Councillors will be excluded from the Acceptable Request Guideline
- Inclusion of Councillors undertaking personal normal resident/citizen business with Council
- Inclusion of a clause regarding the use of Councillors' personal assets in case studies
- Various administrative amendments

ISSUES

The Acceptable Requests Guideline provides direction on how Councillors are able to request and receive Council information from employees. It clearly outlines the actions and responsibilities of Councillors, Executive Leadership Team and employees when Councillors request information to assist them to provide elected member services to their community.

STRATEGIC IMPLICATIONS

Legislative Requirements

Council must adopt an Acceptable Requests Guideline pursuant to section 170A of the *Local Government Act 2009*.

Risk Management

If Council does not adopt an Acceptable Requests Guideline, it would be in breach of its legislative obligations.

Financial

There are no financial implications.

People

Education is required for Councillors, Executive Leadership Team and employees to understand their obligations under this guideline.

Environmental

There are no environmental implications.

Social

There are no social implications.

Human Rights

There are no human rights implications.

Alignment with Council's Policy and Plans

Not applicable

CONSULTATION

Consulted	Consultation Date	Comments/Actions
General Manager Organisational Services	25 March 2021	Reviewed and approved
Group Manager Corporate Governance	25 March 2021	Reviewed and approved
Councillors	29 March 2021	Emailed the updated Guideline for review

OPTIONS**Option One**

That Council resolves to adopt the amended GOV-004-004-G Acceptable Requests Guideline in Attachment 1.

Option Two

That Council resolves not to adopt the amended GOV-004-004-G Acceptable Requests Guideline in Attachment 1.

OFFICER'S RECOMMENDATION

That Council resolves to adopt the amended GOV-004-004-G Acceptable Requests Guideline in Attachment 1.



Acceptable Requests Guideline

Guideline Identifier: GOV-004-004-G
 Approved by: General Meeting
 Date of Approval:
 Effective Date:
 Review Date:
 Version: 8

Scope

This Guideline applies to the Mayor, Councillors and employees and relates specifically to requests by Councillors for assistance (excluding service requests) or information in accordance with the *Local Government Act 2009* (the Act) and Council's Governance Policy GOV-004-P ([A196640](#)). Administrative support for Councillors is excluded from this guideline.

Councillors lodging service requests on behalf of residents or themselves are to contact the Integrated Customer Contact Centre (ICCC) or their support officer to lodge a Customer Service Request.

Councillors are able to conduct normal resident/citizen business through the ICCC. Normal resident/citizen business is classified as:

- Anything to do with a personal matter or property owned by a Councillor including but not limited to the below:
 - enquiring about or paying rates, charges and fees
 - lodging service requests relating directly to their property
 - lodging complaints
 - lodging applications
 - animal registrations
 - enquiring about or paying infringements

Purpose

The Mayor and Councillors of Redland City Council will from time to time require assistance or information from employees of Council to enable them to effectively carry out their duties and represent the interests of the community.

Section 170A of the *Local Government Act 2009* (the Act) states that –

- (1) A councillor may ask a local government employee to provide advice to assist the councillor carry out his or her responsibilities under this Act.
- (2) A councillor may, subject to any limits prescribed under a regulation, ask the chief executive officer to provide information, that the local government has access to, relating to the local government.
- (3) If the advice or information requested under subsection (1) or (2) relates to a document, the requirement under subsection (9) to comply with the request includes a requirement to provide a copy of the document.
- (4) Subsections (2) and (3) do not apply to information or a document-
 - (a) That is a record of the conduct tribunal; or
 - (b) That was a record of a former conduct review body; or
 - (c) If disclosure of the information or document to the councillor would be contrary to an order of a court or tribunal; or

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Acceptable Requests Guideline

- (d) *That would be privileged from production in a legal proceeding on the ground of legal professional privilege.*
- (5) *A request of a councillor under subsection (1) or (2) is of no effect if the request does not comply with the acceptable requests guidelines.*
- (6) *Subsection (5) does not apply to—*
 - (a) *The mayor; or*
 - (b) *The chairperson of a committee of the council if the request relates to the role of the chairperson.*
- (7) *The acceptable requests guidelines are guidelines, adopted by resolution of the local government, about—*
 - (a) *the way in which a councillor may ask a local government employee for advice to help the councillor carry out his or her responsibilities under this Act; and*
 - (b) *reasonable limits on requests that a councillor may make*
- (8) *In this section a local government employee includes a person prescribed under a regulation.*
- (9) *The chief executive officer must comply with a request made to the chief executive officer under subsection (1) or (2)—*
 - (a) *within 10 business days after receiving the request; or*
 - (b) *if the chief executive officer reasonably believes it is not practicable to comply with the request within 10 business days—within 20 business days after receiving the request*
- (10) *If the chief executive officer forms the belief mentioned in subsection (9)(b), the chief executive officer must give the councillor notice about the belief and the reasons for the belief within 10 business days after receiving the request.*
- (11) *In this section— former conduct review body means a regional conduct review panel or the Local Government Remuneration and Discipline Tribunal under this Act as in force before the commencement of the Local Government (Councillor Complaints) and Other Legislation Amendment Act 2018, section 18.*

This Guideline outlines the standards for the provision of assistance or information to Councillors and is to be followed by the Mayor, Councillors and employees.

The underpinning local government principles and Councillors' responsibilities under the Act are set out in Sections 4 and 12 respectively. The provisions of these sections require Councillors to act in the interests of the residents of the local government area, to ensure effective service delivery and to be accountable to the community for the performance of the local government.

Section 13 of the Act sets out the responsibilities of local government employees including efficient and effective management of public resources, excellence in service delivery and provision of sound and impartial advice.

Through these provisions, the Act recognises that Councillors need to have access to current and relevant information about the local government to enable them to carry out their responsibilities.

Employees recognise this need and understand that the provision of prompt, accurate information to Councillors will enhance Council's reputation in the community as an efficient, customer focused organisation.

Therefore the purpose of this Guideline is to support good corporate governance in accordance with the local government principles by providing clear guidance for Councillors and employees to assist them in complying with the Act and serving the needs of our community.

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Acceptable Requests Guideline

Actions and Responsibilities

Councillors' Responsibility

1. Communications by Councillors with employees must be conducted in a respectful, reasonable and professional manner as outlined in the Code of Conduct for Councillors in Queensland.
2. Communications by Councillors with employees must:
 - Be conducted in accordance with the principles prescribed in Section 4(2) of the Act.
 - Comply with the law, Council Policies, Guidelines and Procedures.
 - Be conducted in good faith.
3. Councillors may request, from any employee, assistance or information of a similar nature and in a similar manner to that which the employee would ordinarily give to the public (e.g. with a Customer Service Consultant at a Customer Service Centre).
4. Councillors may request, from any employee outlined in the Designated Employees' list, assistance or information relating to minor/routine matters. Such requests may be either verbal or in writing at the discretion of the Councillor. A minor/routine matter includes procedural type issues as follows:
 - When will those Minutes be distributed?
 - You told me that information would be put on our website yesterday. Has that occurred?
 - When is the new park going to be completed?
 - Any other matter that the Chief Executive Officer, a General Manager, a Group Manager or a Designated Employee has specifically referred to another employee for attention and a Councillor wishes to enquire on the status of the matter.
5. Councillors are expected to rely principally on their Administrative Support Officers to locate general business information and records and only rely on technical officers when information is not readily available.
6. For anything other than minor/routine matters, wherever reasonably possible, Councillors shall direct requests for assistance or information in writing to the Chief Executive Officer, the relevant General Manager, the relevant Group Manager or the relevant [Designated Employee](#), whichever is the most appropriate given the nature of the request.
7. Wherever possible, Councillors' requests for assistance or information outside of normal business hours shall be made only to the Chief Executive Officer, the relevant General Manager, the relevant Group Manager or the relevant [Designated Employee](#). Councillors are encouraged to only seek assistance or information out of hours for matters of significant concern that should not be left to the next business day to resolve, e.g. imminent risk to community safety; an operational issue that immediately and significantly impacts residents' amenity or capacity to access services; or significant immediate risk to Council's reputation, etc. Where out of hours matters involve more operational issues, such as dog complaints or nuisance complaints, Councillors are to use the after-hours service to report such matters and deal with the appropriate on-call officer.
8. When referring requests for service/action from constituents and/or interest groups, Councillors shall raise the request through the ICCC or their Councillor Executive Support Officer for it to be entered into the Customer Request System. These requests are not to be referred directly to any employee individually.
9. Councillors shall consider the likely cost implications in making requests for assistance or information, and shall not make requests where costs cannot be justified.
10. Councillors may request the attendance of an employee at a meeting with a member(s) of the public where technical input, relevant background knowledge of the matter is necessary. Such requests shall

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Acceptable Requests Guideline

be accompanied by reasonable lead time and adequate supporting information so that the employee can attend the meeting with a solid understanding of the issue at hand and where appropriate a meeting can be established between the Councillor and employee. These requests are to be made through the Chief Executive Officer, the relevant General Manager, the relevant Group Manager or the relevant [Designated Employee](#).

11. Councillors shall be mindful of operational workloads and priorities and will work collaboratively with employees to ensure that assistance and information requests do not significantly impact on such workloads and priorities. For example, where possible, Councillors will allow employees sufficient time to respond, generally in keeping with the response times for employees set out in this Guideline.
12. Councillors shall not request their personal assets or their related person's personal assets to be used to provide information in case studies or examples.
13. Other than in accordance with these Guidelines, Councillors shall not direct, or attempt to direct any employee to do anything. The only exception to this is for the Mayor, who is entitled to direct the Chief Executive Officer or senior executive employees (i.e. General Managers) in accordance with Section 170 of the Act.

Employees' Responsibility

1. Communications by employees with Councillors must be conducted in a respectful, reasonable and professional manner as outlined in the Employee Code of Conduct.
2. Communications by employees with Councillors must:
 - Be conducted in accordance with the principles prescribed in Section 4(2) of the Act.
 - Comply with the law, Council Policies, Guidelines and Procedures.
 - Be conducted in good faith.
3. If a Councillor is seeking information on a matter that is city-wide or may be of interest to other Councillors, then all Councillors must receive the same information at the same time. This excludes information or issues that are purely in a Councillor's division and which would be of no interest to other Councillors.
4. If an employee is not able to respond with adequate knowledge and experience, and/or without functional responsibility for the matter, the employee shall refer the request to his/her supervisor and shall refrain from responding other than to advise that the request has been referred.
5. The Chief Executive Officer shall publish and maintain a register of [Designated Employees](#) and each employee included in the Register shall be informed of their designation in writing (which may include by email).
6. Employees shall consider the likely resource implications in responding to Councillors' requests for assistance or information, and where the employee has concerns relating to the costs or other use of resources, he/she shall refer the request to the relevant General Manager or Chief Executive Officer.
7. The Chief Executive Officer or the relevant General Manager may authorise provision of the requested assistance or information to all other Councillors if it is considered that such provision would be in the best interests of the Council and/or the community or if the request relates to a matter currently under consideration by Council. In doing so, the Chief Executive Officer or the relevant General Manager will advise the relevant Councillor of their intention to provide the information to all Councillors.
8. Employees shall make every effort to assist Councillors where a request is received to attend a meeting with the Councillor and a member(s) of the public. Wherever practical to do so, the employee will ensure they have been provided with adequate background information on the matter so they have a solid understanding of the issue at hand, and where appropriate, have discussed the matter with the Councillor before attending the meeting. If the employee feels they are unqualified to attend the meeting, they will

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advise their Manager who shall consider the matter, liaise with the relevant Councillor and ensure appropriate alternative arrangements are made to support the Councillor.

Response Times to Requests for Assistance or Information

1. Wherever possible, for routine requests where the information the Councillor is seeking is known to an employee or is readily available from a Council business system, the response will be provided immediately, e.g. over the phone or directly by email on the day.
2. Council expects all other requests to be responded to within three business days unless the matter is of a complex nature or is considered urgent.
3. Where the matter is complex or requires input from multiple departments, the request should be responded to within 10 business days. Where an employee feels they need more than 10 business days to respond they should advise their General Manager so proper consideration can be given to operational and resourcing issues. The General Manager will ensure the Councillor is kept up to date with progress and an anticipated date of finalisation.
4. Employees will always place a level of priority on requests for assistance or information from Councillors. Where it is practical to do so, and will not result in service delivery issues for the community, employees will endeavour to meet these timeframes at all times. Where there are genuine operational or resourcing reasons for delays employees will always be open and communicative with Councillors and will provide alternative estimated timeframes so that expectations can properly be managed.

Definitions

Nil

Reference Documents

GOV-003-P Confidential Information and Reports Policy ([A2855251](#))
Corporate Information Resources Management Policy and Guideline, and Email Guideline.

Associated Documents

Designated Employee Register ([A4445054](#))
GOV-004-P Governance Policy ([A196640](#))
PAC-001-SD Employees Code of Conduct ([A196608](#))

Local Government Act 2009

Designated Employee Register ([A4445054](#))

Document Control

Only an ELT member (of the relevant Department/Group) can approve amendments to this document.
Any requests to change the content of this document must be forwarded to relevant Service Managers(s).
Approved documents must be submitted to the Corporate Meetings and Registers Team for registration.

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Acceptable Requests Guideline

Version Information

Version number	Date	Key Changes
2	July 2013	<ul style="list-style-type: none"> Updated Designated Employees Register (Version 2)
3	May 2014	<ul style="list-style-type: none"> Updated Designated Employees Register (Version 3) and minor administrative changes to the Guideline with no change to intent Updated 'Office of the Mayor' details.
4	Nov 2015	<ul style="list-style-type: none"> Updated Designated Employees Register
5	Aug 2018	<ul style="list-style-type: none"> Updated Designated Employees Register
6	July 2019	<ul style="list-style-type: none"> Updated Designated Employees Register Changed Guideline number to be under Governance Policy (POL-3002) Put in wording to advise that service requests are excluded from this guideline.
7	August 2020	<ul style="list-style-type: none"> Removed Designated Employees Register from Guideline to separate document, to be maintained by each department Administrative updates Updated to new guideline template
8	April 2021	<ul style="list-style-type: none"> Added new legislation Added clause that exclude Administrative Support for Councillors from this Guideline Added a clause for Councillors to not use their/their related persons personal assets to provide information for case studies and examples (OIA recommendation) Reworded various sections – same intent

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13.4 WEINAM CREEK PRIORITY DEVELOPMENT AREA PROJECT UPDATE

Objective Reference: A5328072

Authorising Officer: Andrew Ross, General Counsel

Responsible Officer: Andrew Ross, General Counsel

Report Author: Andrew Ross, General Counsel

Attachments:

1. Comparison of 2018 Master Plan and 2020 Development Application Master Plan [↓](#)
2. Review of compliance with PDA Planning Scheme [↓](#)

PURPOSE

To provide an update on the Weinam Creek Priority Development Area (PDA) Project and:

1. Endorse the changes to the Weinam Creek PDA Masterplan.
2. Note the Weinam Creek PDA Masterplan application is being assessed independently by Economic Development Queensland (EDQ).
3. Advocate to State and Federal Governments on the regional and intergenerational importance of the project as a coastal community on Moreton Bay and to the Southern Moreton Bay Islands (SMBI).

BACKGROUND

The Weinam Creek PDA project is managed by Redland Investment Corporation (RIC) in consultation with Council. The project is transitioning from the stage 1 construction of the public car parking and residential precinct on the southern side of Weinam Creek to detailed master planning of the northern side of the Weinam Creek transport and ferry terminal.

The Masterplan and Weinam Creek PDA Development Scheme supports the social and economic viability of the project as a coastal community and gateway to Moreton Bay and SMBIs, stimulating island tourism and economies and enhancing public open space and services for existing and future generations.

The attachment 1 document from Town Planning Alliance dated 10 March 2021 compares the 2018 Masterplan adopted by Council and the 2020 Masterplan submitted by RIC to EDQ. The assessment concludes the 2020 Masterplan is generally in accordance with the 2018 Masterplan, noting the detailed construction and on ground investigations has continued to evolve during this time as is normal practice for masterplans to develop from conceptual to construction stages, taking into consideration development proposals in and around the PDA area.

The attachment 2 document from Town Planning Alliance titled 'Appendix 2 – Code Assessment' as part of the Masterplan application. This document provides a table form assessment against the PDA Scheme noting its performance based and prescriptive criteria is contained within the PDA Scheme Vision, PDA Wide Criteria and Precinct Provisions within each of the 4 masterplan precincts, namely Precinct 1 Mixed Use Village; Precinct 2 Marina and Vehicle ferries; Precinct 3 Weinam Creek; and, Precinct 4 Sel Outridge Park. The assessment concludes the Masterplan application is consistent with the PDA Development Scheme.

Key Timeline:

1. On 3 May 2013, Council resolved to support the Council application for a Priority Development Area declaration for Weinam Creek.
2. On 21 June 2013, the Weinam Creek PDA was declared by the Minister of Economic Development Queensland.
3. On 22 November 2013, the Council resolved to endorse for public notification the proposed Development Scheme for the Weinam Creek PDA. The public notification and submission period for the Weinam Creek PDA Development Scheme was undertaken from 10 January to 24 February 2014.
4. On 29 May 2014, the Weinam Creek PDA scheme was approved by the State Government.
5. On 6 September 2017, Council resolved to purchase Lot 3 on RP67164 and lot 7 on RP7537 located at 3-11 Moores Road, Redland Bay (also known as Moores land) to build additional public carparks, road access, flood mitigation and a boat ramp.
6. On 18 October 2017, Council endorsed the Master Plan prepared by RIC.
7. On 18 December 2017, Council purchased Moores land.
8. On 23 May 2018, Council resolved to endorse the amended Master Plan and note the joint governance arrangements between Council and RIC for the ongoing management of the project.
9. In early 2019, Stage 1 of the Masterplan commenced construction including Ground-level car parks on Moores Road; A footbridge connecting the Moores Road site and the Weinam Creek ferry terminal; 9 house lots fronting Moores Road; a 1 hectare block of land with potential for residential development.
10. By September, 2020 Stage 1 was mostly completed and work commenced on detailed design of the Masterplan for future masterplan stages.
11. In October 2020 Queensland State Government members identified the Weinam Creek PDA as a primary health care centre, that subject to detail, may involve further changes to the masterplan consistent with the PDA vision intent.
12. On 25 January 2021, RIC submitted a development application to EDQ for approval of a master plan and currently RIC is responding to an Information Request made by EDQ.
13. From 2022 commence open space upgrades; Relocate boat ramp to complete road network/loop road at terminal.
14. From 2023 commence construction of the multi-storey car park facilities, retail, café, restaurant and medical precincts.

ISSUES

The Masterplan application was submitted to EDQ as being consistent with the Weinam Creek PDA Development Scheme and will make a significant contribution to the community through the revitalisation of the waterfront precinct and the provision of a range of public and community infrastructure. A copy of the assessment of the proposal against the PDA Vision, PDA wide-criteria and precinct provision is included in attachment 2.

As part of the preparation of the development application to EDQ, detailed designs, fine grain planning and technical assessments were undertaken. This led to the progression of a more

detailed design with some small changes to the master plan. The changes and details are consistent and generally in accordance with the master plan endorsed by Council in 2018. A full list of the changes details and a comparison to the 2018 master plan is included at attachment 1.

The 2018 Master Plan contained 'mixed use' nodes for commercial facilities and community services. As part of the development application technical and economic assessments were undertaken to determine the preferred uses for the mixed-use nodes.

A key development is a full line supermarket with an approximate gross floor area of 3,200sqm along with 3,600sqm of specialty shops and services is proposed in the mixed-use node adjoining the ferry terminal which is above the prescriptive precinct provisions of the PDA Scheme but considered consistent with the PDA Vision and PDA Wide Criteria. This proposal was supported by an Economic Impact Assessment by Urbis and planning assessment studies by Town Planning Alliance. In submitting that the mixed use services achieves the vision of the PDA, the following key points are noted in the development application:

1. Due to the fragmentation of Karragarra, Macleay, Lamb and Russell Islands, as well as, their geographical size and population densities means that they cannot individually support a full-line supermarket offer. As such, the geographical and marine context of the subject site offers a strategic opportunity to support this regional area by enabling island residents to do their main grocery shop immediately before departing for home.
2. Moreton Bay Island residents and commuters using the Redland Bay Marina Ferry Terminal would benefit from improved access and convenience not only for shopping for groceries and related household, health, recreational and commercial goods and services, without the need for additional transport.
3. The provision of a new full-line supermarket and community and marine services will address a gap for this type of retailing in Redland Bay and surrounding suburbs. This gap will exist even after the expansion of the District Centre on Broadwater Terrace Redland Bay.
4. The new supermarket would also be expected to drive stronger price competition which should result in keener prices for everyday shopping needs and unique requirements of living on and near island communities. This benefits all types of households and provides a large share of income to be directed to other activities and expenses. Two full-line supermarkets in the Primary Core will enhance this healthy competition.
5. The proposed Weinam Creek development would include an approximate 3,200 sqm supermarket and approximately 3,600 sqm of specialty shops and services. This provision of shops would sufficiently support linked convenience-based shopping trips and the establishment of a new retail hub, but would also see residents continuing to use other locations for their shopping needs.
6. The proposed development will deliver a high-quality mixed-use development and improved public realm for shopping, working and socialising. Improvements to the land uses surrounding the existing ferry terminal would further contribute to the development of an appealing, safe and vibrant hub for the mainland and Moreton Bay Island communities.
7. The delivery of a full-line supermarket at the subject site also offers island residents an affordable alternative to smaller island supermarkets, whilst not being a detriment to their operation as residents will still frequent these stores for convenience.

8. The ongoing operation of the facilities within the proposed retail floorspace (particularly within the supermarket) would also create a significant number of new jobs, many of which could be occupied by local residents (especially the younger demographic which is a key employee segment for retail shops and services).

STRATEGIC IMPLICATIONS

Legislative Requirements

The development application will be assessed in accordance with the *Economic Development Act 2012*.

Risk Management

Standard development applications risks apply.

Financial

There are no direct financial implications for this report noting the project costs are assessed in accordance with Council financial planning and budget process.

People

There are no implications for staff associated with this report.

Environmental

Environmental impacts were addressed in the development application.

Social

Social impacts were addressed in the development application. RIC has estimated the Weinam Creek PDA development will have the capacity to provide for approximately 41 jobs per annum through construction and 523 jobs in total full time equivalent (FTE) across land uses on an ongoing basis. These direct jobs are estimated to induce a further 176 indirect jobs (FTE) across all land uses as a result of flow-on effects.

Human Rights

There are no known human rights implications associated with this report.

Alignment with Council's Policy and Plans

The Weinam Creek project aligns with Council's corporate plan and previous resolutions.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Weinam Creek PDA Steering Committee	Monthly	Ongoing Project Meetings between RCC and RIC officers
Community	Ongoing	RIC Community Engagement Campaign using Council YourSay Webpage; Meet the Planner Sessions

OPTIONS**Option One**

That Council resolves as follows:

1. To endorse the changes to the Weinam Creek PDA Masterplan.
2. To note the Weinam Creek PDA Masterplan application is being assessed independently by Economic Development Queensland (EDQ).
3. To advocate to State and Federal Governments on the regional and intergenerational importance of the project as a coastal community on Moreton Bay and to the Southern Moreton Bay Islands (SMBI).

Option Two

That Council resolves to request further information regarding the Project.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To endorse the changes to the Weinam Creek PDA Masterplan.
2. To note the Weinam Creek PDA Masterplan application is being assessed independently by Economic Development Queensland (EDQ).
3. To advocate to State and Federal Governments on the regional and intergenerational importance of the project as a coastal community on Moreton Bay and to the Southern Moreton Bay Islands (SMBI).



10 March 2021

Nicholas Somerville
Redland Investment Corporation Pty Ltd
PO Box 21
CLEVELAND QLD 4163

Via Email

Dear Nicholas,

RE: WEINAM CREEK MASTER PLAN UPON LAND AT 9, 9A, 12, 12A, 22-28 & 30-42 MEISSNER ST, 2 & 5 OUTRIDGE ST, 5 – 9 WEINAM ST, 1, 2-18, 20-26 & 46-72 BANANA ST, 32 – 56 HAMILTON ST, 6 PEEL ST, 245 ESPLANADE, 23-29 MOORES RD, 13 & 14 AUSTER ST, REDLAND BAY, ROAD RESERVE AND UNALLOCATED STATE LAND

We write with respect to the Weinam Creek Master Plan and provide below an overview of the changes between the Master Plan as resolved at the General Council Meeting in 2018 and the Master Plan as submitted with the development application in 2020. By way of summary:

2018 Plan

2020 Plan



The area in Precinct 3 identified as 'under investigation' on the 2018 plan has been updated to include 'general residential' along Moores Road and 'medium density residential' behind along the eastern edge of the car park. This arrangement was approved by EDQ as part of Stage 1 where approval was given for the creation of nine residential lots along Moores Road and a management lot for future redevelopment of area shown as 'medium density residential'. Precinct 3 is intended to provide for residential uses. As such, the change aligns with the Precinct Intent. It is noted that the building height map submitted with the Master Plan identifies the area of 'medium density residential' in this location as 'generally up to 3 storeys' which is generally in accordance with Map 4 under the Weinam Creek PDA Development Scheme which identifies this area as 'generally up to 3 storeys'.

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2018 Plan

2020 Plan



The site access to the Moores Road car park on the 2018 plan has been shifted slightly to the west. This was done to provide for a superior design solution where the access is separated from the adjacent residential uses on the opposite side of Moores Road (i.e. so as to avoid amenity impacts / reflection of headlights). This arrangement was approved by EDQ as part of Stage 1 for the Car Park and Bridge and complies with Precinct 3 Intent to provide for a north-south connection from Moores Road to the future recreational boat ramp.



The alignment of the western edge of the car park has been refined since the 2018 plan. The refinement occurred in response to more fine grain planning and technical assessments. This arrangement was approved by EDQ as part of Stage 1 for Car Park and Bridge. The arrangement complies with the intent for Precinct 3 by supporting the provision of car parking facilities, a new north south connection from Moores Road to the future recreational boat ramp and pedestrian connection from Moores Road to the new pedestrian bridge.

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2018 Plan

2020 Plan



The alignment of the pedestrian bridge over Weinam Creek on the 2018 plan has been realigned slightly in response to the detailed design of the pedestrian bridge. This arrangement was approved by Council as part of Stage 1. The change continues to align with the Precinct Intent to provide for pedestrian bridge towards the end of Weinam Creek to improve north south connectivity.



The footprint of the recreational boat ramp on the 2018 has been modified slightly in response to the more fine grain planning and technical assessments undertaken as part of the design of the car park, bridge and boat ramp. The change continues to align with the intent for Precinct 3 to relocate the recreational boat ramp to the end of Weinam Creek on the southern side.

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2018 Plan

2020 Plan



The alignment of the residential development on the Meissner Street land on the 2018 plan has been reconfigured slightly in response to the more fine grain planning and technical assessments undertaken. In addition, the northern extent of the land has been revised from high density to medium density. The proposed change continues to align with the intent for Precinct 3 which is intended to provide for residential development. The change from High Density to Medium Density in the northern part is in closer compliance with the Weinam Creek PDA Development Scheme which identifies a height within this area of 'generally up to 5 storeys' on Map 4.



The plan has been updated since the 2018 plan to identify the existing community facilities being retained including the water police and coast guard. This change is consistent with the intent for Precinct 1 under the Weinam Creek PDA Development Scheme which notes that the existing community facilities along the southern boundary of Precinct 1 are to be retained.

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2018 Plan

2020 Plan



The alignment of the mixed use node over the multi deck car park site has been developed to allow for the creation of more functional dimensions for the mixed use node. However, the extent and intended outcome to support for sleeving of the multi-deck car park remains generally in accordance with the 2018 plan. It is noted that the 2018 plan did not include any specific GFA parameters for the mixed use node.



Since the 2018 plan, a pier / marina has been added. The pier / marina aligns with the Precinct Outcomes under the Weinam Creek PDA Development Scheme. Specifically, the Weinam Creek PDA Development Scheme identifies in an intent for a Marina in this location within Precinct 2.

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2018 Plan**2020 Plan**

The northern extent of the area identified on the 2018 plan as 'under investigation' within Precinct 4 has been amended to form part of the upgrade to Sel Outridge Park. This aligns with the intent for Precinct 4 under the Weinam Creek PDA Development Scheme to provide for Sel Outridge Park.

In overview, it is our opinion that the Master Plan submitted with the development application remains 'generally in accordance' with the Master Plan as resolved at the General Council Meeting in 2018.

We trust the above is of assistance. Should you wish to discuss the project further, please do not hesitate to contact our office on 3361 9999.

Yours faithfully

TOWN PLANNING ALLIANCE PTY LTD

Jessica Robson
ASSOCIATE DIRECTOR

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APPENDIX 2 – CODE ASSESSMENT

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WEINAM CREEK – MASTER PLAN



1 PDA VISION

VISION	PROPOSAL	COMPLIANCE
Vision statement		
Weinam Creek is a point of community focus and a regional Gateway to Moreton Bay and the Southern Moreton Bay Islands. Development supports the potential to stimulate tourism to the islands, improving the Southern Moreton Bay Islands economies and the wider sub regional economy.	The Master Plan reinforces the intended role of Weinam Creek as a point of community focus and a regional Gateway to Moreton Bay and the Southern Moreton Bay Islands through the revitalisation of the waterfront precinct and the delivery of public and community infrastructure. Development under the Master Plan will support potential to stimulate tourism to the islands, improving the Southern Moreton Bay Island economies and the wider sub regional economy.	✓
The bus stop and ferry interchange are co-located with parking and provide an integral link between the mainland, Southern Moreton Bay Islands (Macleay, Lamb Karragarra and Russell islands) and the Greater Brisbane area.	The proposed Master Plan co-locates the bus and ferry interchange with car parking and associated facilities providing an integral link between the mainland, Southern Moreton Bay Islands and the Greater Brisbane area. The Master Plan will deliver improved car parking and associated facilities to support the permanent residents of the Southern Moreton Bay Islands.	✓
Water based transport and boating facilities are provided including separate terminals for passenger and vehicle ferries, a marina, boat industries and marine services. The harbour is also utilised for the launch of recreational boats from trailers. Weinam Creek is widened to accommodate passenger and vehicle ferry traffic. Opportunity exists for marine service industries to expand, utilising Weinam Creek as one of few creeks entering the bay between Southport and the Port of Brisbane.	Water based transport and boating facilities are provided for by the Master Plan with separate terminals for passenger and vehicle ferries maintained, a new recreation boat ramp and associated boat parking facilities to be provided at the end of Weinam Creek and a future marina / pier. The current Master Plan proposal does not include the delivery of the widening of the Weinam creek. However, does not prejudice the ability for these elements to be delivered as part of future development opportunities.	✓
The area surrounding the marina features a mixture of residential, commercial and retail development with significant areas of open space along the waterfront. Development and public open space areas embrace the indigenous heritage, waterfront location and	The area around the waterfront and marina features a mixture of residential, commercial and retail development within the mixed use node along with significant areas of open space along the waterfront. The development and public open space areas will embrace the	✓

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WEINAM CREEK – MASTER PLAN



VISION	PROPOSAL	COMPLIANCE
significant views to Moreton Bay and the Southern Moreton Bay Islands.	indigenous heritage, waterfront location and significant views through the design.	
Development complements the Redland Bay retail centre and provides appropriate infrastructure including parking that meets market expectations for safety, comfort, convenience, information and service delivery while supporting the needs of the local community and Southern Moreton Bay Islanders, having regard to projected population growth.	The development under the Master Plan will complement the Redland Bay retail centre as demonstrated by the Economic Impact Assessment by Urbis. Furthermore, parking will be provided that meets the market expectations for safety, comfort, convenience, information and service delivery. Importantly, the car parking facilities will support the local needs of the community and the Southern Moreton Bay Islanders.	✓
Permanent residents of the Southern Moreton Bay Islands will continue to have high levels of access to transport and ferry infrastructure, and throughout the development of the PDA will not be disadvantaged in their access to the ferry terminal, bus interchange or parking areas.	The Master Plan will ensure that permanent residents of the Southern Moreton Bay Islands will have high levels of access to transport and ferry infrastructure with the Master Plan supporting the co-location of bus, ferry and car parking areas. The Master Plan will deliver improved car parking and associated facilities to support the permanent residents of the Southern Moreton Bay Islands.	✓
The development and well being of the Weinam Creek PDA is supported through the provision of a range of community facilities and services. Existing community services include Redland Bay Police, Redland Bay Community Hall, the Redland Bay Amateur Fishing Club, the Coast Guard, Sea Cadets and Redlands Sea Dragons. These facilities are planned and developed to ensure they can evolve with population demographics and thresholds.	A range of community facilities and services are provided for by the Master Plan including the retention of existing community services. These existing and new facilities will be incorporated into future development opportunities to meet the needs of the community.	✓
New areas of public open space enhance opportunities to enjoy the waterfront and Moreton Bay and support aboriginal stewardship and reconciliation. There is no net loss of public open space from Weinam Creek within the PDA.	The Master Plan will include provision of substantial areas of public open space and will enhance opportunities to enjoy the waterfront and Moreton Bay and support aboriginal stewardship and reconciliation. These outcomes are delivered through proposed enhancements to Sel Outridge Park and Neville Stafford Park as well as the new waterfront promenade. There will no net loss of public open space.	✓
Development establishes a strong community identity which benefits from the indigenous heritage, the amenity of Moreton Bay and a mixture of residential, retail, commercial and community uses.	A strong community identity will be established through development under the Master Plan which will benefit from indigenous heritage, the amenity of Moreton Bay and quality mix of residential, retail, commercial and community uses.	✓

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VISION	PROPOSAL	COMPLIANCE
Pedestrians, cyclists and vehicles are afforded safe and efficient movement options which connect with public transport, the waterfront and community focal points. Adequate parking is provided to meet the scale of development and anticipated future growth.	The Master Plan will support the delivery of safe and efficient movement options for pedestrians, cyclists and vehicles including connections to public transport, the waterfront and community focal points. The development will make significant improvements to the road network through the extension of Hamilton and Meissner Streets and the creation of the waterfront esplanade road. Improved pedestrian connection will be achieved through the provision of the waterfront promenade and the existing pedestrian bridge delivered through Stage 1 of the development. The development will provide adequate car parking to meet the scale of development and anticipated future growth.	✓
Development respects and values marine and land based ecology and seeks to protect matters of ecological significance.	The Master Plan seeks to reflect and value marine and land based ecology and seeks to protect matters of ecological significance.	✓
Structural elements		
Development within the PDA should support the delivery of the following elements as indicated in Map 2:		
- establishing an accessible and connected place, with efficient traffic circulation, waterfront promenades, pedestrian and cycle paths, supported by new road connections and intersections	An accessible and connected place will be established by the Master Plan through the provision of efficient traffic circulation, the waterfront pedestrian promenades, pedestrian and cycle paths and new road connections and intersection upgrades.	✓
- providing for the new Translink Redland Bay Marina bus station designed to incorporate additional bus bays and upgraded passenger waiting facilities integrated with access to the passenger ferry terminal	The Master Plan retains the recently completed Translink bus and ferry interchange in its current location. It has been determined in conjunction with Translink that this is the most suitable and efficient location for the interchange to provide transport services to the community. It is noted that the Master Plan does not prejudice the ability for the relocation to occur in the future. The design of the new waterfront esplanade road has been completed in coordination with TransLink and supports provision of bus services including the provision of appropriate bus bays.	✓
- providing for the passenger ferries and bus services to continue in their current location while allowing for the opportunity to relocate the passenger ferry terminal and	The Master Plan retains the recently completed Translink bus and ferry interchange in its current location. It has been determined in conjunction with Translink that this is the most suitable and efficient	✓

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VISION	PROPOSAL	COMPLIANCE
<p>Translink Redland Bay Marina bus station upstream into Precinct 3 on the northern side of Weinam Creek. Relocation to occur after carpark areas on adjacent land to the proposed new ferry terminal are established and new carparking is provided</p>	<p>location for the interchange to provide transport services to the community. It is noted that the Master Plan does not prejudice the ability for the relocation to occur in the future.</p>	
<p>- ensuring the co-location of the bus station, passenger ferry terminal and car parking in the short and long term to provide an integrated public transport network</p>	<p>The bus station, passenger ferry terminal and car parking facilities in the short and long term are co-located under the Master Plan to achieve an integrated public transport network and support the needs of the Southern Moreton Bay Island communities.</p> <p>The Master Plan includes delivery of car parking on the multi-deck car park site in addition to car parking on the Moores Road land delivered in Stage 1. The proposed car parking achieves co-location with the recently completed Translink bus and ferry interchange. The Master Plan retains the recently completed Translink bus and ferry interchange in its current location as it has been determined in conjunction with Translink that this is the most suitable and efficient location for the interchange to provide transport services to the community. However, the Master Plan does not prejudice the ability for the relocation to occur in the future. In the event that the Translink bus and ferry interchange was re-located in the future, the car parking on the adjacent Moores Road land and adjacent multi-deck car park site would achieve co-location.</p>	<p>✓</p>
<p>- promoting the creation of a mixed use node where active retail commercial and cultural uses are located, in proximity to the waterfront with medium density development within and surrounding the mixed use node</p>	<p>The proposed Master Plan supports the creation of a mixed use node where active commercial and cultural uses are located in proximity to the waterfront with medium density development within and surrounding the mixed use node.</p>	<p>✓</p>
<p>- supporting a mixed use plaza adjoining Neville Stafford Park overlooking the marina area and integrated with the mixed use node</p>	<p>A mixed use plaza has been provided within the Master Plan adjoining Neville Stafford Park and integrated within the mixed use node.</p>	<p>✓</p>
<p>- providing for community facilities to continue to operate within the PDA serving the needs of existing and future</p>	<p>The Master Plan facilitates the continued and ongoing operation of community facilities within the PDA serving the needs of existing and</p>	<p>✓</p>

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VISION	PROPOSAL	COMPLIANCE
residents and visitors, including marine rescue and enforcement facilities	future residents and visitors, including marine rescue and enforcement facilities.	
- providing for vehicle ferry services to operate in the north of the PDA where traffic conflicts can be minimised	The Master Plan does not alter the existing arrangements with respect to the vehicle ferry services.	✓
- making improvements to public open spaces linking Sel Outridge Park to Neville Stafford Park and Weinam Creek	Significant improvements and enhancements are proposed to public open spaces with the proposed waterfront promenade linking Sel Outridge Park, Neville Stafford Park and Weinam Creek.	✓
- providing for the opportunity to create a pedestrian bridge at the end of Weinam Creek to improve north south connections	A pedestrian bridge at the end of Weinam Creek has been delivered through Stage 1 of the development improving north south connections through the PDA.	✓
- providing a recreational boat ramp in a safe and accessible location, of the same or improved capacity with appropriate provision of car and trailer parking	The Master Plan includes the provision of a new recreational boat ramp to at the end of Weinam Creek to the southern side and associated boat parking facilities.	✓
- improving access to the waterfront and public open space through pedestrian waterfront links and a new waterfront promenade which is safe, contributes to the open space network, has regard to coastal resources and establishes connections north and south of the PDA	Access to the waterfront and public open space will be improved through upgrades to pedestrian connections and the new waterfront promenade. The waterfront promenade will make a significant contribution to the public open space network and supporting north south connection through the PDA.	✓
- providing appropriate infrastructure and car parking facilities in accessible locations that have regard to coastal resources and meet market expectations for safety, comfort, convenience, information and service delivery. The supply of car parking will be staged, appropriately designed and sufficient to cope with predicted growth on the islands	The Master Plan will facilitate the provision of appropriate infrastructure and car parking facilities in accessible locations. Provision of car parking will meet the user needs and expectations and be staged to appropriately.	✓
- promoting further opportunities for development and efficient dredge spoil disposal through land reclamation and creation of dredge ponds	The proposed Master Plan does not propose land reclamation. However, does not prejudice the ability for this to occur as part of future development opportunities.	✓
- provision of a marina with accompanying marine services, boating industry and car parking.	The Master Plan allows for future pier / marina as well as allowance for accompanying services and car parking.	✓

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WEINAM CREEK – MASTER PLAN



2 PDA-WIDE CRITERIA

PDA CRITERIA	PROPOSAL	COMPLIANCE
3.4.1 Urban Design		
The form, type and arrangement of buildings, streets and public spaces support development and urban design outcomes which:		
<ul style="list-style-type: none"> - Create a community which is compact and walkable, with development generally within a 5 minute walk (400m radius) of a community focal point. A community focal point may include a park, public transport stop, active retail use, community facility or similar 	<p>The Master Plan supports the creation of a compact and walkable community.</p>	<p>✓</p>
<ul style="list-style-type: none"> - Deliver building heights which are generally in accordance with the indicative building heights identified in Map 4 and are compatible with surrounding development 	<p>The Master Plan delivers building heights which are ‘generally in accordance’ with the indicative building heights identified in Map 4 and are compatible with surrounding development. The building heights shown on the Weinam Creek PDA Height Plan by RPS are ‘maximum’ building heights per the Map 4 of the Weinam Creek PDA Development Scheme with the building heights to be determined in response to market conditions / forces upon delivery of future development options. This is consistent with the intent of the Development Scheme as set expressed in the MEDQ submissions report dated May 2014 that was prepared as part of the development of the Scheme.</p> <p>There are two locations where the building heights are slightly varied from Map 4 as a result of more fine grain planning that has occurred through the development of the Master Plan in line with the PDA Vision.</p> <p>The Master Plan resolves the location of car parking within the PDA and the boundaries between areas of open space / ecological function and proposed medium density housing on Meissner Street to the north of Weinam Creek. As a result, there is a slight variation in the extent of ‘generally up to 5 storeys’ on Map 4. However, remains ‘generally in accordance’ with the indicative building heights identified in Map 4. The proposed resolution of the extent of</p>	<p>Performance Solution</p>

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PDA CRITERIA	PROPOSAL	COMPLIANCE
	<p>‘generally up to 5 storeys’ in this area does not result in any conflict with the Vision for the PDA and reflects a superior design solution that facilitates appropriate residential housing opportunities in line with the Precinct Outcomes whilst avoiding areas of sensitive ecological value and Matters of State Environmental Significance and ensuring that areas of car parking are consolidated in appropriate locations to meet the parking needs of the PDA. This part of the site is also identified as adjoining Council land containing the areas of open space and Weinam Creek. Thus, the slight variation to the building height map in this location will not result in amenity impacts.</p> <p>In addition to the above, the Master Plan will facilitate delivery of a mixed use building in Precinct 2 overlooking the waterfront in accordance with the Precinct Outcomes. The mixed use building will be ‘generally up to 7 storeys’ and reflects a slight variation to the extent of ‘generally up to 7 storeys’ on Map 4. Notwithstanding, the building height remains ‘generally in accordance’ with the indicative building heights on Map 4. The proposed building height arrangements do not conflict with the PDA Vision and reflects a superior design outcome that considers the resolved alignment of the extension of Hamilton Street / waterfront esplanade road and supports improved activation and vibrancy of the adjacent parkland, public realm and retail offerings being delivered in the mixed use node. The proposed mixed use building is ‘generally in accordance’ with the area identified as ‘generally up to 7 storeys’ on Map 4 and being located to the south of Neville Stafford Park there will be no overshadowing impacts on the adjoining parkland by the slight variation to the building heights map. Aside from the adjoining parkland, the future mixed use building adjoins existing and future road reserve. Thus, supporting good separation to surrounding development to ensure a high quality interface including the adjacent multi-deck car park.</p>	

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PDA CRITERIA	PROPOSAL	COMPLIANCE
- Create an active place characterised by a high quality public realm and safe pedestrian areas which encourage community interaction and support healthy lifestyles	The Master Plan supports the creation of an active place characterised by a high quality public realm and safe pedestrian areas which encourage community interaction and support healthy lifestyles. These outcomes will be delivered through enhancements to parks and civic open space areas and the waterfront pedestrian promenade by the Master Plan as well as the adoption of CPTED principles in the design of buildings and public spaces.	✓
- Provide built form which supports a mix of land uses that support activity during the day and at night	The Master Plan demonstrates the delivery of an appropriate mix of land uses that support activity during the day and at night.	✓
- Appropriately interfaces with existing residential development within and adjoining the PDA boundary and mitigates impacts from density or height by providing: <ul style="list-style-type: none"> o visual buffers and setbacks or graduation in height o appropriate access arrangements, and o complementary uses 	The development to be delivered under the Master Plan will ensure appropriate interfaces with existing residential development through built form elements, appropriate access arrangements and complementary uses.	✓
- Ensure all buildings address the street, reinforce streetscapes and integrate with the public realm, with service areas and carparking located to the rear of buildings, in particular promoting building design which reinforces Hamilton and Meissner Streets as the main entrances and gateways into the PDA	The proposed Master Plan will support the provision of buildings which address the street, reinforce streetscapes and integrate with the public realm. Future development will reinforce Hamilton and Meissner Street as the main entrances and gateway into the PDA. Car parking and service areas will be appropriately located and design to support these outcomes.	✓
- Enhance the relationship with the waterfront	The Master Plan seeks to enhance the relationship with the waterfront through upgrades to parks and civic open space areas, the provision of the waterfront promenade and improved access and connection to the waterfront.	✓
- Contribute to an articulated streetscape along key pedestrian and street connections	The Master Plan will enable future development opportunities that contribute to an articulated streetscape along key pedestrian and street connections.	✓
- Conserve local site characteristics, settings, places of heritage significance, landmarks, breezes and views	The proposed Master Plan carefully considers the local site characteristics with a view towards conserving places of significance, landmarks, breezes and views.	✓

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PDA CRITERIA	PROPOSAL	COMPLIANCE
- Uses, built form and natural features to provide specific identity, which complements existing local character and cultural heritage	The proposed Master Plan will support the creation of a community with a strong sense of place by considering and complementing existing local character and cultural heritage.	✓
- Maximise north facing orientation of buildings and views to parks and Moreton Bay	The north facing orientation of buildings and views to parks and Moreton Bay will be maximised by future development opportunities under the Master Plan.	✓
- Provide a safe environment through the application of Crime Prevention Through Environmental Design (CPTED) principles such as passive surveillance of public spaces and activated street frontages	The Master Plan will support the creation of a safe environment through land uses, siting and design that adopts CPTED principles such as passive surveillance of public spaces and activated street frontages.	✓
- Ensure adequate visual and noise amenity	The Master Plan will enable future development that ensures adequate visual and noise amenity.	✓
- Provide for advertising devices which are in accordance with standards set out in the planning scheme	Advertising devices will be addressed through future assessment with consideration to the standards set out in the planning scheme.	N/A
- Ensure sites have sufficient dimensions to accommodate buildings, landscaping, parking, access and circulation areas	The sites for future development opportunities will have sufficient dimensions to accommodate buildings, landscaping, parking, access and circulation areas. These outcomes will be demonstrated through further assessments.	✓
- Provide opportunities for Aboriginal stewardship and reconciliation.	The proposed Master Plan will support opportunities for Aboriginal stewardship and reconciliation. A Cultural Heritage Management Plan is currently in place for the site.	✓
3.4.2 Sustainability		
Development supports sustainable outcomes which:		
- Ensure landscaping and building design are of a high standard, providing adequate safety, privacy, comfort and responsiveness to the sub tropical climate and coastal hazards	Landscaping and building design will be of high standard, providing adequate safety, privacy, comfort and responsiveness to the subtropical climate and coastal hazards. These elements will be addressed through further assessments.	✓
- Provide a range of community facilities and services within the PDA and support the ongoing operation of existing community facilities. New facilities are planned in	The Master Plan supports the provision of a range of community facilities and services within the PDA and supports the ongoing operation of existing community facilities which will be reactivated	✓

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PDA CRITERIA	PROPOSAL	COMPLIANCE
accordance with standards of service of various agencies and Redland City Council	and enhanced through redevelopment. New facilities will achieve the relevant standards.	
- Ensure development has regard to environmental and landscape values	The Master Plan supports environmental and landscape values with the development seeking to avoid impacts on areas of sensitive ecological value and then minimise and mitigate.	✓
- Ensure ecosystems and natural physical processes are maintained and incorporated as features in the overall urban form	Ecosystems and natural physical processes will be maintained and incorporated as features in the overall urban form.	✓
- Minimise potable water usage where possible and enhance the visual amenity of the locality and streetscape	The Master Plan seeks to enhance the visual amenity of locality and the streetscape through upgrades to parks, civic open space and the public realm. Where possible potable water usage will be minimised.	✓
- Utilise energy efficient, climatically responsive design including appropriate solar orientation, shading, cross ventilation, natural lighting and passive cooling techniques	Development will seek to adopt energy efficient, climatically responsive design including appropriate solar orientation, shading, cross ventilation, natural lighting and passive cooling techniques. These elements will be addressed through further assessments.	✓
3.4.3 Street and movement network		
Development delivers a well-designed street and movement network which:		
- Provides for the co-location of parking, bus and passenger ferry services	The proposed Master Plan provides for the co-location of parking, bus and passenger ferry services.	✓
- Provides appropriately designed car parking to service identified parking requirements in accordance with the Redlands Planning Scheme having regard to projected population growth	In addition to the car parking delivered as part of Stage 1 of the development, the Master Plan incorporates areas of car parking that are appropriately designed to service the parking requirements. This is addressed in the Traffic Assessment by Carndo.	✓
- Ensures the delivery of new parking is coordinated with the staging and delivery of development to provide no net loss in access to parking during construction	The delivery of new car parking will be coordinated and appropriately staged to provide no net loss of access to parking during construction.	✓
- Creates an attractive and appealing place for residents, workers and visitors, with a street pattern which facilitates safe and efficient movement of private vehicles, buses, cyclists and pedestrians and is permeable, legible and connected to surrounding areas	The Master Plan will support the delivery of community and public infrastructure and a range of uses to create an attractive and appealing place for residents, workers and visitors, with a street pattern which facilitates safe and efficient movement of private vehicles, buses, cyclists and pedestrians and is permeable, legible and connected to surrounding areas.	✓

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PDA CRITERIA	PROPOSAL	COMPLIANCE
- Ensures development does not unreasonably constrain future provision and operation of public transport infrastructure and does not adversely impact on the function or operation of existing or future public transport corridors and ensures potential public transport routes (land or water based) are constructed to a standard appropriate to accommodate these services, including footpaths and pavements	The Master Plan does not prejudice or constrain future provision and operation of public transport infrastructure and does not adversely impact on the function or operation of existing or future public transport corridors.	✓
- Promotes physical and visual connectivity through the site with connections which align with the mixed use node, public transport services and access to ferry services	The proposed Master Plan promotes physical and visual connectivity through the site with connections which align with the mixed use node, public transport services and access to ferry services.	✓
- Has regard to location and design of passenger and vehicle ferry parking requirements, including overnight and worker spaces and car queuing requirements which seek to minimise conflicts between different users of the site by locating car queuing areas away from residential and mixed use activity	The Master Plan supports the provision of car parking and associated facilities that are designed and located to support passenger and vehicle ferry requirements. The design and layout of car parking facilities will comply with the relevant stands and minimise conflicts between different users.	✓
- Provides efficient and safe street and road networks for all users and appropriately separates pedestrian, vehicle, trailer and bus traffic	The Master Plan provides an efficient and safe street and road network for all users and appropriately separates pedestrian, vehicle, trailer and bus traffic.	✓
- Connects to and takes into consideration impacts to existing networks while ensuring acceptable levels of amenity and minimising negative impacts of through traffic	The Traffic Impact Assessment by Cardo has undertaken an assessment of the existing networks.	✓
- Delivers a waterfront promenade through Precincts 1, 2 and 3 which supports pedestrian and cycle connections north and south of the PDA and between Sel Outridge Park and the passenger ferry terminal	The Master Plan includes the delivery of a waterfront promenade through Precincts 1, 2 and 3 and supports pedestrian and cycle connection north and south of the PDA and between Sel Outridge Park and the passenger ferry terminal.	✓
- Ensures the waterfront promenade is designed to provide opportunities for the public to access and enjoy the waterfront	The waterfront promenade will support opportunities for the public to access and enjoy the waterfront.	✓

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PDA CRITERIA	PROPOSAL	COMPLIANCE
- Provides a safe and pleasant movement network for pedestrians, cyclists and vehicles that has a clear structure and maximises walking, cycling and public transport effectiveness	The Master Plan ensures a safe and pleasant movement network for pedestrians, cyclist and vehicles and maximises opportunities for active transport.	✓
- Supports improvements to pedestrian and cycle connections within the site which link to the broader network and support movement to key district and local destinations such as shops, schools, parks and community facilities which may be external to the PDA	The design of pedestrian and cycle connections will appropriately integrate with external networks outside of the PDA.	✓
- Provides a safe and pleasant environment through lighting, pavement treatment and materials, clear sight lines and landscaping and retains existing mature trees, where possible, in streets	Public realm and streetscape works will support a safe and pleasant design through lighting, pavement treatment and materials, clear sight lines and landscaping and retains existing mature vegetation where possible.	✓
- Delivers the specific road connections identified in the Precinct provisions	The proposed Master Plan include the delivery of new road connections including the extension of Hamilton Street and Meissner Street and the creation of the waterfront esplanade road.	✓
- Provides parking spaces generally in accordance with the Redlands Planning Scheme and makes adequate provision for on site car and trailer parking	Car parking will be provided generally in accordance with the Redlands Planning Scheme and will have regard to the cross utilisation of car parking by users in the PDA. Adequate provision will be made for on-site car and trailer parking.	✓
- Locates off site parking generally in accordance with Map 2 - Structure plan	<p>The proposed Master Plan locates car parking in accordance with the Preferred Locations on Map 2 – Structure plan. This includes the recently constructed Stage 1 car park on the Moores Road land and car parking to be provided on the multi-deck car park site to the west of the new waterfront loop road in keeping with the ‘preferred locations’ on Map 2.</p> <p>Whilst car parking is not proposed by the Master Plan on the Meissner Road land which is identified as a ‘preferred location’ on Map 2, the Stage 1 car park and multi-deck car park site have suitable capacity to</p>	Performance Solution

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PDA CRITERIA	PROPOSAL	COMPLIANCE
	<p>cater for the car parking needs of the PDA without reliance on this land. This outcome does not conflict with the Vision of the PDA and reflects a superior design outcome that consolidates car parking on appropriately located sites generally in accordance with Map 2. The proposed arrangement supports the co-location of the bus station, passenger ferry terminal and car parking in the short and long term to provide an integrated public transport network. As mentioned previously, the Master Plan retains the recently completed Translink bus and ferry interchange in its current location. It has been determined in conjunction with Translink that this is the most suitable and efficient location for the interchange to provide transport services to the community. However, the Master Plan does not prejudice the ability for the relocation to occur in the future. In the event that the Translink bus and ferry interchange was re-located in the future, the car parking on the adjacent Moores Road land and adjacent multi-deck car park site would achieve co-location.</p>	
<ul style="list-style-type: none"> - Ensures car parking areas are appropriately designed, not visually dominant and do not detract from the building's relationship with the street whether at-grade or in a multi deck configuration. On key pedestrian and movement linkages and within the mixed use node, car parks are suitably sleeved by active frontages or located away from the public realm 	<p>Car parking areas will be appropriately designed so as not to dominant or detract from the relationship with the streetscape. Car parking areas will be appropriately sleeved / treated on key pedestrian and movement linkages.</p>	<p>✓</p>
<ul style="list-style-type: none"> - Upgrades existing footpaths along the new waterfront esplanade between the Hamilton Street and Meissner Street extensions to be a high quality shared path suitable for pedestrian and cyclist movement 	<p>Footpaths along the new waterfront esplanade will be in the form of a high quality shared path suitable for pedestrian and cyclist movement.</p>	<p>✓</p>
<ul style="list-style-type: none"> - Improves pedestrian facilities and connections to existing and identified future locations of transport services 	<p>The proposed Master Plan will support improvements to pedestrian facilities and connections to transport services.</p>	<p>✓</p>

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PDA CRITERIA	PROPOSAL	COMPLIANCE
- Supports provision of on-road cycle services where appropriate and has regard to intersection treatment requirements	The proposed Master Plan includes provision on cycle facilities on footpaths in accordance with the Traffic Assessment by Cardno and Landscape Concept Plan by O2 Landscape Architecture.	✓
- Provides end of trip facilities for pedestrians and cyclists, including secure undercover bicycle storage facilities, showers and lockers are to be provided as part of development	Development will provide end of trip facilities for pedestrian and cyclists where appropriate to the use.	✓
- Provides appropriate levels of access to the marina and associated facilities	The proposed Master Plan includes future marina / pier and ensures appropriate access to the future maria / pier and associated facilities.	✓
3.4.4 Natural environment		
The design, siting and layout of development has regard to the environment and:		
- Seeks to first avoid, then minimise and mitigate impacts arising from development within the PDA to sensitive ecological values and Matters of State Environmental Significance within and adjoining the PDA, including flying fox habitat, intertidal mudflats, mangroves, seagrass beds and fisheries	The proposed Master Plan has carefully considered sensitive ecological values and Matters of State Environmental Significance. Development under the Master Plan will avoid, then minimise and mitigate impacts. These outcomes will be assessed as part of further assessments.	✓
- Seeks to achieve a net gain in marine habitat through the use of compensatory offsets	The proposed Master Plan has carefully considered sensitive ecological values and marine habitat. Development under the Master Plan within marine habitat areas will seek to achieve net gain in marine habitat through the use of compensatory offsets. These outcomes will be assessed as part of further assessments where applicable.	✓
- Establishes linear corridors through the PDA which support open space connections between community focal points	The Master Plan will support the provision of open space connections between community focal points. This will be primarily achieved through the waterfront promenade.	✓

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PDA CRITERIA	PROPOSAL	COMPLIANCE
- Incorporates landscaping with endemic species with a preference towards retaining existing vegetation where possible	Landscaping will incorporate endemic species with a preference towards retaining existing vegetation where possible. These outcome outcomes will be addressed as part of further assessments.	✓
- Utilises planting strategies which are site responsive and reflect the subtropical nature of South East Queensland	Planting strategies will be site responsive and reflect the subtropical nature of South East Queensland. These outcomes will be addressed as part of further assessments.	✓
- Maintains and improves water quality and the functioning and characteristics of the existing hydrological network (including surface and groundwater interactions) and addresses overland flow paths	The proposed Master Plan includes a Stormwater Management Strategy by Engeny Consulting which demonstrates that development will maintain and improve water quality and the functioning and characteristic of the existing hydrological network.	✓
- Minimises adverse impacts on receiving waters and appropriately manages stormwater including use of total water cycle management and water sensitive urban design principles.	The proposed Master Plan includes a Stormwater Management Strategy by Engeny Consulting. The proposed Stormwater Management Strategy will minimise adverse impacts on receiving waters and appropriately manages stormwater including use of total water cycle management and water sensitive urban design principles	✓
3.4.5 Open space		
Development delivers parks and civic spaces which:		
- Protects the functioning of existing parks and ensures no net loss of public open space within the PDA	The proposed Master Plan protects and enhances existing parks within PDA and ensures no net loss of public open space.	✓
- Provide for multiple purposes and uses including recreational, sporting, ecological and stormwater management functions	The Master Plan supports the provision of parks and civil spaces for multiple purposes and uses including recreation, sporting, ecological and stormwater management functions.	✓
- Contribute to the achievement of an integrated, high quality open space network that caters for a variety of recreation functions and experiences to meet the needs of residents and visitors	The provision of parks and civic spaces under the Master Plan contributes to the achievement of an integrated, high quality open space network that caters for a variety of recreation functions and experiences to meet the needs of residents and visitors.	✓

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PDA CRITERIA	PROPOSAL	COMPLIANCE
- Provide opportunities to connect to public open space areas within and adjoining the PDA and delivers parks identified in Map 2 - Structure plan	The proposed Master Plan provides opportunities to connect to public space areas within and adjoining the PDA through appropriate connections and delivers parks identified in Map 2.	✓
- Provide opportunities for the community to engage with the heritage and coastal habitats of Moreton Bay through new and improved areas of waterfront public open space	The proposed parks and civic spaces support opportunities to engage with heritage and coastal habitats of Moreton Bay through new and improved areas of waterfront public open space. This will be achieved through upgrades of parks along the waterfront including Sel Outridge Park and Neville Stafford Park as well as the waterfront promenade.	✓
- Are accessible for all users	The proposed parks and civic spaces delivered by the Master Plan will be designed to ensure that they are accessible for all users.	✓
- Ensures the waterfront promenade is designed to contribute to the public open space network and provide opportunities for the public to access and enjoy the waterfront	The proposed Master Plan will deliver the waterfront promenade which will be designed to contribute to the public open space network and provide opportunities for the public to access and enjoy the waterfront.	✓
- Incorporate existing natural features to the greatest extent possible having regard to the achievement of natural environment criteria in Section 3.4.4	The proposed parks and civic spaces to be delivered by the Master Plan will incorporate existing natural features to the greatest extent possible. Of particular note, the design of Sel Outridge Park will maintain the existing ecological corridor running east west.	✓
- Are landscaped to assist in creating neighbourhood identity and wayfinding and link park in the PDA through vegetated corridors planted with native flora	The proposed parks and civic spaces will adopt appropriate landscaping to create neighbourhood identity and wayfinding. Native flora and landscaping will be used to link the park areas in the PDA.	✓
- Are designed and embellished to suit their anticipated use	The proposed parks and civic spaces will be embellished in accordance with the desired standards of service to suit their anticipated use.	✓

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PDA CRITERIA	PROPOSAL	COMPLIANCE
- Incorporate appropriate erosion and sediment control techniques	Appropriate erosion and sediment control measures will be implemented.	✓
- May act as buffers between residential development and incompatible uses	The proposed Master Plan does not use parks and civic spaces to act as buffers between residential development and incompatible uses.	✓
- Promote innovative and efficient use of energy and water in open spaces.	The proposed design of parks and civic spaces will promote innovative and efficient use of energy and water.	✓
3.4.6 Community safety and development constraints		
Development employs a risk management approach and will:		
- Be sited, designed and constructed to avoid, minimise or withstand the incidence of a development constraint	The Master Plan has been developed with consideration to relevant site constraints avoids, minimises or mitigates impacts of development constraints.	✓
- Mitigate impacts from erosion prone areas	Development under the Master Plan will appropriately mitigate impacts from erosion prone areas.	✓
- Mitigate impacts from contaminated land	The land forming part of the Weinam Creek Master Plan is not listed on the Contaminated Land Register. However, some lots are on the Environmental Management Register due having been used for notifiable activities. Notwithstanding, the future development under the Master Plan will ensure any impacts are appropriately mitigated. The State Interests with respect to contaminated land will be addressed as part of future application/s under the Planning Regulation where applicable to future development options.	✓
- Minimise soil erosion and siltation during construction	The development under the Master Plan will minimise site erosion and siltation during construction through Erosion Sediment Control Management Plans.	✓
- Ensure that people and property are safe from potential hazards including acid sulfate soils, coastal hazards,	The Master Plan has carefully considered hazards so as to ensure people and property are safe from potential hazards.	✓

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PDA CRITERIA	PROPOSAL	COMPLIANCE
flooding, bushfire and landslide through assessment of risk and avoiding or mitigating adverse impacts		
- Have regard to the projected impacts of a variable climate	The Master Plan has regard to the projected impacts a variable climate including the storm tide inundation level at 2100.	✓
- Manage and minimise noise from transport corridors	The development under the Master Plan will appropriately manage and minimise noise from transport corridors. It is noted that mapped transport corridors are limited to Hamilton Street and Weinam Street to the extent from Broadwater Terrace to the vehicle ferry terminal.	✓
- Have regard to maritime uses within the PDA and will mitigate impacts from noise, dust, light or odour through design and siting of development, avoiding the use of noise barriers	The development under the Master Plan will be designed and sited to mitigate impacts from noise, dust, light and odour from maritime uses.	✓
- Minimise adverse impacts on amenity during construction	Adverse amenity impacts during construction of development under the Master Plan will be minimised and managed through a Construction Management Plan.	✓
- Ensure stormwater runoff at the PDA boundary does not exceed that which presently exists, and there is no net worsening of flood conditions at the PDA boundary	The proposed Master Plan is supported by a Stormwater Management Strategy by Engeny for the Weinam Creek PDA. The Stormwater Management Strategy demonstrates non-worsening arrangements at the PDA boundary with regards to stormwater runoff and flood conditions.	✓
3.4.7 Service infrastructure		
Development will protect existing or planned trunk infrastructure and ensure infrastructure and services are:		
- Provided in a timely, orderly, integrated and coordinated manner to support urban uses and works	The proposed Master Plan addresses network infrastructure planning for the Weinam Creek PDA ensuring the timely, orderly, integrated and coordinated delivery of urban uses and infrastructure.	✓
- Available or capable of being made available (including key infrastructure such as roads, public and active transport, water supply, sewerage, drainage, park network, community facilities, energy and telecommunications)	The Master Plan includes consideration to the relevant network infrastructure. All the relevant urban infrastructure is available to service development within the Weinam Creek PDA.	✓

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- Designed to allow for future developments in information technology	The provision of infrastructure within the Weinam Creek PDA will adopt best practice design standards and ensure allowance for future developments in information technology where appropriate.	✓
- Located and designed to maximise efficiency and ease of maintenance.	The infrastructure for the Weinam Creek PDA is designed and located to maximise efficiency and ease of ongoing maintenance.	✓

3 PRECINCT PROVISIONS

3.1 Precinct 1 Provisions

PRECINCT CRITERIA	PROPOSAL	COMPLIANCE
Precinct 1: Mixed Use Village		
Precinct intent		
Precinct 1 is at the centre of the PDA and will provide for mixed use residential, retail and commercial development as well as transport services, parking areas and community uses. Development in Precinct 1 is anticipated to provide early development opportunities in the PDA which will support further development in the area.	The proposed Master Plan supports the redevelopment of the core of the PDA for mixed use development including residential, retail and commercial development as well as transport services, parking areas and community uses.	✓
Transport services will include a new Translink Redland Bay Marina bus station integrated with the passenger ferry terminal. Development will allow for the opportunity to relocate the Translink Redland Bay Marina bus station upstream into Precinct 3 on the northern side of Weinam Creek in the longer term. Relocation to occur after carpark areas on adjacent land to the proposed new ferry terminal are established and new carparking is provided. Development will ensure the colocation of the bus station, passenger ferry terminal and car parking in the short and long term to provide an integrated transport network.	<p>The Master Plan retains the recently completed Translink bus and ferry interchange in its current location. It has been determined in conjunction with Translink that this is the most suitable and efficient location for the interchange to provide transport services to the community. It is noted that the Master Plan does not prejudice the ability for the relocation to occur in the future.</p> <p>The proposed Master Plan achieves colocation of the bus station, passenger ferry terminal and car parking in the short and long term to provide an integrated transport network. The Master Plan includes car parking on the multi-deck car park site which achieves co-location with the recently completed recently completed Translink bus and ferry interchange. The recently constructed Stage 1 car park on the Moores</p>	✓

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	<p>Road land also achieves co-location with the recently completed Translink bus and ferry interchange through improved pedestrian linkages / bridge.</p> <p>As mentioned previously, the Master Plan retains the recently completed Translink bus and ferry interchange in its current location as it has been determined in conjunction with Translink that this is the most suitable and efficient location for the interchange to provide transport services to the community. However, in the event that the Translink bus and ferry interchange was re-located in the, the car parking on the adjacent multi-deck car park site and adjacent Moores Road land would achieve co-location.</p>	
<p>Throughout the precinct, surrounding and above retail uses, a variety of residential solutions will be supported which will allow for increased density in proximity to the marina in Precinct 2.</p>	<p>The proposed Master Plan will support the provision of a range of residential solutions within Precinct 1.</p>	<p>✓</p>
<p>The new street connections delivered in Precinct 1 will be integral to the movement network for the PDA and in enhancing access to the waterfront.</p>	<p>The new street connections will be delivered by the Master Plan proposal including the extension of Hamilton Street through 2 and 5 Outridge Street and the waterfront esplanade road connecting with Meissner Street. These new street connections will enhance access to the waterfront within the PDA.</p>	<p>✓</p>
<p>Development will need to have regard to how it interfaces with Sel Outridge Park in Precinct 4 and contributes to activating Neville Stafford Park in Precinct 2.</p>	<p>The proposed Master Plan will support redevelopment within Precinct 1 that achieves a high quality interface with Sel Outridge Park as well as contributing to activating Neville Stafford Park.</p> <p>This will be achieved through high quality, mixed use development on adjoining and adjacent land interfacing with both Sel Outridge Park and Neville Stafford Park. The proposed mixed use development will be ‘generally up to 7 storeys’ in height and will provide for activation and casual surveillance of the parkland areas.</p>	<p>✓</p>
<p>Mixed use development</p>		

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<p>Development in Precinct 1 will support residential development, community uses and health care services and the creation of the mixed use node. Residential uses are appropriate throughout the precinct where not in conflict with other desired outcomes. Retail and commercial uses should seek to locate within the mixed use node.</p>	<p>The Master Plan will support the provision of a range of uses within Precinct 1 including residential development, community uses, health care services and the creation of a mixed use node. Residential development opportunities will be available within the mixed use node and on the waterfront land on the southern boundary of the precinct. The mixed use node will support the location of a mixed commercial and retail uses.</p>	<p style="text-align: center;">✓</p>
<p>There are a number of existing community facilities within the Precinct along the southern boundary of Precinct 1 and the north of Weinam Creek. This area will be retained for community facilities.</p>	<p>The Master Plan proposes to retain these areas for community facilities.</p>	<p style="text-align: center;">✓</p>
<p>Development in Precinct 1 will ensure residential, community and mixed use design and land uses:</p> <ul style="list-style-type: none"> - provide a diversity of housing types - promote the creation of a mixed use node along the waterfront and adjoining Neville Stafford Park in Precinct 2, where active retail and commercial uses are located within the PDA - support the mixed use node providing convenience retail and commercial uses such as shops and professional offices as well as other non retail functions such as child care, cafes and restaurants to service visitors, southern Moreton Bay Island (SMBI) residents and the Redland Bay community - activate the public realm and deliver the highest density of development and activities in the mixed use node, with upper levels which are predominantly residential in order to benefit from access to transport services and an outlook onto the marina area and Moreton Bay 	<p>The Master Plan supports development within Precinct 1 that will:</p> <ul style="list-style-type: none"> - <i>provide a diversity of housing types</i> – The Master Plan supports opportunity for a range of residential housing solutions including within the mixed use node and adjacent to the waterfront within the southern part of the Precinct. - <i>promote the creation of a mixed use node along the waterfront and adjoining Neville Stafford Park in Precinct 2, where active retail and commercial uses are located within the PDA</i> – The proposed Master Plan promotes the creation of a mixed use node along the waterfront and adjoining Neville Stafford Park in Precinct 2 where active retail and commercial uses are located. - <i>support the mixed use node providing convenience retail and commercial uses such as shops and professional offices as well as other non retail functions such as child care, cafes and restaurants to service visitors, southern Moreton Bay Island (SMBI) residents and the Redland Bay community</i> – The proposed Master Plan supports the provision of a mixed use node that includes convenience retail and commercial uses 	<p style="text-align: center;">✓ / Partial Performance Solution - Retail GFA</p>

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PRECINCT CRITERIA	PROPOSAL	COMPLIANCE
<ul style="list-style-type: none"> - establish buildings which reinforce Hamilton and Meissner Streets as the main entrances and gateways into the PDA and contribute to creating a strong pedestrian connection along the Meissner Street extension between the mixed use node and Precinct 3 - contribute to an articulated streetscape with active frontages in the mixed use node along key pedestrian and street connections and fronting community focal points, which provide continuous awnings along footpaths and support zero setbacks of building facades - ensure active frontages are built up to or near the public realm edge, are visually and physically permeable and do not incorporate blank walls, plant rooms, parking areas or rows of fire escapes - ensure areas for parking are protected to the east of Banana Street and west of the new waterfront esplanade street with parking areas appropriately sleeved by mixed use development - provide for community facilities to continue to operate in the Precinct which are accessible and close to public transport facilities and support improved amenity and access to the waterfront - support office and residential uses above ground floor retail development in the mixed use node - support on-land development opportunities associated with the marina in Precinct 2 	<ul style="list-style-type: none"> such as shops, offices, community uses, cafes and the alike that service visitors, service visitors, southern Moreton Bay Island (SMBI) residents and the Redland Bay community. - <i>activate the public realm and deliver the highest density of development and activities in the mixed use node, with upper levels which are predominantly residential in order to benefit from access to transport services and an outlook onto the marina area and Moreton Bay</i> – The proposed Master Plan will support an activated public realm and higher density development in the mixed use node with upper level residential opportunities. - <i>establish buildings which reinforce Hamilton and Meissner Streets as the main entrances and gateways into the PDA and contribute to creating a strong pedestrian connection along the Meissner Street extension between the mixed use node and Precinct 3</i> – The proposed Master Plan will support the establishment of buildings which reinforce Hamilton and Meissner Streets as the main entrances and gateways into the PDA. This will be delivered through buildings in Precinct 1 over the multi-storey car park site and along waterfront land adjoining Meissner Street. The Master Plan supports strong pedestrian connection along Meissner Street extension between the mixed use node and Precinct 3. - <i>contribute to an articulated streetscape with active frontages in the mixed use node along key pedestrian and street connections and fronting community focal points, which provide continuous awnings along footpaths and support zero setbacks of building facades</i> – The Master Plan will support the provision of a high quality built form with active frontages in the mixed use node along key pedestrian and street 	

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PRECINCT CRITERIA	PROPOSAL	COMPLIANCE
<ul style="list-style-type: none"> - provide for generally up to 4,500m² GFA of neighbourhood scale active retail uses including a supermarket of up to 1,000m² which serve mainly the convenience shopping needs of the local catchment and Southern Moreton Bay Islands and complement the Redland Bay Activity Centre - provides for generally up to 4,500m² GFA of commercial uses which complement the Redland Bay Activity Centre. <p>Development applications seeking to exceed the GFA limits specified above will be assessed under Section 3.2.4 (ii) of the scheme.</p>	<ul style="list-style-type: none"> - connections and fronting community focal points. The built form solution in these locations will include awnings along footpaths and support built to street frontage building facades. - <i>ensure active frontages are built up to or near the public realm edge, are visually and physically permeable and do not incorporate blank walls, plant rooms, parking areas or rows of fire escapes</i> – Active frontages within the Precinct will be built up to or near the public realm edge and will be visually and physically permeable. - <i>ensure areas for parking are protected to the east of Banana Street and west of the new waterfront esplanade street with parking areas appropriately sleeved by mixed use development</i> – The Master Plan ensure areas for parking are protected between the east of Banana Street and west of waterfront esplanade. In particular, the Master Plan will maintain this area for car parking including a multideck car park which is appropriately sleeved / treated. - <i>provide for community facilities to continue to operate in the Precinct which are accessible and close to public transport facilities and support improved amenity and access to the waterfront</i> – The Master Plan ensures community facilities continue to operate in the Precinct which are accessible and close to public transport facilities and support improved amenity and access to the waterfront. - <i>support office and residential uses above ground floor retail development in the mixed use node</i> – The Master Plan supports opportunities for office and residential uses at the upper floor level within the mixed use node. 	

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	<ul style="list-style-type: none"> - <i>support on-land development opportunities associated with the marina in Precinct 2</i> – The Master Plan includes a future marina / pier in Precinct 2 with the Master Plan supporting suitable on-land opportunities within the adjacent mixed use node. - <i>provide for generally up to 4,500m² GFA of neighbourhood scale active retail uses including a supermarket of up to 1,000m² which serve mainly the convenience shopping needs of the local catchment and Southern Moreton Bay Islands and complement the Redland Bay Activity Centre</i> – The proposed Master Plan will support the provision of retail uses within the Precinct that will support the convenience shopping needs of the local catchment and Southern Moreton Bay Islands and complement the Redland Baby Activity Centre. The proposed retail offerings will include the provision of a full-line supermarket with a gross floor area of 3,200sqm along with appropriately 3,600sqm of speciality shops. The proposed retail GFA and full-line supermarket does not conflict with the Vision for the PDA in that it complements the Redland Bay retail centre. The Economic Impact Assessment by Urbis further demonstrate an economic need for a full-line supermarket in the catchment. Refer to detailed discussion below. - <i>provides for generally up to 4,500m² GFA of commercial uses which complement the Redland Bay Activity Centre</i> – The proposed Master Plan will support the provision of generally up to 4,500sqm of GFA of commercial uses throughout Precinct 1 which complement the Redland Bay Activity Centre. 	

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	<p>A range of retail and commercial facilities will be located within the mixed use node adjacent to the ferry terminal supporting convenient access to the services for southern Moreton Bay island residents who are currently required to travel to surrounding areas to access services not available on the islands. The facilities are anticipated to include uses such as supermarket, cafes, restaurants and health care uses. Co-location of services such as supermarket with the passenger ferry terminal will support the needs of Southern Moreton Bay island residents (with services such as full-line supermarket not available on the Islands) and reduce heavy dependence on mainland cars to assist in easing car parking constraints within the area. An Economic Impact Assessment has also been prepared by Urbis to support the proposed retail and commercial gross floor area and provision of full-line supermarket. Importantly, the proposed full-line supermarket responds to community need by servicing an undersupplied trade area and will complement the Broadwater Terrace, Redland Bay District Centre without impeding its ability to expand over time. Thus, the proposal achieves the Vision of the PDA. The following key points are noted:</p> <ul style="list-style-type: none">  <i>The provision of a new full-line supermarket that would address a gap for this type of retailing in Redland Bay and surrounding suburbs. This gap will exist even after the expansion of the District Centre on Broadwater Terrace.</i>  <i>Moreton Bay Island residents and commuters using the Redland Bay Marina Ferry Terminal would benefit from improved access and convenience when shopping for groceries and related goods and services, without the need for additional transport.</i> 	

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	<ul style="list-style-type: none"> <li data-bbox="1070 341 1675 517"> <p><i>The new supermarket would also be expected to drive stronger price competition which should result in keener prices for everyday shopping needs. This benefits all types of households and provides a large share of income to be directed to other activities and expenses. Two full-line supermarkets in the Primary Core will enhance this healthy competition.</i></p> <li data-bbox="1070 539 1675 715"> <p><i>The proposed Weinam Creek development would include a 3,200 supermarket and approximately 3,600 sqm of specialty shops. This provision of shops would sufficiently support linked convenience-based shopping trips and establishment of a new retail hub but would also see residents continuing to use other locations for their shopping needs.</i></p> <li data-bbox="1070 737 1675 1056"> <p><i>A key benefit for the community will be the creation of a new retail centre for Redland Bay; in particular, it will deliver another full-line supermarket (assuming Broadwater Terrace expands) to the underserved trade area. The proposed development will deliver a high-quality mixed-use development and improved public realm for shopping, working and socialising. Improvements to the land uses surrounding the existing ferry terminal would further contribute to the development of an appealing, safe and vibrant hub for the mainland and Moreton Bay Island communities.</i></p> <li data-bbox="1070 1078 1675 1251"> <p><i>Due to the fragmentation of Karragarra, MacLeay, Lamb and Russell Islands, as well as, their geographical size and population densities means that they cannot individually support a full-line supermarket offer. As such, the geographical context of the subject site offers a strategic opportunity to support this regional area by enabling island</i></p> 	

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	<p><i>residents to do their main grocery shop immediately before departing for home.</i></p> <ul style="list-style-type: none"> <i>• The delivery of a full-line supermarket at the subject site also offers island residents an affordable alternative to smaller island supermarkets, whilst not being a detriment to their operation as residents will still frequent these stores for convenience.</i> <i>• The ongoing operation of the facilities within the proposed retail floorspace (particularly within the supermarket) would also create a significant number of new jobs, many of which could be occupied by local residents (especially the younger demographic which is a key employee segment for retail shops and services).</i> 	
Street and movement network		
<p>Precinct 1 will continue to act as the main transport and interchange hub within the PDA. The precinct will support the delivery of a new Translink Redland Bay Marina bus station which will be integrated with the passenger ferry terminal and improve transport interchange efficiency.</p>	<p>The Master Plan reinforces the role of Precinct 1 as the main transport and interchange public within the PDA. The proposed Master Plan maintains and enhances the Translink Redland Bay Marina bus station which is integrated with the passenger ferry terminal.</p>	✓
<p>Development will support the potential for the bus station to move upstream on the northern side of Weinam Creek into Precinct 3 in the longer term. Relocation to occur after carpark areas on adjacent land to the proposed new ferry terminal are established and new carparking is provided.</p>	<p>The Master Plan retains the recently completed Translink bus and ferry interchange in its current location. It has been determined in conjunction with Translink that this is the most suitable and efficient location for the interchange to provide transport services to the community. It is noted that the Master Plan does not prejudice the ability for the relocation to occur in the future. In the event that the Translink bus and ferry interchange is re-located in the future, co-location would be achieved with the car parking to be provided on the adjacent multi-deck car park site and Moores Road land.</p>	✓

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<p>New road connections will be delivered in Precinct 1 to improve pedestrian, cycle and traffic movement within the PDA and to create a connection with the mixed use node and waterfront. Areas of road reserve which are no longer required will be amalgamated and incorporated into land available for mixed use development.</p>	<p>The Master Plan includes the delivery of new road connection in Precinct 1 to improve pedestrian, cycle and traffic movement within the PDA and to create a connection with the mixed use node and waterfront. New road connections include the extension of Hamilton Street through 2 and 5 Outridge Street to connect with the waterfront esplanade road connecting with Meissner Street.</p>	<p>✓</p>
<p>It will also be important for the street and movement network to support public transport movement and interchange opportunities to reduce the need for private vehicle use.</p>	<p>The new roads and the waterfront esplanade road will accommodate bus services and functional requirements to support the passenger ferry terminal and bus station.</p>	<p>✓</p>
<p>Development in Precinct 1 will contribute to a street and movement network which:</p> <ul style="list-style-type: none"> - provides for the operation of passenger ferries, the Translink Redland Bay Marina bus station and community uses and allows for long term opportunity to relocate these upstream into Precinct 3 after carpark areas on adjacent land to the proposed new ferry terminal are established and new carparking is provided - creates a strong pedestrian connection along Meissner Street between the mixed use node and Precinct 3 - delivers the extension of Hamilton Street from Weinam Street to the waterfront to create a direct link through Precinct 4 and 1 to the mixed use node, marina and waterfront - extends Meissner Street to connect to the waterfront and the current passenger ferry terminal - delivers a new waterfront esplanade street between the Hamilton Street and Meissner Street extensions creating a loop road which allows for a one way public transport movement 	<p>The proposed Master Plan will contribute to a street and movement network which:</p> <ul style="list-style-type: none"> - <i>provides for the operation of passenger ferries, the Translink Redland Bay Marina bus station and community uses and allows for long term opportunity to relocate these upstream into Precinct 3 after carpark areas on adjacent land to the proposed new ferry terminal are established and new carparking is provided</i> – The Master Plan retains the recently completed Translink bus and ferry interchange in its current location. It has been determined in conjunction with Translink that this is the most suitable and efficient location for the interchange to provide transport services to the community. It is noted that the Master Plan does not prejudice the ability for the relocation to occur in the future. In the event that the Translink bus and ferry interchange is re-located in the future, co-location would be achieved with the car parking to be provided on the adjacent multi-deck car park site and Moores Road land. - <i>creates a strong pedestrian connection along Meissner Street between the mixed use node and Precinct 3</i> – The proposed Master Plan includes the provision of waterfront promenade 	<p>✓</p>

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<ul style="list-style-type: none"> - supports the development of a multideck car park to the west of the new esplanade street, providing short-term parking associated with the ferry services and retail uses and appropriately sleeved with mixed use development in the mixed use node - utilises Outridge Street to provide vehicle access points to development fronting Hamilton and Banana Streets - provides for an upgrade of the intersections of Meissner and Weinam Streets and Moores Road and Meissner Street to provide a workable, alternative southern access option to the PDA - supports road connections which improve functionality and legibility of the road network and improve public transport connections with the passenger ferry terminal - supports road connections which have regard to and reduce conflicts between vehicle ferry traffic and general traffic movements including pedestrians and cyclists - provides parking facilities which service passenger ferry and retail services within the PDA. 	<p>supporting strong pedestrian connection between the mixed use node and Precinct 3.</p> <ul style="list-style-type: none"> - <i>delivers the extension of Hamilton Street from Weinam Street to the waterfront to create a direct link through Precinct 4 and 1 to the mixed use node, marina and waterfront</i> – The proposed Master Plan delivers the extension of Hamilton Street from Weinam Street to the waterfront to create direct link through Precinct and 1 to the mixed use node and waterfront. - <i>extends Meissner Street to connect to the waterfront and the current passenger ferry terminal</i> – The proposed Master Plan extends Meissner Street to connect to the waterfront and the current passenger ferry terminal. - <i>delivers a new waterfront esplanade street between the Hamilton Street and Meissner Street extensions creating a loop road which allows for a one way public transport movement</i> – The proposed Master Plan delivers a new waterfront esplanade road between Hamilton Street and Meissner Street extensions creating a loop road which allows for one way public transport movement. - <i>supports the development of a multideck car park to the west of the new esplanade street, providing short-term parking associated with the ferry services and retail uses and appropriately sleeved with mixed use development in the mixed use node</i> – The proposed Master Plan supports the provision of a multideck car park to the west of the new esplanade street providing short-term parking associated with the ferry services and retail uses. The multi-deck car park is appropriately sleeved by mixed use development. 	

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	<ul style="list-style-type: none"> - <i>utilises Outridge Street to provide vehicle access points to development fronting Hamilton and Banana Streets – The Master Plan does not include land along Outridge Street.</i> - <i>provides for an upgrade of the intersections of Meissner and Weinam Streets and Moores Road and Meissner Street to provide a workable, alternative southern access option to the PDA – The Traffic Assessment by Cardno assesses the various intersections within the PDA. The Assessment identifies a requirement for the upgrade of the intersection of Moores Road / Meissner Street. However, no upgrade requirements were identified for the intersection of Meissner / Weinam Streets. A minor curve widening is proposed to the northern side of the Meissner / Weinam Street to accommodate suitable design vehicles.</i> - <i>supports road connections which improve functionality and legibility of the road network and improve public transport connections with the passenger ferry terminal – The proposed new road connections support improved functionality and legibility of the road network and improved public transport access.</i> - <i>supports road connections which have regard to and reduce conflicts between vehicle ferry traffic and general traffic movements including pedestrians and cyclists – The proposed road connections and improved pedestrian and cyclist connections minimise conflicts between vehicle ferry traffic and general traffic movements including pedestrians and cyclists.</i> 	

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	<ul style="list-style-type: none"> - provides parking facilities which service passenger ferry and retail services within the PDA – The proposed Master Plan supports appropriate parking facilities which services the passenger ferry and retail services within the PDA. The Traffic Assessment by Cardno addresses the suitability of the proposed car parking facilities. 	
<p>Preferred Land Uses</p> <ul style="list-style-type: none"> - car park - child care centre - community use - dual occupancy - educational establishment - food and drink outlet (where located at ground level) - health care services - home based business - hotel - indoor entertainment - indoor sport and recreation - landing - marine industry - multiple dwelling - office - port services - residential care facility - retirement facility - shop (where located within a mixed use building) - shopping centre (where located within a mixed use building) - short term accommodation - utility installation (for the purposes of transport services). 	<p>The Master Plan incorporates the preferred land uses within Precinct 1. Specifically, the Master Plan includes Car park, Child Care Centre, Club, Community Use, Educational Establishment, Emergency Services, Food and Drink Outlet, Health Care Services, Hotel, Indoor Entertainment, Indoor Sport and Recreation, Landing, Multiple Dwelling, Office, Port Services, Park, Residential Care Facility, Retirement Facility, Shop, Shopping Centre, Short Term Accommodation and Utility installation. Club is not specifically listed as preferred land use within Precinct 1. However, Club being a community based use does not conflict with the Vision of the PDA and reflects a superior design outcome in that it supports an appropriate mix of compatible land uses within the PDA.</p>	<p>Performance Solution</p>

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3.2 Precinct 2 Provisions

PRECINCT CRITERIA	PROPOSAL	COMPLIANCE
Precinct 2: Marina and vehicle ferries		
Precinct intent		
Precinct 2 will cater for marine based development, areas of open space and opportunities to connect with the waterfront. This will include land reclamation opportunities, vehicle ferry services, delivery of a waterfront promenade, enhancement to Neville Stafford Park and the preferred location for a new marina.	The Master Plan supports the development of Precinct 2 for marine based development, areas of open space and opportunities to connect with the waterfront including the delivery of the waterfront promenade, enhancements to Neville Stafford Park and a marina/ pier. The Master Plan retains the existing vehicle ferry services in their current location. No land reclamation is proposed as part of the Master Plan. However, the Master Plan does not prejudice the ability for reclamation to be delivered as part of future development opportunities.	✓
A key consideration for any development in Precinct 2 will be how it interfaces with development in Precinct 1 as development in both precincts is seeking to maximise the amenity of and access to the waterfront.	The Master Plan will maximise amenity and access to the waterfront and supports a quality interface with develop within Precinct 1. The Master Plan will enhance Neville Stafford Park supporting quality interface with adjacent development in Precinct 1 along Banana Street. The Master Plan supports the location of a landmark mixed use building within Precinct 2 overlooking the waterfront. The building will incorporate a mixed plaza at ground floor which will support good access to the waterfront from Precinct 1. Furthermore, the building will achieve a quality interface with the adjacent mixed use / multideck car park building within Precinct 1. The two buildings will support a strong and active streetscape and public realm interface.	✓
Land reclamation		
Land reclamation in this area will contribute to dredge spoil disposal and create opportunities for new land which will support areas of parking, open space, port services and a mixed use plaza in the PDA.	Land reclamation is not proposed by the current Master Plan. However, the Master Plan does not prejudice the ability for future land reclamation.	✓

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PRECINCT CRITERIA	PROPOSAL	COMPLIANCE
<p>Development in Precinct 2:</p> <ul style="list-style-type: none"> - supports the creation of new land, which extends from and is directly connected to a development parcel in Precinct 1 and forms part of a contiguous parcel - establishes a mixed use plaza on the waterfront at the end of the extension of Hamilton Street and the northern end of the new esplanade road, which is integrated with and forms part of the mixed use node - enhances land available for use as part of Neville Stafford Park through the filling of the existing dredge pond - allows for land reclamation to occur which extends from the existing vehicle ferry services to the north of the marina, for use as parking associated with the marina and dredge spoil disposal - forms the northern edge of the marina from land reclamation and fenced dredge spoil disposal areas, which can be used for marina parking - has regard to the treatment and or disposal of dredge spoil - ensures any new land created prevents or appropriately mitigates impacts to land and/or water based movement. 	<p>Land reclamation is not proposed by the current Master Plan. However, the Master Plan does not prejudice the ability for future land reclamation.</p>	<p style="text-align: center;">✓</p>
Vehicle ferry services		
<p>Vehicle ferry services will continue to operate in their current location and development will protect the opportunity for at least</p>	<p>The Master Plan does not alter seek to alter the vehicle ferry service arrangements. Furthermore, the Master Plan does not compromise</p>	<p style="text-align: center;">✓</p>

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two ferry operators and associated facilities and parking to be located within the precinct.	any opportunities for additional ferry operators and associated facilities.	
The location of the vehicle ferries in the north of the PDA will assist in minimising conflicts between car ferry movements and other boating activities, as well as between pedestrians and vehicles seeking to access the ferry services.	The Master Plan does not alter seek to alter the vehicle ferry service arrangements.	✓
<p>Development will:</p> <ul style="list-style-type: none"> - provide for the operation of vehicle ferry services of at least two ferry operators and associated parking and car queuing areas - seek to minimise conflicts between vehicles and pedestrians or cyclists where adjoining parking areas for the car ferry services - have regard to the treatment and or disposal of dredge spoil - support visual and physical connections between Sel Outridge Park in Precinct 4 and Neville Stafford Park in Precinct 2. 	<p>The Master Plan does not alter seek to alter the vehicle ferry service arrangements. Furthermore, the Master Plan does not compromise any opportunities for additional ferry operators and associated facilities.</p> <p>The new waterfront promenade / pedestrian connection will improve connection for pedestrians and cyclist and physical connection and visual between Sel Outridge Park and Neville Stafford Park. The pedestrian connection will be in the form of a dedicated pedestrian path which is separated from vehicle movement areas associated with parking areas adjoining the car ferry services.</p>	✓
Open space		
Precinct 2 will cater for key areas of open space adjoining the waterfront.	The proposed Master Plan facilitates key areas of open space adjoining the waterfront within Precinct 2. Open space areas include Neville Stafford Park and the waterfront promenade / pedestrian connection.	✓
Neville Stafford Park will be enhanced as an area of public open space and will incorporate new areas of land created from the filling of the existing dredge spoil pond.	Neville Stafford Park will be enhanced as an area for public open space. The proposed Master Plan does not include land reclamation along the waterfront. However, does not prejudice this from occurring in the future.	✓

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The park will create a connection between the mixed use node in Precinct 1 and the marina and enhance the amenity offering for development within Precinct 1. The park will also provide an opportunity for the community to interact with the marine environment.	The proposed Master Plan includes the provision of a mixed use plaza within the mixed use building in Precinct 2. The mixed use plaza supports strong connection between the mixed use node and the waterfront including the future marina / pier. Neville Stafford Park and the waterfront promenade will be enhanced supporting improved amenity and opportunity for the community to interact with the marine environment.	✓
To celebrate Redlands heritage, an opportunity exists for an iconic building overlooking the memorial space. The building will provide access for multiple community facilities. Located close to public transport, this building will be situated south of the memorial cenotaph on the eastern side of Banana Street, overlooking the foreshore. The building will be fringed by cafes and small retailers and face onto Neville Stafford Park increasing casual surveillance of the Park.	The proposed Master Plan seeks to deliver a landmark mixed use building overlooking the memorial space. The building will provide range of ground level active uses. The building is located to the south of the memorial cenotaph on the eastern side of Banana Street, overlooking the foreshore. The building will support active uses such as cafes and small retail outlets facing onto Neville Stafford Park and increasing casual surveillance.	✓
The precinct will also contribute to the delivery of the waterfront promenade and boardwalk which will become a memorable aspect of Weinam Creek and facilitate connection with marina based activities.	The Master Plan will facilitate the delivery of the waterfront promenade and will be designed to support a sense of place and connection with waterfront and potential future marina based activities.	✓
<p>Development in Precinct 2:</p> <ul style="list-style-type: none"> - supports the enhancement of the Neville Stafford Park as an early development opportunity within the precinct which enhances amenity to development in Precinct 1 - ensures the design of Neville Stafford Park utilises CPTED principles, creates legible access and addresses Banana Street and the extension of Hamilton Street to the waterfront and supports visual and physical access to adjacent development in Precinct 1 	<p>The Master Plan supports development within Precinct 2 that will:</p> <ul style="list-style-type: none"> - <i>supports the enhancement of the Neville Stafford Park as an early development opportunity within the precinct which enhances amenity to development in Precinct 1</i> – The proposed Master Plan supports the enhancement of Neville Stafford Park supporting improved amenity to development in Precinct 1. - <i>ensures the design of Neville Stafford Park utilises CPTED principles, creates legible access and addresses Banana Street and the extension of Hamilton Street to the waterfront and supports visual and physical access to adjacent development</i> 	✓

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<ul style="list-style-type: none"> - supports active uses locating on the edges of Neville Stafford Park along Banana Street and the extension of Hamilton Street to the waterfront - provides a formalised memorial space as part of Neville Stafford Park through streetscape design, street furniture and landscaping improvements - creates an iconic building overlooking the memorial space with opportunities for mixed use development - supports the creation of a tidal area in Neville Stafford Park to provide opportunities for the community to interact with the marine environment - enhances the streetscape presence and formal setting for Neville Stafford Park to create opportunities for a diversity of activities to occur in the park - supports the creation of a waterfront pedestrian and cycle promenade which promotes a north south pathway along the eastern boundary of the PDA and contributes to civic open space through integration with Neville Stafford Park and the marina. 	<p><i>in Precinct 1</i> – The design of the upgrades to Neville Stafford Park will utilise CPTED principles, create legible access, address Banana Street and extension of Hamilton Street and support visual and physical access to adjacent development in Precinct 1.</p> <ul style="list-style-type: none"> - <i>supports active uses locating on the edges of Neville Stafford Park along Banana Street and the extension of Hamilton Street to the waterfront</i> – The Master Plan does not include land adjacent to Neville Stafford Park along Banana Street. However, the Master Plan includes the provision of supporting active uses along the edge of the extension to Hamilton Street to the waterfront through the proposed landmark mixed use building with ground level mixed use plaza. - <i>provides a formalised memorial space as part of Neville Stafford Park through streetscape design, street furniture and landscaping improvements</i> – The upgrades to Neville Stafford Park will provide a formalised memorial space including streetscape design, street furniture and landscaping improvements. - <i>creates an iconic building overlooking the memorial space with opportunities for mixed use development</i> – The Master Plan creates an iconic mixed use building overlooking the memorial space. - <i>supports the creation of a tidal area in Neville Stafford Park to provide opportunities for the community to interact with the marine environment</i> – The proposed Master Plan will support 	

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	<p>opportunities for the community to interact with the marine environment in Neville Stafford Park.</p> <ul style="list-style-type: none"> - <i>enhances the streetscape presence and formal setting for Neville Stafford Park to create opportunities for a diversity of activities to occur in the park</i> – The upgrade works to Neville Stafford Park will enhance the streetscape presence and formal setting of the park and create opportunity for a diversity of recreational activities. - <i>supports the creation of a waterfront pedestrian and cycle promenade which promotes a north south pathway along the eastern boundary of the PDA and contributes to civic open space through integration with Neville Stafford Park and the marina</i> – The proposed Master Plan includes the creation of a waterfront pedestrian and cycle promenade which promotes a north south pathway along the eastern boundary of the PDA and contributes positively to the civic open space through integration with Neville Stafford Park and the future pier. 	
<p>Marina development</p>		
<p>The marina will be designed to enable gradual expansion and will support a range of recreational activities available in the PDA and seek to attract a broader range of visitors and residents. Residential and mixed use development in Precinct 1 will overlook the marina and create a relationship with the waterfront.</p>	<p>The proposed Master Plan includes a future marina / pier supporting a range of recreation activities within the PDA and attracting visitors and residents.</p>	<p>✓</p>
<p>The delivery and design of the marina:</p> <ul style="list-style-type: none"> - is located adjacent to Precinct 1, to the north of the Weinam Creek mouth and passenger ferry terminal - enhances amenity and enjoyment of the waterfront within the PDA 	<p>The proposed Master Plan includes a Marina / Pier that is:</p> <ul style="list-style-type: none"> - <i>is located adjacent to Precinct 1, to the north of the Weinam Creek mouth and passenger ferry terminal</i> – The Marina / Pier is located adjacent to Precinct 1 to the north of Weinam Creek mouth and the passenger ferry terminal. 	<p>✓</p>

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<ul style="list-style-type: none"> - supports the opportunity for development of a staged marina of up to 400 berths and associated marine services - accommodates a variety of vessels with a variety of depths and widths - ensures ease of access from land or water - prevents or mitigates the impacts of exposure to wave environments - minimises dredging requirements and has regard to the treatment and or disposal of dredge spoil - minimises the impact of vessels on the environment including impacts to air quality, water quality, marine habitat, marine fauna and bank stability - ensures parking demand and traffic impacts resulting from marina development are consistent with desired performance standards or impacts are able to be mitigated - provides boating service facilities such as fuel, water, toilet facilities or sewage pump out where practicable and where such facilities are not available. 	<ul style="list-style-type: none"> - <i>enhances amenity and enjoyment of the waterfront within the PDA</i> – The Marina / Pier will support a high level of amenity and enhance the enjoyment of the waterfront within the PDA. - <i>supports the opportunity for development of a staged marina of up to 400 berths and associated marine services</i> – The scale of the marina will be determined through detailed design process. However, ability to achieve up to 400 berths will not be prejudiced by the Master Plan. - <i>accommodates a variety of vessels with a variety of depths and widths</i> – The marina will accommodate suitable variety of vessels with range of depths / widths. - <i>ensures ease of access from land or water</i> – The Marina / Pier will support ease access from land and water. - <i>prevents or mitigates the impacts of exposure to wave environments</i> – The design of the Marina / Pier will prevent or mitigate impacts of exposure of wave environments. - <i>minimises dredging requirements and has regard to the treatment and or disposal of dredge spoil</i> – Any dredging associated with the Marina / Pier will be minimised and have regard to treatment and / or disposal of spoil. - <i>minimises the impact of vessels on the environment including impacts to air quality, water quality, marine habitat, marine fauna and bank stability</i> - The Marina / Pier will be designed so as to minimise the impact of vessels on the environment including impacts to air quality, water quality, marine habitat, marine fauna and bank stability 	

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PRECINCT CRITERIA	PROPOSAL	COMPLIANCE
	<ul style="list-style-type: none"> - ensures parking demand and traffic impacts resulting from marina development are consistent with desired performance standards or impacts are able to be mitigated – The Marina / Pier will give consideration to parking demand and traffic impacts. - provides boating service facilities such as fuel, water, toilet facilities or sewage pump out where practicable and where such facilities are not available – The Marina / Pier will provide appropriate services where required. 	
Preferred land uses		
<ul style="list-style-type: none"> - car park - club - community use - emergency services - food and drink outlet - function facility - hotel - indoor sport and recreation - landing - outdoor sport and recreation - park - port services - utility installation (for the purposes of transport services) 	<p>The proposed Master Plan will facilitate the delivery of the preferred land uses within Precinct 2. The uses will include Car park, Child Care Centre, Club, Community Use, Educational Establishment, Emergency Services, Food and Drink Outlet, Health Care Services, Hotel, Indoor Entertainment, Indoor Sport and Recreation, Landing, Multiple Dwelling, Office, Port Services, Park, Residential Care Facility, Retirement Facility, Shop, Short Term Accommodation and Utility installation. The proposed development outcome will support active uses at ground level with residential uses at the upper floor levels. The proposal will provide for park including Neville Stafford Park and waterfront promenade and port services / landing in the form of future marina / pier over the water as well as a mixed use building.</p> <p>The Master Plan includes a mixed use building overlooking the waterfront that will include active uses at ground floor level including uses such as food and drink outlet and smaller retailers such as shops with Multiple Dwelling at the upper floor. The Precinct Outcomes envision a mixed use building in this location that is fringed by cafes and smaller retailers. It is considered that the proposed mixed use</p>	<p>Performance Solution</p>

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	active ground floor uses aligns with this intent. Furthermore, the proposed uses do not conflict with the vision for the PDA which includes an intent for mixture of residential, commercial and retail development with significant areas of open space along the waterfront and support a superior design solution that offers a high level of activation of the public realm.	

3.3 Precinct 3 Provisions

PRECINCT CRITERIA	PROPOSAL	COMPLIANCE
Precinct 3: Weinam Creek		
Precinct intent		
Weinam Creek will continue to provide for a diverse range of recreational and marine service activities associated with the bay and islands including the existing breakwater and park area on the southern side of Weinam Creek. Development in Precinct 3 will provide for boating access from Weinam Creek into Moreton Bay, and associated parking requirements as well as opportunity for residential and marine industry development.	The proposed Master Plan supports the provision of a diverse range of recreational and marine service activities associated with the bay and islands. The Master Plan includes provision of recreational boat ramp on the southern side of Weinam Creek providing boating access from Weinam Creek into Moreton Bay. In addition to the residential development delivered through Stage 1 of the development, the Master Plan supports opportunity for residential development along Meissner Street on the northern side of the Weinam Creek.	✓
Development will enhance pedestrian access through the continuation of the waterfront promenade and pedestrian connections through the site. Connectivity across the creek will be investigated including potential for a pedestrian bridge at the end of the creek connecting the north and south of the precinct and providing links to the residential areas, southern waterfront and proposed long term parking.	Pedestrian access including pedestrian link from Moores Road and pedestrian bridge over Weinam Creek have been provided within approved Stage 1 of the development. The Master Plan will continue to enhance pedestrian connectivity through the continuation of the waterfront promenade and pedestrian connections along the waterfront.	✓
Development in Precinct 3 will allow for the opportunity to relocate the Translink Redland Bay Marina bus station, from Precinct 1 upstream on the northern side of Weinam Creek into Precinct 3.	The Master Plan retains the recently completed Translink bus and ferry interchange in its current location. It has been determined in conjunction with Translink that this is the most suitable and efficient	✓

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PRECINCT CRITERIA	PROPOSAL	COMPLIANCE
<p>Relocation to occur after carpark areas on adjacent land to the proposed new ferry terminal are established and new carparking is provided.</p>	<p>location for the interchange to provide transport services to the community. It is noted that the Master Plan does not prejudice the ability for the relocation to occur in the future. In the event that the Translink bus and ferry interchange is re-located in the future, co-location would be achieved with the car parking to be provided on the adjacent multi-deck car park site and Moores Road land.</p>	
<p>Development in Precinct 3 will:</p> <ul style="list-style-type: none"> - Provide for residential development - Provide for marine industry development and boat parking facilities to the east of the recreational boat ramp, adjoining the waterfront, where impacts including traffic, air, noise and odour emissions are able to be readily mitigated - Minimise dredging requirements and has regard to the treatment and/or disposal of dredge spoil - Maintain the existing breakwater and park area on the southern side of Weinam Creek - Support the opportunity for relocation of the passenger ferry terminal and Translink Redland Bay Marina bus station upstream of Weinam Creek on the northern side - Provide opportunities for convenient longer term parking with good connections to the ferry and into the mixed use node. Ensures adequate car parking is provided to meet the scale of development and anticipated growth 	<p>The Master Plan supports development within Precinct 3 that will:</p> <ul style="list-style-type: none"> - <i>Provide for residential development</i> – In addition to residential development delivered through Stage 1 of the development, the Master Plan includes the provision of residential housing opportunities within Precinct 3 on the Meissner Road to the north of Weinam Creek. - <i>Provide for marine industry development and boat parking facilities to the east of the recreational boat ramp, adjoining the waterfront, where impacts including traffic, air, noise and odour emissions are able to be readily mitigated</i> – The Master Plan does not incorporate the land to the east of the recreational boat ramp. Notwithstanding, it is noted that the Master Plan supports the provision of future boat parking facilities to be delivered in conjunction with the recreational boat ramp. The boat parking facilities are within the car park over the Moores Road land delivered through Stage 1 of the development and is located and designed to mitigate impacts. - <i>Minimise dredging requirements and has regard to the treatment and/or disposal of dredge spoil</i> - Any dredging 	<p style="text-align: center;">✓</p>

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<ul style="list-style-type: none"> - Ensure the location of the boat ramp has regard to the safety of all boat users and the operational requirements of ferries - Provide for the relocation of the boat ramp to the end of Weinam Creek on the southern side - Make provision for parking associated with the boat ramp on the southern side of Weinam Creek, which reduces conflicts between trailer boats and pedestrian and vehicle traffic in the rest of the PDA - Ensure parking areas are designed to appropriately interface with adjoining uses - Allow for a pedestrian bridge towards the end of Weinam Creek to improve north south connectivity in the precinct - Deliver a new north south connection from Moores Road to the recreational boat ramp, providing access to parking, the boat ramp, residential and marine industry development - Provide an upgrade of the Meissner Street and Moores Road intersection to provide for development in the south of the precinct - Ensures access minimises impacts of vehicle and trailer movements adjoining residential development 	<p>required to the deliver the recreational boat ramp will be minimised and appropriately managed.</p> <ul style="list-style-type: none"> - <i>Maintain the existing breakwater and park area on the southern side of Weinam Creek</i> – The Master Plan does not include the existing breakwater or park area on the southern side of Weinam Creek. Accordingly, these areas will not be impacted by the Master Plan. - <i>Support the opportunity for relocation of the passenger ferry terminal and Translink Redland Bay Marina bus station upstream of Weinam Creek on the northern side</i> – The recently completed Translink Redland Bay Marina bus station and adjoining passenger ferry terminal are proposed to remain in their current location by the Master Plan. It has been determined in conjunction with Translink that this is the most suitable and efficient location to provide transport services to the community. Notwithstanding, the Master Plan does not prejudice the relocation in the future. - <i>Provide opportunities for convenient longer term parking with good connections to the ferry and into the mixed use node. Ensures adequate car parking is provided to meet the scale of development and anticipated growth</i> – Opportunities for convenient longer term parking with good connections to the ferry and into the mixed use node have been delivered through Stage 1 of the development which included the provision of car park on the Moores Road land with pedestrian connection/bridge providing convenient access to the ferry and mixed use node. Additional car parking will be delivered on the multi-deck car park site in Precinct 1. Whilst car parking is not proposed by the Master Plan on the Meissner Road land which is identified as a ‘preferred 	

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<ul style="list-style-type: none"> - Ensure the safety of pedestrians and cyclists moving through the area and seeks to separate vehicle, trailer and people movements - Contribute to creating a strong pedestrian connection along Meissner Street between the waterfront and Precinct 3 and extend the waterfront promenade and pedestrian connection through the Precinct to connect to areas to the south of the PDA. 	<p>location’ on Map 2, the Stage 1 car park and multi-deck car park site have suitable capacity to cater for the car parking needs of the PDA without reliance on this land. This outcome does not conflict with the Vision of the PDA and reflects a superior design outcome that consolidates car parking on appropriately located sites generally in accordance with Map 2.</p> <ul style="list-style-type: none"> - <i>Ensure the location of the boat ramp has regard to the safety of all boat users and the operational requirements of ferries –</i> The Master Plan includes the provision of a recreational boat ramp to the end of Weinam Creek on the southern side. The design and location of the boat ramp will support safety for all boat users. - <i>Provide for the relocation of the boat ramp to the end of Weinam Creek on the southern side –</i> The Master Plan include the provision of a recreational boat ramp to the end of Weinam Creek on the southern side. - <i>Make provision for parking associated with the boat ramp on the southern side of Weinam Creek, which reduces conflicts between trailer boats and pedestrian and vehicle traffic in the rest of the PDA –</i> The Master Plan makes provision for boat parking to be delivered with the recreational boat ramp. The boat parking will be provided within the car park delivered as part of Stage 1 on the Moores Road land. The boat parking facilities will be designed to minimise conflicts between trailer boats and pedestrian and vehicle traffic. Boat parking facilities will be separated from general parking areas as well as the pedestrian movement areas which have been provided 	

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	<p>as a dedicated path as part of Stage 1 of the development that is separate to the car park / vehicle manoeuvring areas.</p> <ul style="list-style-type: none"> - <i>Ensure parking areas are designed to appropriately interface with adjoining uses</i> – The parking areas have been delivered through Stage 1 of the development and include appropriate interface with adjoining uses through combination of landscaping and acoustic fencing. - <i>Allow for a pedestrian bridge towards the end of Weinam Creek to improve north south connectivity in the precinct</i> – A pedestrian bridge over Weinam Creek for north south connectivity has been provided through Stage 1 of the development. - <i>Deliver a new north south connection from Moores Road to the recreational boat ramp, providing access to parking, the boat ramp, residential and marine industry development</i> – A north south connection from Moores Road to the future recreational boat ramp has been delivered through Stage 1 of the development. - <i>Provide an upgrade of the Meissner Street and Moores Road intersection to provide for development in the south of the precinct</i> – The intersection of Meissner Street and Moores Road will be upgraded in accordance with the Traffic Assessment by Cardno. The timing of the upgrade will occur in accordance with the trigger point assessment. 	

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	<ul style="list-style-type: none"> - <i>Ensures access minimises impacts of vehicle and trailer movements adjoining residential development</i> – The Master Plan makes provision for boat parking to be delivered with the recreational boat ramp. The boat parking will be provided within the car park delivered as part of Stage 1 on the Moores Road land. The Stage 1 car park mitigates impacts of vehicle movements on adjoining residential development through a combination of landscape buffers and acoustic fencing. - <i>Ensure the safety of pedestrians and cyclists moving through the area and seeks to separate vehicle, trailer and people movements</i> – Pedestrian and cyclist connection in the form of a dedicated path separate from car parking and vehicle manoeuvring areas has been delivered through Stage 1 of the development. The pedestrian path facilitates connection from Moores Road to the pedestrian bridge. - <i>Contribute to creating a strong pedestrian connection along Meissner Street between the waterfront and Precinct 3 and extend the waterfront promenade and pedestrian connection through the Precinct to connect to areas to the south of the PDA</i> – Stage 1 of the development included pedestrian connection from Moores Road with pedestrian bridge over Weinam Creek. The Master Plan will further strengthen pedestrian connection through the provision of the waterfront promenade and pedestrian connection. 	
<p>Preferred land uses</p> <p>The preferred land uses for precinct 3 are:</p> <ul style="list-style-type: none"> - car park - dual occupancy - dwelling unit - home based business 	<p>The Master Plan provides for land uses consistent with the preferred land uses listed for precinct 3 including car park, landing, multiple dwelling and dwelling houses such as in a terrace home configuration.</p>	<p>✓</p>

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<ul style="list-style-type: none"> - landing - low impact industry - marine industry - multiple dwelling - port services - service industry - utility installation (for the purposes of transport services). 		

3.4 Precinct 4 Provisions

PRECINCT CRITERIA	PROPOSAL	COMPLIANCE
Precinct 4: Sel Outridge Park		
Precinct intent		
Precinct 4 incorporates Sel Outridge Park which will continue to provide active recreational choices for the community and enhance the public space offering within the PDA. Ultimately it will attract visitors as a key destination on the waterfront promenade.	The Master Plan will facilitate the enhancement of Sel Outridge Park. The enhancements will continue to provide active recreation choices for the community and enhance the public space offering within the PDA. The park will be designed as a key destination on the waterfront promenade.	✓
The park will provide opportunities to interact with the marine ecology and habitat areas and the eastern edge of the park will support public access to the waterfront.	The park will interface with the waterfront and support opportunities to interact with the marine areas.	✓
<p>A key consideration for this precinct is how the park edges are designed to appropriately interface with adjoining precincts.</p> <p>For Precinct 2 this will include consideration of how the park relates to parking areas within Precinct 2 which service the car ferry service to minimise conflicts between cars and pedestrians or cyclists, as well as promoting a visual and physical connection with Neville Stafford Park</p>	The park edges will be designed to support a high quality interface with the adjoining precincts.	✓

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WEINAM CREEK – MASTER PLAN



PRECINCT CRITERIA	PROPOSAL	COMPLIANCE
<p>Development in precinct 4 will ensure urban design and land uses:</p> <ul style="list-style-type: none"> - supports the development of a major designation all abilities playground and picnic area as a participatory project in conjunction with people with a disability and their families, schools and service providers - delivers landscaping improvements - provides pedestrian and cycle corridors and small picnic areas - establishes vegetated corridors through the site - ensure the safety of pedestrians and cyclists moving through the area and seeks to separate vehicle and people movements. 	<p>The proposed park enhancements will deliver the desired outcomes and can be conditioned accordingly with a requirement to submit detailed plans for the park for compliance assessment.</p>	<p style="text-align: center;">✓</p>
<p>Preferred land uses</p> <ul style="list-style-type: none"> - Community facility - Park - Outdoor sport and recreation. 	<p>Development within Precinct 4 will be for Park in accordance with the preferred land use outcomes.</p>	<p style="text-align: center;">✓</p>

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14 REPORTS FROM COMMUNITY & CUSTOMER SERVICES

14.1 DECISIONS MADE UNDER DELEGATED AUTHORITY FOR CATEGORY 1, 2 AND 3 DEVELOPMENT APPLICATIONS

Objective Reference: A5328050

Authorising Officer: Louise Rusan, General Manager Community & Customer Services

Responsible Officer: David Jeanes, Group Manager City Planning and Assessment

Report Author: Jill Driscoll, Group Support Coordinator

Attachments: 1. Decisions made under delegated authority 31.01.2021 to 13.03.2021 [↓](#)

PURPOSE

To note decisions made under delegated authority for development applications (Attachment 1). This information is provided for public interest.

BACKGROUND

At the General Meeting of 21 June 2017, Council resolved that development assessments be classified into the following four categories:

Category 1 – minor code and referral agency assessments

Category 2 – moderately complex code and impact assessments

Category 3 – complex code and impact assessments

Category 4 – major assessments (not included in this report)

The applications details in this report have been assessed under:

Category 1 – Minor code assessable applications, concurrence agency referral, minor operational works and minor compliance works, and minor change requests and extension to currency period where the original application was Category 1.

Delegation Level: Chief Executive Officer, General Manager, Group Managers, Service Manager, Team Leaders and Principal Planners as identified in the officer's instrument of delegation.

Category 2 – In addition to Category 1, moderately complex code assessable applications, including operational works and compliance works and impact assessable applications without objecting submissions; other change requests and variation request where the original application was Category 1,2,3 or 4*.

**Provided the requests do not affect the reason(s) for the call in by the Councillor (or that there is agreement from the Councillor that it can be dealt with under delegation).*

Delegation Level: Chief Executive Officer, General Manager, Group Managers and Service Managers as identified in the officer's instrument of delegation.

Category 3 – In addition to Category 1 and 2, applications for code or impact assessment with a higher level of complexity. They may have minor level aspects outside a stated policy position that are subject to discretionary provision of the planning scheme. Impact applications may involve submissions objecting to the proposal readily addressable by reasonable and relevant conditions. Assessing superseded planning scheme requests and approving a plan of subdivision.

Delegation Level: Chief Executive Officer, General Manager and Group Managers as identified in the officer's instrument of delegation.

Human Rights

There are no known human rights implication associated with this report.

OFFICER'S RECOMMENDATION

That Council resolves to note this report.

Attachment 1 Decisions Made Under Delegated Authority 31.01.2021 to 13.03.2021

Decisions Made Under Delegated Authority 31.01.2021 to 06.02.2021

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR20/0568	Design and Siting - Garage - convert to habitable room	K P Building Approvals Pty Ltd	26 McCartney Street Ormiston QLD 4160	Referral Agency Response - Planning	01/02/2021	N/A	Approved	1
CAR21/0009	Design and Siting - Shed	My Cert Building Certification Qld	298-300 Main Road Wellington Point QLD 4160	Referral Agency Response - Planning	05/02/2021	N/A	Approved	1
RAL20/0086	Standard Format - 1 into 2	Ian Davis Surveys Pty Ltd	58 Gordon Street Ormiston QLD 4160	Code Assessment	04/02/2021	N/A	Development Permit	1
CAR21/0005	Design and Siting - Outdoor additions	Asset Outdoor Additions Pty Ltd	71 Princess Street Cleveland QLD 4163	Referral Agency Response - Planning	01/02/2021	N/A	Approved	2
CAR21/0008	Design and Siting - Carport	Hilary Joy DAVERN Trevor James DAVERN	56 Beach Street Cleveland QLD 4163	Referral Agency Response - Planning	04/02/2021	N/A	Approved	3
RAL20/0076	Reconfiguring a lot - Standard Format - 1 into 2	East Coast Surveys Pty Ltd	449 Boundary Road Thornlands QLD 4164	Code Assessment	03/02/2021	N/A	Development Permit	3
MCU20/0151	Dwelling house	Bay Island Designs	12 Tina Avenue Lamb Island QLD 4184	Code Assessment	01/02/2021	N/A	Development Permit	5
CAR20/0458	Design and Siting - Fence and Retaining wall	The Certifier Pty Ltd	24 Ellabay Crescent Redland Bay QLD 4165	Referral Agency Response - Planning	05/02/2021	N/A	Approved	6
CAR21/0007	Design and Siting - Additions	Adept Building Approvals	22 Flamingo Crescent Thornlands QLD 4164	Referral Agency Response - Planning	01/02/2021	N/A	Approved	7

Decisions Made Under Delegated Authority 31.01.2021 to 06.02.2021

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR21/0003	Design and Siting - Carport	Bandera Pty Ltd	1 Fanfare Place Capalaba QLD 4157	Referral Agency Response - Planning	03/02/2021	N/A	Approved	9
CAR21/0004	Design and Siting - Carport and Patio	Bandera Pty Ltd	15 Jameson Street Capalaba QLD 4157	Referral Agency Response - Planning	01/02/2021	N/A	Approved	9
CAR21/0006	Design and Siting - Additions and Alterations	Fluid Approvals	14 Stratford Court Birkdale QLD 4159	Referral Agency Response - Planning	03/02/2021	N/A	Approved	10

Decisions Made Under Delegated Authority 31.01.2021 to 06.02.2021

CATEGORY2

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
OPW20/0117	Driveway Crossover	Paul John THOMPSON	17 Anchorage Drive Cleveland QLD 4163	Code Assessment	04/02/2021	N/A	Development Permit	2
MCU20/0121	Food and drink outlet - Cat Cafe	Lynda Maree DU VALLIER	257 Redland Bay Road Capalaba QLD 4157	Code Assessment	04/02/2021	N/A	Development Permit	7
MCU20/0130	Multiple dwelling x 36	Suleyman Soner & Caroline Soner As Trustee	148 Finucane Road Alexandra Hills QLD 4161	Code Assessment	04/02/2021	N/A	Development Permit	8
CWA20/0017	Civil & Landscaping Works, Stormwater, Access and Parking	Capalaba Sports Club	Degen Road Park 1-21 Degen Road Capalaba QLD 4157	Conditioned Works	01/02/2021	N/A	Permit Issued	9
MCU20/0145	Change to Development Approval C2758 - extension of snack bar	John RICCA	17 Smith Street Capalaba QLD 4157	Minor Change to Approval	03/02/2021	N/A	Approved	9
OPW20/0109	Operational Works - Driveway Crossover	Adrian John WILLIAMS	60 Spoonbill Street Birkdale QLD 4159	Code Assessment	04/02/2021	N/A	Development Permit	10

Decisions Made Under Delegated Authority 07.02.2021 to 13.02.2021

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR21/0034	Build Over or Near Relevant Infrastructure BOS	Rachel Lara BONIWELL Robin Paul BONIWELL	3 Foggitt Court Ormiston QLD 4160	Referral Agency Response - Engineering	09/02/2021	NA	Approved	1
RAL20/0083	Rearranging Boundaries - 2 into 2 lots	East Coast Surveys Pty Ltd	493 Main Road Wellington Point QLD 4160	Code Assessment	09/02/2021	NA	Development Permit	1
RAL20/0084	Standard Format - 1 into 2	SO Group (Aus) Pty Ltd As Trustee SGO Family Trust	21 Oceanic Street Wellington Point QLD 4160	Code Assessment	09/02/2021	NA	Development Permit	1
CAR21/0013	Design and Siting - Dwelling House	Professional Certification Group Pty Ltd	27 Salisbury Street Redland Bay QLD 4165	Referral Agency Response - Planning	09/02/2021	NA	Approved	5
CAR21/0014	Design and Siting - Dwelling Additions	The Certifier Pty Ltd	3 Pine Terrace Redland Bay QLD 4165	Referral Agency Response - Planning	08/02/2021	NA	Approved	5
CAR21/0015	Design and Siting - Shed	Strickland Certifications Pty Ltd	22 Wilson Esplanade Redland Bay QLD 4165	Referral Agency Response - Planning	10/02/2021	NA	Approved	5
CAR21/0016	Design and Siting - Domestic Additions	Bartley Burns Certifiers & Planners	21 Lisa Street Redland Bay QLD 4165	Referral Agency Response - Planning	12/02/2021	NA	Approved	5
CAR21/0022	Amenity and Aesthetics - Removal Dwelling	Fluid Building Approvals Sunshine Coast	13 Cycas Street Russell Island QLD 4184	Referral Agency Response - Planning	12/02/2021	NA	Approved	5

Decisions Made Under Delegated Authority 07.02.2021 to 13.02.2021

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR21/0025	Design and Siting - Dwelling	Platinum Building Approvals	26 Channel Street Russell Island QLD 4184	Referral Agency Response - Planning	10/02/2021	NA	Approved	5
CAR21/0026	Design and Siting - Dwelling House	Platinum Building Approvals	1 Banksia Street Russell Island QLD 4184	Referral Agency Response - Planning	12/02/2021	NA	Approved	5
CAR21/0019	Design and Siting - Carport	Adept Building Approvals	29 Snipe Street Redland Bay QLD 4165	Referral Agency Response - Planning	12/02/2021	NA	Approved	6
CAR21/0012	Design and Siting - Shed	My Cert Building Certification Qld	1 Kadina Court Alexandra Hills QLD 4161	Referral Agency Response - Planning	08/02/2021	NA	Approved	7
RAL20/0080	Reconfiguring a lot - Standard Format - 2 into 3	Doyen Planning	3 Cook Street Alexandra Hills QLD 4161	Code Assessment	08/02/2021	NA	Development Permit	7
CAR21/0010	Design and Siting - Additions and alterations	Approveit Building Certification Pty Ltd	21 Greenfield Road Capalaba QLD 4157	Referral Agency Response - Planning	08/02/2021	NA	Approved	9
CAR21/0023	Design and Siting - Shed	Michael James CARTWRIGHT	52 Summit Street Sheldon QLD 4157	Referral Agency Response - Planning	12/02/2021	NA	Approved	9
CAR20/0599	Design and Siting - Dwelling with build over/near infrastructure	Cert 1 Private Building Certification	75B Barron Road Birkdale QLD 4159	Referral Agency Response - Planning	11/02/2021	NA	Approved	10
MCU20/0158	Home Based Business- Commercial kitchen within a dwelling including grease trap	Penelope N NICOLAOU- XENOPHONTOS	30 Collingwood Road Birkdale QLD 4159	Code Assessment	11/02/2021	NA	Development Permit	10

Decisions Made Under Delegated Authority 07.02.2021 to 13.02.2021

CATEGORY2

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CWA20/0023	Conditioned Works Assessment - Civil Works (Health Care Services and Office)	CMT Engineers Pty Ltd	153-157 Bloomfield Street Cleveland QLD 4163	Conditioned Works	10/02/2021	NA	Permit Issued	2
OPW20/0111	Prescribed Tidal Works - Pontoon	James Alexander STODDART	20 Voyagers Court Cleveland QLD 4163	Code Assessment	08/02/2021	NA	Development Permit	2
OPW20/0115	Prescribed Tidal Works - New Pontoon to replace old	Aqua Pontoons Ltd Ltd	35 Compass Court Cleveland QLD 4163	Code Assessment	09/02/2021	NA	Development Permit	2
OPW20/0118	Operational Works for RAL - 2 into 2 lots	Intrax	204-206 James Street Redland Bay QLD 4165	Code Assessment	12/02/2021	NA	Development Permit	5

Decisions Made Under Delegated Authority 14.02.2021 to 20.02.2021

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR21/0038	Design and Siting - Swimming pool and pool fence	Rogers Pools	5 Charlotte Court Ormiston QLD 4160	Referral Agency Response - Planning	16/02/2021	N/A	Approved	1
DBW20/0050	Domestic Additions - Roofed deck	BB Decking	17 Mainroyal Court Cleveland QLD 4163	Code Assessment	17/02/2021	N/A	Development Permit	2
MCU21/0014	Dwelling house	Bartley Burns Certifiers & Planners	18 Bambara Street Point Lookout QLD 4183	Code Assessment	19/02/2021	N/A	Development Permit	2
RAL20/0085	Standard Format 1 into 2	East Coast Surveys Pty Ltd	22 Piermont Place Cleveland QLD 4163	Code Assessment	15/02/2021	N/A	Development Permit	2
CAR20/0545	Design and Siting - Shed	Kim Nicole RYAN Mark Anthony SCIBERRAS	12 Venn Parade Thornlands QLD 4164	Referral Agency Response - Planning	19/02/2021	N/A	Approved	3
CAR21/0029	Amenity and Aesthetics - Removal Dwelling	The Certifier Pty Ltd	289-301 Redland Bay Road Thornlands QLD 4164	Referral Agency Response - Planning	18/02/2021	N/A	Approved	3
CAR21/0041	Design and Siting - Shed	Strickland Certifications Pty Ltd	9 Portias Place Thornlands QLD 4164	Referral Agency Response - Planning	19/02/2021	N/A	Approved	3
CAR21/0037	Design and Siting - Shed	Michael L CUTHBERT	10 Muirhead Court Victoria Point QLD 4165	Referral Agency Response - Planning	18/02/2021	N/A	Approved	4
CAR21/0049	Design and Siting - Carport	Luke FLETT Paul FLETT	15 Capembah Street Coochiemudlo Island QLD 4184	Referral Agency Response - Planning	17/02/2021	N/A	Approved	4

Decisions Made Under Delegated Authority 14.02.2021 to 20.02.2021

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
RAL18/0141.01	Extension to Currency Period - RAL18/0141 Request to Extend the Currency Period - Combined standard format ROL 1 into 2 with Dual Occupancy on Future Lot 21	James Barclay Homes, Willem BERENDS	19 Eagle Street Victoria Point QLD 4165	Minor Change to Approval	17/02/2021	N/A	Approved	4
CAR20/0577	Build Over or Near Relevant Infrastructure	Farr Engineers Associates	133-149 Broadwater Terrace Redland Bay QLD 4165	Referral Agency Response - Engineering	15/02/2021	N/A	Approved	5
CAR21/0026	Design and Siting - Dwelling House	Platinum Building Approvals	1 Banksia Street Russell Island QLD 4184	Referral Agency Response - Planning	15/02/2021	N/A	Approved	5
CAR21/0027	Amenity and Aesthetics - Dwelling less than 60m2	Warren Percival RILEY	15 Tails Street Russell Island QLD 4184	Referral Agency Response - Planning	15/02/2021	N/A	Approved	5
CAR21/0033	Design and Siting - Carport	Strickland Certifications Pty Ltd	41 Pinelands Circuit Redland Bay QLD 4165	Referral Agency Response - Planning	19/02/2021	N/A	Approved	5
CAR21/0040	Design and Siting - Dwelling	James David PRICE	31 Zephyr Street Russell Island QLD 4184	Referral Agency Response - Planning	17/02/2021	N/A	Approved	5
CAR21/0042	Design and Siting - Dwelling house	Bay Island Designs	21 Oxley Avenue Russell Island QLD 4184	Referral Agency Response - Planning	17/02/2021	N/A	Approved	5

Decisions Made Under Delegated Authority 14.02.2021 to 20.02.2021

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR21/0043	Design and Siting - Dwelling	Platinum Building Approvals	47 Highland Street Russell Island QLD 4184	Referral Agency Response - Planning	18/02/2021	N/A	Approved	5
CAR21/0047	Design and Siting - Carport	Fluid Building Approvals Brisbane South	4 Alistair Court Macleay Island QLD 4184	Referral Agency Response - Planning	19/02/2021	N/A	Approved	5
CAR21/0048	Design and Siting - Carport	K P Building Approvals Pty Ltd	38 Burke Avenue Russell Island QLD 4184	Referral Agency Response - Planning	18/02/2021	N/A	Approved	5
MCU20/0076	Extension to Currency Period - MC009414 - Dwelling house	Suzanne K HEMBROW, Site Town Planning	20 Emerson Street Russell Island QLD 4184	Minor Change to Approval	17/02/2021	N/A	Approved	5
MCU20/0091	Dwelling house	Doyen Planning	44 Western Road Macleay Island QLD 4184	Impact Assessment	15/02/2021	N/A	Development Permit	5
MCU20/0108	Change to Development Approval - MC009414 Dwelling House SMBI	Suzanne K HEMBROW, Site Town Planning	20 Emerson Street Russell Island QLD 4184	Minor Change to Approval	17/02/2021	N/A	Approved	5
MCU20/0163	Dwelling unit - 2 storey addition	Zebra Design And Build Pty Ltd	31 Coorong Street Macleay Island QLD 4184	Code Assessment	17/02/2021	N/A	Development Permit	5
CAR21/0030	Design and Siting - Domestic Outbuilding	Phillip Roger HAYNE	1 Marigold Place Mount Cotton QLD 4165	Referral Agency Response - Planning	15/02/2021	N/A	Approved	6
CAR21/0046	Design and Siting - Carport	The Certifier Pty Ltd	13 Poplin Place Mount Cotton QLD 4165	Referral Agency Response - Planning	15/02/2021	N/A	Approved	6

Decisions Made Under Delegated Authority 14.02.2021 to 20.02.2021

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR21/0028	Design and Siting - Dwelling (Proposed lot 702 on SP316409)	Steve Bartley & Associates Pty Ltd	97 Bailey Road Birkdale QLD 4159	Referral Agency Response - Planning	15/02/2021	N/A	Approved	8
CAR21/0039	Design and Siting - Carport	Strickland Certifications Pty Ltd	30 Constitution Crescent Alexandra Hills QLD 4161	Referral Agency Response - Planning	18/02/2021	N/A	Approved	8
CAR21/0035	Design and Siting - Dual Occupancy	D3K Constructions Pty Ltd T/A Stroud Homes Brisbane East	11 Pulbrook Drive Capalaba QLD 4157	Referral Agency Response - Planning	18/02/2021	N/A	Approved	9
CAR20/0454	Build Over or Near Relevant Infrastructure	The Certifier Pty Ltd	15 Ruth Street Birkdale QLD 4159	Referral Agency Response - Engineering	17/02/2021	N/A	Approved	10
CAR21/0031	Design and Siting - Open Carport	Adept Building Approvals	66 Dorsal Drive Birkdale QLD 4159	Referral Agency Response - Planning	16/02/2021	N/A	Approved	10
CAR21/0032	Design and Siting - Carport and Shed with Build over/near infrastructure	Strickland Certifications Pty Ltd	1 Dalmaso Close Birkdale QLD 4159	Referral Agency Response - Planning	18/02/2021	N/A	Approved	10
CAR21/0036	Design and Siting- Dwelling	ABC Certification Pty Ltd	4 Waterhousia Crescent Birkdale QLD 4159	Referral Agency Response - Planning	17/02/2021	N/A	Approved	10
CAR21/0044	Design and Siting - Dwelling house (Future lot 101)	McCarthy Homes Qld	2 Dorsal Drive Birkdale QLD 4159	Referral Agency Response - Planning	19/02/2021	N/A	Approved	10

Decisions Made Under Delegated Authority 14.02.2021 to 20.02.2021**CATEGORY1**

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR21/0045	Design and Siting - Dwelling house (Future Lot 100)	McCarthy Homes Qld	2 Dorsal Drive Birkdale QLD 4159	Referral Agency Response - Planning	17/02/2021	N/A	Approved	10

Decisions Made Under Delegated Authority 14.02.2021 to 20.02.2021

CATEGORY2

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
OPW21/0003	Prescribed Tidal Works - Pontoon	Allan James BAHR Karen Susan BAHR	17 Voyagers Court Cleveland QLD 4163	Code Assessment	18/02/2021	N/A	Development Permit	2
CWA20/0019	Conditioned Works Assessment - Civil Works (Stormwater, Carpark, Pavement, Sewer & Water)	Fox & Bell Group Pty Ltd	133-149 Broadwater Terrace Redland Bay QLD 4165	Conditioned Works	15/02/2021	N/A	Permit Issued	5
MCU19/0162.02	Change to Development Approval - MCU19/0162 - Showroom, Hardware and trade supplies	Ammarose Pty Ltd Centurion Investment Management Pty Ltd As Trustee	76-78 Redland Bay Road Capalaba QLD 4157	Minor Change to Approval	16/02/2021	N/A	Approved	9

Decisions Made Under Delegated Authority 21.02.2021 to 27.02.2021

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
RAL20/0090	Reconfiguring a Lot - 1 into 2	Russell James STOCKTON	14 Sturt Street Cleveland QLD 4163	Code Assessment	24/02/2021	N/A	Development Permit	2
CAR21/0051	Design and Siting - Carport	Strickland Certifications Pty Ltd	27 Illidge Road Victoria Point QLD 4165	Referral Agency Response - Planning	23/02/2021	N/A	Approved	4
CAR20/0503	Design and Siting - Deck and build over/near infrastructure	Approveit Building Certification Pty Ltd	18 Doncaster Place Alexandra Hills QLD 4161	Referral Agency Response - Planning	23/02/2021	N/A	Approved	8
CAR21/0053	Design and Siting - Dwelling	Brighton Homes Queensland C/- Professional Certification Group	663 Main Road Wellington Point QLD 4160	Referral Agency Response - Planning	24/02/2021	N/A	Approved	8
MCU20/0169	Home based business - Horticultural Education	Linda H BRENNAN	8 Silverash Court Capalaba QLD 4157	Code Assessment	26.02.2021	N/A	Development Permit	9
CAR21/0044	Design and Siting - Dwelling house (Future lot 101)	McCarthy Homes Qld	2 Dorsal Drive Birkdale QLD 4159	Referral Agency Response - Planning	22/02/2021	N/A	Approved	10
CAR21/0045	Design and Siting - Dwelling house (Future Lot 100)	McCarthy Homes Qld	2 Dorsal Drive Birkdale QLD 4159	Referral Agency Response - Planning	22/02/2021	N/A	Approved	10
CAR21/0050	Design and Siting - Dwelling	CJ Homes	28 Alma Street Thorneside QLD 4158	Referral Agency Response - Planning	25/02/2021	N/A	Approved	10
CAR21/0055	Design and Siting - Retaining Wall and Fence height greater than 2m	Troy Russell LOCKETT	18 Maud Street Birkdale QLD 4159	Referral Agency Response - Planning	25/02/2021	N/A	Approved	10

Decisions Made Under Delegated Authority 21.02.2021 to 27.02.2021

CATEGORY2

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CWA20/0020	Civil Works (Earthworks, Drainage, Road Works, Storm water, Water Infrastructure, Sewerage Infrastructure)	Amanda Lee GRAY CRI Consulting Engineers	10 Water Street Cleveland QLD 4163	Conditioned Works	24/02/2021	N/A	Permit Issued	2
OPW20/0108	Operational Works for RAL 1 into 2	Fulya CALIK TOKER	115 Colburn Avenue Victoria Point QLD 4165	Code Assessment	24/02/2021	N/A	Development Permit	4
MCU20/0164	Extension to Currency Period - MCU013697 CHILD CARE CENTRE	Findasite Peter NELSON Ayes & Associates	54-60 Cavendish Street Russell Island QLD 4184	Minor Change to Approval	26.02.2021	N/A	Approved	5
RAL20/0074	Standard Format - 2 into 31 lots plus drainage lot and new road	Sutgold Pty Ltd	10 St Anthony Drive Alexandra Hills QLD 4161	Code Assessment	25.02.2021	N/A	Development Permit	8
MCU19/0162.03	Change to Development Approval MCU19/0162 - Showroom, Hardware and trade supplies	Ammarose Pty Ltd	76-78 Redland Bay Road Capalaba QLD 4157	Minor Change to Approval	23/02/2021	N/A	Approved	9

Decisions Made Under Delegated Authority 28.02.2021 to 06.03.2021

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR21/0054	Design and Siting - Dwelling	Metricon Homes C/- Suncoast Building Approvals	104 Delancey Street Ormiston QLD 4160	Referral Agency Response - Planning	01/03/2021	N/A	Approved	1
CWA20/0015	Conditioned Works - Civil Works - Multiple dwelling x 14	Valley 17 Holdings Pty Ltd	15 Valley Road Wellington Point QLD 4160	Conditioned Works	03/03/2021	N/A	Permitt Issued	1
RAL20/0098	Reconfiguring a lot - Standard Format - 1 into 2	The Certifier Pty Ltd	9 Oak Street Ormiston QLD 4160	Code Assessment	04/03/2021	N/A	Development Permit	1
CAR21/0066	Build Over or Near Relevant Infrastructure	Peter John SMALL	22 Russell Street Cleveland QLD 4163	Referral Agency Response - Engineering	01/03/2021	N/A	Approved	2
DBW20/0058	Domestic Additions	Carole Anne DE LUCA Gino Sebastian DE LUCA	2 Carling Court Cleveland QLD 4163	Code Assessment	03/03/2021	N/A	Development Permit	2
DBW20/0059	Domestic Additions - Patio	Fastrack Building Certification	8 Martingale Court Cleveland QLD 4163	Code Assessment	03/03/2021	N/A	Development Permit	2
DBW21/0006	Building Work - Upgrade of Cemetery - Lychgate Entry, Columbarium Walls, Shelter	Redland City Council As Trustee City Sports & Community Facilities Unit	Cleveland Cemetery 53-71 Wellington Street Cleveland QLD 4163	Code Assessment	02/03/2021	N/A	Development Permit	2
RAL20/0075	Standard Format - 1 into 2 lots	The Planning Place	261 Bloomfield Street Cleveland QLD 4163	Code Assessment	04/03/2021	N/A	Development Permit	2
RAL20/0100	Reconfiguring a lot - Standard Format 1 into 2 lots	The Certifier Pty Ltd	20 Bollard Court Cleveland QLD 4163	Code Assessment	03/03/2021	N/A	Development Permit	2
CAR21/0057	Design and Siting - Dwelling	Bartley Burns Certifiers & Planners	32-34 Ocean Street Cleveland QLD 4163	Referral Agency Response - Planning	02/03/2021	N/A	Approved	3
CAR21/0058	Design and Siting - Carport	K P Building Approvals Pty Ltd	70 Beach Street Cleveland QLD 4163	Referral Agency Response - Planning	03/03/2021	N/A	Approved	3

Decisions Made Under Delegated Authority 28.02.2021 to 06.03.2021

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR21/0064	Design and Siting - Carport	Adept Building Approvals	2 Beutel Place Thornlands QLD 4164	Referral Agency Response - Planning	04/03/2021	N/A	Approved	3
CAR21/0011	Design and Siting - Carport	Pepl (Aus) Pty Ltd As Trustee	10 Talburpin Esplanade Redland Bay QLD 4165	Referral Agency Response - Planning	03/03/2021	N/A	Approved	5
CAR21/0059	Design and Siting - Dwelling	Bay Island Designs	35 Basket Beach Road Russell Island QLD 4184	Referral Agency Response - Planning	02/03/2021	N/A	Approved	5
CAR21/0062	Design and Siting and Amenity and Aesthetics - Removal Dwelling	Mackay & Sons House Removals	129 Palm Beach Road Russell Island QLD 4184	Referral Agency Response - Planning	01/03/2021	N/A	Approved	5
CAR21/0068	Design and Siting - Open Carport	Lateral Certification Group	7 Pelican Street Madeay Island QLD 4184	Referral Agency Response - Planning	04/03/2021	N/A	Approved	5
CAR21/0069	Amenity and Aesthetics - Dwelling house & shipping container	K P Building Approvals	13 Lakeside Avenue Macleay Island QLD 4184	Referral Agency Response - Planning	05/03/2021	N/A	Approved	5
CAR21/0085	Design and Siting - Dwelling	Platinum Building Approvals	79 Jackson Road Russell Island QLD 4184	Referral Agency Response - Planning	05/03/2021	N/A	Approved	5
MCU20/0168	Dwelling house	Alireza RAHNAMA Mahmoudreza BAGHERBEIKTABRIZI Sahar SAFARI	54 Bay Drive Russel Island QLD 4184	Code Assessment	02/03/2021	N/A	Development Permit	5
CAR21/0061	Design and Siting - Domestic Additions	Bartley Burns Certifiers & Planners	5 Brookside Close Redland Bay QLD 4165	Referral Agency Response - Planning	03/03/2021	N/A	Approved	6
CAR21/0065	Design and Siting - Dwelling	CJ Homes	598 German Church Road Redland Bay QLD 4165	Referral Agency Response - Planning	04/03/2021	N/A	Approved	6

Decisions Made Under Delegated Authority 28.02.2021 to 06.03.2021

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
RAL19/0094.03	Other Change to Development Approval - RAL19/0094 Standard Format - 1 into 4 (Over two stages) Now Proposed - Reconfiguring a Lot (1 into 2 Lot Subdivision and Access Easement), Material Change of Use (2 x Dual Occupancies) and Operational Works	Clarke G ROBSON Susan N ROBSON Farazan Pty Ltd	45 Willard Road Capalaba QLD 4157	Other Change to Approval Code	02/03/2021	N/A	Development Permit	8
CAR21/0056	Design and Siting - Domestic Outbuilding	Bartley Burns Certifiers & Planners	12 Melaleuca Drive Capalaba QLD 4157	Referral Agency Response - Planning	02/03/2021	N/A	Approved	9
CAR20/0437	Design and Siting - fence/wall/shed	Apex Certification and Consulting	26 Alma Street Thorneside QLD 4158	Referral Agency Response - Planning	03/03/2021	N/A	Approved	10
CAR21/0060	Design and Siting - Domestic Additions	A1 Certifier Pty Ltd	5 Victory Place Birkdale QLD 4159	Referral Agency Response - Planning	03/03/2021	N/A	Approved	10
RAL21/0006	Extension to Currency Period - ROL006138 Standard Format - 1 into 2	Brendan A MORONEY	42 Bates Drive Birkdale QLD 4159	Minor Change to Approval	05/03/2021	N/A	Approved	10

Decisions Made Under Delegated Authority 28.02.2021 to 06.03.2021

CATEGORY2

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
OPW20/0092	Clearing Vegetation under planning scheme	Benjamin TUESLEY Bronwyn TUESLEY	189-193 Delancey Street Ormiston QLD 4160	Code Assessment	04/03/2021	N/A	Development Permit	1
MCU18/0288.04	Change to Development Approval MCU18/0288 - Combined Multiple dwelling X 4 and Standard Format Reconfiguring a Lot 1 into 4 Lots	Ariel Properties Pty Ltd Yajoc Pty Ltd	5 Paxton Street Cleveland QLD 4163	Minor Change to Approval	02/03/2021	N/A	Approved	2
MCU20/0056	Parking Station	Cleveland Business Park Investment Pty Ltd As Trustee	2-14 Weippin Street Cleveland QLD 4163	Code Assessment	04/03/2021	N/A	Development Permit	2
RAL20/0071	Change to development approval ROL005815 - Standard format: 1 into 5 lots	Development Solutions Qld Michell Town Planning & Development Doyen Planning	188-190 Waterloo Street Cleveland QLD 4163	Minor Change to Approval	04/03/2021	N/A	Approved	3
MCU21/0004	Material Change of use for Indoor sport and recreation	Danstacka Pty Ltd	Victoria Point Shopping Centre 2-34 Bunker Road Victoria Point QLD 4165	Code Assessment	05/03/2021	N/A	Development Permit	4

Decisions Made Under Delegated Authority 07.03.2021 to 13.03.2021

CATEGORY1

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
CAR21/0072	Design and Siting - Carport	Bayside Building Approvals	8 Cross Lane Cleveland QLD 4163	Referral Agency Response - Planning	10/03/2021	N/A	Approved	2
CAR20/0584	Design and Siting - Retaining wall	Scotty's Earthmoving & Boulder Walls By Scotty's	44 Hermitage Crescent Thornlands QLD 4164	Referral Agency Response - Planning	09/03/2021	N/A	Approved	3
CAR21/0077	Design and Siting - Dwelling with build over/near infrastructure	The Certifier Pty Ltd	1A Cartwright Street Victoria Point QLD 4165	Referral Agency Response - Planning	11/03/2021	N/A	Approved	4
RAL21/0001	Combined Reconfiguring a lot - Standard format 1 into 2 lots and Operational Works	LCPJV Pty Ltd	2 Regal Court Victoria Point QLD 4165	Code Assessment	10/03/2021	N/A	Development Permit	4
CAR21/0075	Design and Siting - Dwelling	Bartley Burns Certifiers & Planners	147 Mill Street Redland Bay QLD 4165	Referral Agency Response - Planning	12/03/2021	N/A	Approved	5
CAR21/0070	Design and Siting - Shed	Bartley Burns Certifiers & Planners	16 Melaleuca Drive Capalaba QLD 4157	Referral Agency Response - Planning	08/03/2021	N/A	Approved	9
CAR21/0074	Design and Siting - Dwelling	The Certifier Pty Ltd	26 School Road Capalaba QLD 4157	Referral Agency Response - Planning	08/03/2021	N/A	Approved	9
RAL20/0099	Combined ROL and OPW - 1 into 2 lots	Mvlm Pty Ltd	43 Ney Road Capalaba QLD 4157	Code Assessment	11/03/2021	N/A	Development Permit	9

Decisions Made Under Delegated Authority 07.03.2021 to 13.03.2021

CATEGORY2

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
MCU21/0017	Change to development approval - MC010396 - Apartment Building	The Crescent Lifestyle Apartments Pty Ltd, Ecopro Developments Pty Ltd	18 Taylor Crescent Cleveland QLD 4163	Minor Change to Approval	09/03/2021	N/A	Approved	2
MCU20/0049	Extension to Currency Period - MC010396 - Apartment Building				10/03/2021	N/A	Approved	2
MCU20/0136	Health care services - Optometry	East Coast Surveys Pty Ltd	105 Queen Street Cleveland QLD 4163	Code Assessment	12/03/2021	N/A	Development Permit	2
MCU21/0025	Material Change of Use - Extension to Currency Period - MCU012975 Multiple Dwelling x 4	Bloomprop Pty Ltd As Trustee, Aton Bloom Pty Ltd	241 Bloomfield Street Cleveland QLD 4163	Minor Change to Approval	12/03/2021	N/A	Approved	2
CWA20/0022	Conditioned Works Assessment - Landscape Works (Healthcare Services and Office)	Andrew Gold Landscape Architect	153-157 Bloomfield Street Cleveland QLD 4163	Conditioned Works	08/03/2021	N/A	Permit Issued	2
MCU21/0021	Extension to Currency Period - MCU013600 Apartment Building - 33 Units (previously 39)	Macroplan Dimasi Teorina Finance Pty Ltd	45-47 North Street Cleveland QLD 4163	Minor Change to Approval	10/03/2021	N/A	Approved	2
OPW20/0128	Operational Works for RAL - 1 into 2	Melcraig Superannuation Pty Ltd as Trustee	10 Redland Bay Road Thornlands QLD 4164	Code Assessment	11/03/2021	N/A	Development Permit	3
MCU21/0007	Material change of use for Transport Depot - Tractor Storage	John Leonard BURNS	12 Sandra Street Russell Island QLD 4184	Code Assessment	08/03/2021	N/A	Development Permit	5
MCU20/0123	Low impact industry - including ancillary showroom and offices	Multi Span Australia Group Pty Ltd	48 Smith Street Capalaba QLD 4157	Code Assessment	23/12/2020	11/03/2021	Approved	9

Decisions Made Under Delegated Authority 07.03.2021 to 13.03.2021**CATEGORY3**

Application Id	Application Full Details	Applicant	Associated Property Address	Primary Category	Decision Date	Negotiated Decision Date	Decision Description	Division
EXC21/0001	Exemption Certificate	Ashley C DALEY Genevieve M DALEY	124-134 Thornlands Road Thornlands QLD 4164	Planning Act Request	12/03/2021	N/A	Approved	3

14.2 LIST OF DEVELOPMENT AND PLANNING RELATED COURT MATTERS AS AT 16 MARCH 2021

Objective Reference: A5328279

Authorising Officer: Louise Rusan, General Manager Community & Customer Services

Responsible Officer: David Jeanes, Group Manager City Planning and Assessment

Report Author: Michael Anderson, Senior Appeals Planner

Attachments: Nil

PURPOSE

To note the current development and planning related appeals and other related matters/proceedings.

BACKGROUND

Information on appeals and other related matters may be found as follows:

1. Planning and Environment Court

a) Information on current appeals and applications with the Planning and Environment Court involving Redland City Council can be found at the District Court website using the "Search civil files (eCourts) Party Search" service:

<http://www.courts.qld.gov.au/services/search-for-a-court-file/search-civil-files-ecourts>

b) Judgments of the Planning and Environment Court can be viewed via the Supreme Court of Queensland Library website under the Planning and Environment Court link:

<http://www.sclqld.org.au/qjudgment/>

2. Court of Appeal

Information on the process and how to search for a copy of Court of Appeal documents can be found at the Supreme Court (Court of Appeal) website:

<https://www.courts.qld.gov.au/courts/court-of-appeal/the-appeal-process>

3. Department of State Development, Infrastructure, Local Government and Planning (DSDILGP)

The DSDILGP provides a Database of Appeals that may be searched for past appeals and applications heard by the Planning and Environment Court:

<https://planning.dsdmip.qld.gov.au/planning/spa-system/dispute-resolution-under-spa/planning-and-environment-court/planning-and-environment-court-appeals-database>

The database contains:

a) A consolidated list of all appeals and applications lodged in the Planning and Environment Courts across Queensland of which the Chief Executive has been notified.

b) Information about the appeal or application, including the file number, name and year, the site address and local government.

4. Department of Communities, Housing and Digital Economy (DCHDE)

Information on the process and remit of development tribunals can be found at the DCHDE website:

<http://www.hpw.qld.gov.au/construction/BuildingPlumbing/DisputeResolution/Pages/default.aspx>

PLANNING & ENVIRONMENT COURT APPEALS & APPLICATIONS

1.	File Number:	3829 of 2019
Appellant:		Sutgold Pty Ltd v Redland City Council
Respondent:		Redland City Council
Proposed Development:		Reconfiguring a Lot (8 lots into 176 lots and new roads) 72, 74, 78, 80, 82 Double Jump Road, 158-166, 168-172 and 174-178 Bunker Road, Victoria Point (Lots 12, 13, 15, 22 and 21 on RP86773, Lots 16 and 20 on SP293877 and Lot 12 on RP898198)
Appeal Details:		Appeal against deemed refusal by Council.
Current Status:		<p>Appeal filed 23 October 2019. An early without prejudice (wop) meeting was held on 26 November 2019. A directions hearing was held on 6 February 2020. A list of matters supporting an approval was provided by the Appellant on 14 April 2020. The list of experts has been nominated and without prejudice conferences were held with the Appellant on 6, 14 and 21 May 2020 to discuss Council's position and proposed changes. A review was held on 17 June 2020 and it was ordered that the Appellant was to file and serve any application for a minor change by 26 June 2020. By 15 July 2020, the Respondent and Co-Respondent were to file and serve a written response to the Appellant's minor change application stating whether it will or will not oppose the declaration being made. Council was required to notify of its position on the appeal by 24 July 2020, should the Court determine the changes are minor.</p> <p>The matter was reported to the General Meeting of Council on 22 July 2020. It was confirmed that the proposed changes were a minor change but Council was still opposing the application. The parties were notified of Council's position on 24 July 2020. A wop meeting was held with the appellant on 22 July 2020.</p> <p>The matter was considered at a hearing on 6 August 2020 where it was ordered that the infrastructure and traffic experts nominated by the parties are to meet and prepare a joint expert report (JER), to be completed by 18 September 2020. JERs in respect of town planning and engineering were received on 23 November and 24 November respectively. The ecology and traffic JERs were received on 10 and 14 December 2020 respectively. Individual statements of evidence were filed in the Planning and Environment Court (P & E Court) in respect of Ecology and Traffic on 12 February 2021. On 17 February 2021 Council resolved to take steps to settle the appeal.</p> <p>The appeal is allocated for a 5 day hearing commencing on 22 March 2021.</p>

2.	File Number:	4312 of 2019
	Appellant:	New Land Tourism Pty Ltd
	Respondent:	Redland City Council
	First Co-respondents (By election):	Benjamin Alistair Mackay and Renee Michelle Mackay
	Second Co-respondents (By election):	Debbie Tye-Anderson, Kerri Vidler, Lee Nicholson, Peter Anderson, Vanessa Anderson, Thelma Anderson.
	Proposed Development:	Material change of use (tourist accommodation) 147-205 Rocky Passage Road, Redland Bay (Lot 3 on RP153333)
	Appeal Details:	Appeal against Council's decision to give a preliminary approval for a development application.
	Current Status:	<p>Appeal filed 29 November 2019. A review was held on 11 June 2020 and it was ordered that the Appellant shall provide without prejudice material to all other parties by 24 June 2020. A wop, chaired by the P & E Alternative Dispute Resolution (ADR) Registrar, was held on 22 July 2020.</p> <p>At a review on 5 August 2020 it was ordered that the appellant shall provide to the other parties without prejudice material addressing wastewater and landscaping issues by 21 August 2020. This material was provided by the Appellant. A review was held on 14 September 2020. The Appellant was to provide further without prejudice material by 25 September 2020. The Appellant provided the further material on 14 October 2020 and a further WOP conference was held on 19 October 2020. The Appellant provided revised material for comment. A further WOP meeting was held on 16 December 2020.</p> <p>At a review on 5 March 2021 it was ordered that the appellant is to provide the outstanding material agreed at the wop meeting on 16 December by 12 March 2021. This information is still awaited.</p> <p>The appellant filed an application to rely upon a change of the development application on 5 March 2021. The parties are required to notify the appellant as to whether they contend that the proposed changes are a minor change by 24 March 2021 and a further review has been set down for 13 April 2021.</p>

3.	File Number:	566 of 2020
Appellant:		Clay Gully Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Reconfiguration of a lot by standard format plan (3 lots into 289 lots over 7 stages, new road and park. 39 Brendan Way, 21-29 and 31 Clay Gully Road, Victoria Point (Lot 1 on RP72635, Lot 4 on RP57455 and Lot 1 on RP95513)
Appeal Details:		Appeal against deemed refusal by Council.
Current Status:		<p>Appeal filed 25 February 2020. Council notified of its position in the appeal on 1 May 2020 and provided reasons for refusal on 5 May 2020. A review was held on 8 May 2020 and it was ordered that the Appellant was to file and serve any request for further and better particulars by 15 May 2020.</p> <p>A request for further and better particulars was made by the Appellant on 15 May 2020. Council provided its response to the request for further and better particulars on 1 June 2020. The Appellant submitted its matters supporting approval of the proposed development on 15 June 2020.</p> <p>A wop discussion with the appellant and co-respondent, chaired by the P & E ADR Registrar, was held on 18 June 2020. A further wop meeting was held on 25 June 2020. The matter was adjourned on the papers until 17 August 2020, in order to facilitate further discussions between the parties. A wop meeting was held with the appellant on 3 August 2020.</p> <p>It was ordered that the parties should engage in a further wop meeting by 4 September 2020 and this was held on 3 September 2020. A review was held on 10 September 2020 and the Orders were that the parties engage in a further without prejudice meeting by 9 October 2020. A wop meeting was held on 6 October 2020. The matter was considered at the General Meeting on 7 October 2020.</p> <p>A further review was held on 15 October 2020 and a further without prejudice meeting was held on 22 October 2020. The Appellant filed its minor change application on 23 November 2020 and the matter was listed for further review on 8 December 2020. Orders were made to provide draft conditions by 11 December 2020. The draft conditions were provided on 15 December 2020. The Appellant provided comments on 22 December 2020 and negotiations are ongoing in relation to the conditions and infrastructure agreement.</p> <p>A further review is listed for 18 March 2021.</p>

4.	File Number:	1612 of 2020
Appellant:		Sutgold Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Development permit for a reconfiguration of 9 Lots into 275 Residential Lots, 3 Balance Lots, 1 Load Centre Lot, 2 Park Lots, 2 Open Space Lots, 1 Pedestrian Connection Lot and 1 Multi-function Spine Lot in 12 stages. 36-56 Double Jump Road, 26 Prospect Crescent and 27 Brendan Way, Victoria Point more properly described as Lot 4 on RP57455, Lot 1 on RP95513, Lot 2 on RP86773, Lot 1 on RP86773, Lot 3 on RP148004, Lot 7 on RP57455, Lot 2 on RP169475, Lot 2 on RP165178, Lot 6 on SP145377, Lot 801 on SP261302 and Lot 5 on SP293881.
Appeal Details:		Appeal against deemed refusal by Council.
Current Status:		<p>Appeal filed 5 June 2020. A hearing was held on 23 July 2020 where it was ordered that the respondent was required to notify the parties of its position and grounds if refused or conditions if it should be approved by 7 August 2020.</p> <p>The matter was considered at the General Meeting of Council on 5 August 2020 where it was resolved that the matter ought to be refused. The parties were notified of Council's position as respondent on 6 August 2020.</p> <p>A review was held on 19 August 2020. Orders were made on the papers that that the Appellant was to provide grounds for appeal by 2 September 2020. Council received the grounds of appeal on 9 September 2020. A without prejudice meeting was held on 23 September 2020. A review was held on 16 October 2020. It was ordered that that the parties engage in a further without prejudice meeting by 4 November 2020. A site visit with Council's and Appellant's ecological experts was held on 19 October 2020 and further without prejudice discussions were held on 22 October 2020.</p> <p>The matter was listed for review on 8 December 2020 and it was ordered that the Appellant was to provide its minor change material by 11 December 2020. Council advised that it did not oppose the minor change application on 18 December 2020. The matter is listed for review and minor change hearing is to be held on 2 February 2021.</p> <p>The minor change application was approved by the Court on 2 February 2021. Council filed and served its updated reasons for refusal on 19 February 2021. The appellant was to serve grounds for approval by 15 March 2021. These have not yet been received. A further review is listed for 18 March 2021.</p>

5.	File Number:	1724 of 2020
Appellant:		Fort Street Real Estate Capital Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Combined development permit for a material change of use (fast food outlet) and reconfiguring a lot (access easement and subdivision by lease). Birkdale Fair Shopping Centre at 2-12 Mary Pleasant Drive, Birkdale and more properly described as Lot 1 on RP816847.
Appeal Details:		Appeal against refusal by Council.
Current Status:		<p>Appeal filed on 17 June 2020. A review was held on 27 July 2020 where it was ordered that the appellant was to notify the parties of any changes to the development application by 31 July 2020. On 14 August 2020 the respondent (Council) notified the appellant that Council would not be opposing the minor change and notified its fully articulated grounds of refusal.</p> <p>A review was held on 19 August 2020 where it was ordered that the parties should exchange its list of experts by 26 August 2020 and that joint expert reports must be completed by 30 September 2020. All joint expert reports were exchanged and a without prejudice meeting was held on 15 October 2020. A three day trial was held on 25-27 November 2020.</p> <p>The judgment was handed down on 11 December 2020 and the appeal was allowed subject to lawful conditions. Council provided draft conditions to the Appellant on 15 January 2021.</p> <p>The final Court Judgement and conditions were handed down on 26 February 2021.</p>

6.	File Number:	2080 of 2020
Appellant:		Silkwear Developments Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Development permit for a reconfiguration of a lot (1 into 5 lots) respect of land at 1-13 Beckwith Street, Ormiston, more properly described as Lot 8 on RP895452 (Council ref: RAL19/0087).
Appeal Details:		Appeal against conditions.
Current Status:		<p>Appeal filed on 7 July 2020. A review was undertaken on 2 September 2020. It was ordered that Council is to draft and serve the grounds for the conditions in dispute by 16 September 2020. The appellant is to file and serve any amended grounds for setting aside the disputed conditions by 25 September 2020. A without prejudice meeting was held on 2 October 2020. A further without prejudice meeting was held on 15 October 2020. The Appellant provided revised plans to address stormwater quality and road design on 29 October 2020 and a further without prejudice meeting was due to be held on 19 November 2020 and review on 20 November 2020. These dates were adjourned in order for further changes to take place. Revised material was received on 24 November 2020 and a further without prejudice meeting was held on 26 November 2020.</p> <p>Further to the without prejudice meeting, revised material was provided and further discussions took place on a without prejudice basis.</p> <p>The appeal was adjourned at review on 10 December 2020 and was listed for further review on 5 February 2021, including a minor change application. The matter has been adjourned for a further review on 25 March 2021.</p>

7.	File Number:	2081 of 2020
Appellant:		Silkwear Developments Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Development permit for a reconfiguration of a lot (1 into 5 lots) respect of land at 1-13 Beckwith Street, Ormiston, more properly described as Lot 8 on RP895452.
Appeal Details:		Appeal against infrastructure charges notice.
Current Status:		<p>Appeal filed on 7 July 2020. A review was undertaken on 2 September 2020. A without prejudice meeting was held on 2 and 15 October 2020. A further without prejudice meeting was to be held on 19 November 2020. These dates were adjourned in order for further changes to take place. Revised material was received on 24 November 2020 and a further wop meeting took place on 26 November 2020.</p> <p>The appeal was adjourned at review on 10 December 2020 and was listed for further review on 5 February 2021. The matter has been adjourned for a further review on 25 March 2021.</p>

8.	File Number:	2337 of 2020
Appellant:		Bernard Diab and Tracey Diab
Respondent:		Redland City Council
Proposed Development:		Development permit for a material change of use for home-based business in respect of land at 393 Mount Cotton Road, Capalaba and more properly described as Lot 4 on SP297142.
Appeal Details:		Appeal against refusal by Council.
Current Status:		<p>Appeal filed on 17 August 2020. A review was held on 16 October 2020. The respondent (Council) issued its consolidated reasons for refusal on 30 October 2020. A wop conference chaired by the ADR Registrar was held on 19 November 2020. The appellant agreed to provide a revised plan early in the week commencing 23 November 2020 with further comments to be provided within one week of receipt. This information was received on 7 December 2020.</p> <p>The matter has been adjourned to 30 March 2021 to negotiate conditions.</p>

9.	File Number:	2893 of 2020
Appellant:		Paige Pty Ltd
Respondent:		Redland City Council
Co-Respondent		Sutgold Pty Ltd
Proposed Development:		Development permit for reconfiguring a lot – 1 into 23 lots and new road on land located at 152-156 Bunker Road, Victoria Point on Lot 23 on RP86773.
Appeal Details:		Appeal against deemed refusal by Council.
Current Status:		<p>Appeal filed on 13 October 2020. Council provided its position on the appeal on 20 November 2020. A review was held on the 23 November 2020 and it was ordered that Council (Respondent) is to provide its particularised list of provisions relevant to the grounds for refusal by 27 November 2020. The particularised list identifying each assessment was provided on 9 December 2020.</p> <p>A further consolidated list of reasons for refusal were provided on 18 December 2020. The Co-respondent provided their position on 9 February 2021. The appellant provided its statement of position on 26 February 2021. A review was listed for 19 February 2021. A without prejudice conference before the ADR Registrar is to be held before 16 April 2021. The appeal is listed for further review on 23 April 2021.</p>

10.	File Number:	39 of 2021
Appellant:		Sutgold Pty Ltd
Respondent:		Redland City Council
Co-Respondent		Harridan Pty Ltd
Proposed Development:		Development permit for a reconfiguration of a Lot (2 lots into 37 lots, 1 drainage lot, new road and 3 access easements) over land located at 26 Prospect Crescent and 27 Brendan Way, Victoria Point, more particularly described as Lot 801 on SP261302 and Lot 6 on SP145377.
Appeal Details:		<p>Appeal against deemed refusal by Council.</p> <p>A review is scheduled for 17 March 2021.</p>
Current Status:		Appeal filed on 4 January 2021.

11.	File Number:	40 of 2021
Appellant:		Sutgold Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Development permit for a reconfiguration of a Lot (3 lots into 157 lots, 2 entry park lots, 2 drainage lots, 2 multi-function spine lots and new road) over land located at 52, 56, 62, 64 and 66 Double Jump Road, Victoria Point, more properly described as Lot 7 on RP86773, Lot 8 on RP222878, Lot 9 on RP222878, Lot 2 on RP165178 and Lot 5 on SP293881.
Appeal Details:		<p>Appeal against deemed refusal by Council.</p> <p>A review is scheduled for 17 March 2021.</p>
Current Status:		Appeal filed on 4 January 2021.

12.	File Number:	41 of 2021
Appellant:		Alexandra Margaret Shaw
Respondent:		Redland City Council
Co-Respondents:		Tania Morton and Anors
Proposed Development:		Other Change to a development approval (Development permit for a standard format reconfiguration) over land at 17-19 Honeygem Place, Birkdale and more properly described as Lot 1 on SP 174943.
Appeal Details:		Appeal against conditions of approval.
Current Status:		Appeal filed on 22 December 2020. The active parties are to participate in a wop conference and this has been scheduled for 31 March 2021. A further review is scheduled for 9 April 2021.

13.	File Number:	42 of 2021
Appellant:		Tea Cup Cottage Pty Ltd
Respondent:		Redland City Council
Co-Respondents:		Tania Morton and Anors
Proposed Development:		Development permit for material change of use (Residential care facility) over land at 17-19 Honeygem Place, Birkdale and more properly described as Lot 1 on SP 174943.
Appeal Details:		Appeal against conditions of approval.
Current Status:		Appeal filed on 22 December 2020. The active parties are to participate in a wop conference and this has been scheduled for 31 March 2021. A further review is scheduled for 9 April 2021.

14.	File Number:	448 of 2021
Appellant:		Shayer Alliance Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Application pursuant to <i>Local Law No 1 (Administration) 2015</i> and <i>Subordinate Local Law No. 1.4 (Installation of Advertising Devices) 2017</i> for an electronic display component – High impact sign at 38-62 Moreton Bay Road, Capalaba and more properly described as Lot 3 on RP888108.
Appeal Details:		Appeal against third party advertising condition imposed by Council.
Current Status:		Appeal filed on 24 February 2021.

15.	File Number:	449 of 2021
Appellant:		Shayer Alliance Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Application pursuant to <i>Local Law No 1 (Administration) 2015</i> and <i>Subordinate Local Law No. 1.4 (Installation of Advertising Devices) 2017</i> for an electronic display component – High impact sign at 131 Old Cleveland Road, Capalaba and more properly described as Lot 4 on RP886783.
Appeal Details:		Appeal against third party advertising condition and dwell time condition imposed by Council.
Current Status:		Appeal filed on 24 February 2021.

16.	File Number:	505 of 2021
Appellant:		Griffith Capital Pty Ltd
Respondent:		Redland City Council
Proposed Development:		Development permit for material change of use for a childcare centre over land at 13 to 15 Ziegenfusz Road, Thornlands and more properly described as Lots 121 on RP198375 and Lot 122 on RP198375.
Appeal Details:		Appeal against deemed refusal by Council.
Current Status:		Appeal filed on 3 March 2021.

APPEALS TO THE QUEENSLAND COURT OF APPEAL

17.	File Number:	8114 of 2018 (MCU012812)/ (QPEC Appeal 3641 of 2015)
Appellant:		Redland City Council
Respondent:		King of Gifts Pty Ltd and HTC Consulting Pty Ltd
Proposed Development:		Material Change of Use for Service Station (including car wash) and Drive Through Restaurant 604-612 Redland Bay Road, Alexandra Hills (Lot 21 on SP194117)
Appeal Details:		Appeal against the decision of the Planning and Environment Court to allow the appeal and approve the development.
Current Status:		<p>Appeal filed by Council on 30 July 2018. Council's outline of argument was filed on 28 August 2018. The appellant's outline of argument was filed on 20 September 2018. The matter was heard before the Court on 12 March 2019. The judgment of the Supreme Court on 13 March 2020 was that the appeal is allowed and the orders made on 18 June 2019 be set aside. The appeal is to be remitted back to the Planning and Environment Court and the respondent is to pay the appellant's costs of the appeal.</p> <p>At a review in the P & E Court on 15 June 2020 the Court ordered that written submissions are to be filed by 10 July 2020 with a hearing listed for 17 July 2020. The written submissions were filed on 10 July 2020.</p> <p>The judgment in the P & E Court was issued on 7 August 2020 and the appeal was allowed.</p> <p>A further appeal has been submitted by Council. An outline of argument and list of authorities were filed on 20 November 2020. The respondent's outline was filed on 19 January 2021. A hearing was held on 15 March 2021. The judgement is awaited.</p>

DEVELOPMENT TRIBUNAL APPEALS AND OTHER MATTERS

18.	File Number:	Appeal 20-021
Appellant:		Darren Horton
Respondent:		Redland City Council
Proposed Development:		Design and siting request for a swimming pool 11 Reserve Esplanade, Wellington Point (Lot 1 on RP53836)
Appeal Details:		Appeal against the decision of the Redland City Council to direct refusal of a swimming pool structure within the front boundary setback in a design and siting referral.
Current Status:		<p>Appeal filed on 2 September 2020. A tribunal site visit and meeting was held on 13 November 2020. Additional submissions were made on behalf of the Appellant on 18 November 2020 and a response provided by Council on 20 November 2020.</p> <p>Council was notified on 16 December 2020 that the Tribunal orders the Appellant, pursuant to section 250 of the Planning Act, to reconsider the design of the external walls of the proposed swimming pool structure to consider changes to the finish, colours and texture and for these to be provided within 20 days or request the tribunal to decide the appeal without any changes.</p> <p>On 19 December 2020 the Appellant submitted revised treatment of the external walls of the swimming pool to the Tribunal. On 5 January 2021 a response was provided to the Appellant, on behalf of the Tribunal, that whilst it is not the role of the Tribunal to recommend treatment, it had reviewed the details provided and considered that the submitted material was not acceptable.</p> <p>Revised plans were submitted to the Tribunal on 19 January 2021. On the 4 February 2021 the Tribunal wrote to the appellant advising it is considering approving the amended plans lodged however, has requested that a landscape plan is provided showing plant layout, sizes and proposed maintenance and how the plan complies with relevant Council landscaping policies.</p> <p>The Tribunal directed the parties on 4 March 2021 that it is of the view that subject to conditions, pertaining to materials and landscaping, the development complies with the performance criteria P1 of the <i>Queensland Development Code MP 1.1</i>. The Tribunal has directed the Assessment Manager (private certifier) to assess the amended plans for the swimming pool as if Redland City Council, as the referral agency, has advised it has no requirements pursuant to section 56 of the <i>Planning Act 2016</i>.</p>

Human Rights

There are no known human rights implications associated with this report.

OFFICER'S RECOMMENDATION

That Council resolves to note this report.

14.3 MCU20/0069- MATERIAL CHANGE OF USE FOR SIX (6) MULTIPLE DWELLINGS AT 2 AND 4 COOINDA STREET, WELLINGTON POINT

Objective Reference: A5327733

Authorising Officer: Louise Rusan, General Manager Community & Customer Services

Responsible Officer: David Jeanes, Group Manager City Planning and Assessment

Report Author: Daniel Manathunga, Planning Officer

Attachments:

1. **Site and locality plans** [↓](#)
2. **Architectural plans** [↓](#)
3. **Landscaping concept plans** [↓](#)
4. **Applicant response to submissions** [↓](#)
5. **Recommended development conditions** [↓](#)

PURPOSE

This application is referred to the General Meeting of Council for determination at the request of the Divisional Councillor.

BACKGROUND

Council has received an application for a material change of use for a multiple dwelling, comprising six (6) units on land at 2 and 4 Cooina Street, Wellington Point.

The owner and applicant is Mr Gary Ross Sherwood and Mrs Lorraine Sandra Sherwood in care of Mr Rhett Bowlen of Bespoke P&D.

Key issues in the assessment of the application are:

- Use of the site for multiple dwellings
- Density, height, site cover and setbacks
- Building design
- Private open space
- Landscaping
- Stormwater management
- Parking and access
- Frontage works

The above issues have been assessed in the report and in accordance with section 60 of the *Planning Act 2016* (PAct) the material change of use is recommended to be approved subject to conditions.

ISSUES

Site & Locality

The subject site has a combined area of 1500m² and is currently improved by two single dwellings and associated domestic outbuildings (refer Attachment 1). The site has a gentle slope from 3.25m Australian Height Datum (AHD) in the centre of the site, to the lowest point of 2.5m AHD in the south-west corner of the site.

The site has three street frontages to Birkdale Road, Coinda Street and King Island Drive, Wellington Point. Land to the north and east is zoned low density residential and consists of dwelling houses. Land to the west of the site is zoned conservation, is vegetated, and serves a drainage function. Land to the south is zoned recreation and open space and is used as sporting grounds.

Further to the east along Birkdale Road is a number of townhouse developments within the medium density residential zone, with the local commercial centre of Wellington Point being 400 metres to the east of the subject site along Main Road.

The established streetscape of Birkdale Road is characterised by two (2) storey townhouses and dwelling houses with continuous built form, gable roof forms and brick materials to the building and fence. Inclusive of wide road verges with a range of pedestrian footpath networks and bicycle lanes. In contrast, north of the site away from Birkdale Road, along Coinda Street heading north the character transitions to predominantly single dwellings, single storey, gable roof form, brick facades with narrow road verges and no existing pedestrian footpath network.

Proposal

The proposed development is for a material change of use for a multiple dwelling, which is defined in the *Planning Regulation 2017* schedule 24 as:

'multiple dwelling means a residential use of premises involving 3 or more dwellings, whether attached or detached, for separate households.'

The built form of the development is summarised below:

- Six (6) two-storey multiple dwellings, comprising five (5) 3 bedroom units and one (1) 4 bedroom unit.
- Each dwelling consisting of the following layout:
 - ground floor: double garage, open planned kitchen, dining and patio area including powder room; and
 - first floor: master bedroom including en-suite and walk-in robe, 3 bedrooms serviced by a living room and shared bathroom.
- Visitor parking space in tandem in front of the double garage for each unit.
- Four (4) driveway crossovers service the development using combined crossovers for unit 1-4 while unit 5 and 6 have a single driveway each.
- Maximum height of 8.11m above natural ground level and two-storey built form.

The development proposes a site coverage of 49.4% and landscaping areas of 23% of the site area.

The proposal plans are included in Attachment 2.

Superseded planning scheme application (SPS19/0016)

At the General Meeting of 4 December 2019, Council resolved to accept, assess and decide the development application for a material change of use for a multiple dwelling under the superseded *Redlands Planning Scheme Version 7.2*. In accordance with section 29(9)(b) of the *Planning Act 2016* the assessment manager must assess the application as if the superseded planning scheme was in effect instead of the current planning scheme. Therefore City Plan is not relevant to the assessment of this application.

Assessment framework

The development application is subject to impact assessment and therefore section 45 of the *Planning Act 2016* applies and provides that:

- (5) *An impact assessment is an assessment that—*
 - (a) *must be carried out—*
 - (i) *against the assessment benchmarks in a categorising instrument for the development; and*
 - (ii) *having regard to any matters prescribed by regulation for this subparagraph; and*
 - (b) *may be carried out against, or having regard to, any other relevant matter, other than a person’s personal circumstances, financial or otherwise.*
- (6) *Subsections (7) and (8) apply if an assessment manager is, under subsection (3) or (5), assessing a development application against or having regard to—*
 - (a) *a statutory instrument; or*
 - (b) *another document applied, adopted or incorporated (with or without changes) in a statutory instrument.*
- (7) *The assessment manager must assess the development application against or having regard to the statutory instrument, or other document, as in effect when the development application was properly made.*
- (8) *However, the assessment manager may give the weight the assessment manager considers is appropriate, in the circumstances, to—*
 - (a) *if the statutory instrument or other document is amended or replaced after the development application is properly made but before it is decided by the assessment manager—the amended or replacement instrument or document; or*
 - (b) *another statutory instrument—*
 - (i) *that comes into effect after the development application is properly made but before it is decided by the assessment manager; and*
 - (ii) *that the assessment manager would have been required to assess, or could have assessed, the development application against, or having regard to, if the instrument had been in effect when the application was properly made.’*

Section 30 of the *Planning Regulation 2017*, relevantly, identifies that:

- (1) *For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.*
- (2) *Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks—*
 - (a) *the assessment benchmarks stated in—*
 - (i) *the regional plan for a region; and*

- (ii) *the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
- (iii) *a temporary State planning policy applying to the premises;*
- (b) *if the development is not in a local government area—any local planning instrument for a local government area that may be materially affected by the development;*
- (c) *if the local government is an infrastructure provider—the local government’s LGIP.*
- (3) *However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.’*

Section 31 of the *Planning Regulation 2017*, relevantly, identifies that:

- (1) *For section 45(5)(a)(ii) of the Act, the impact assessment must be carried out having regard to— (a) the matters stated in schedules 9 and 10 for the development; and*
- (d) *if the prescribed assessment manager is a person other than the chief executive—*
 - (i) *the regional plan for a region; and*
 - (ii) *the State Planning Policy, to the extent the State Planning Policy is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
 - (iii) *for designated premises—the designation for the premises; and*
- (e) *any temporary State planning policy applying to the premises; and*
- (f) *any development approval for, and any lawful use of, the premises or adjacent premises; and*
- (g) *the common material.*
- (2) *However—*
 - (a) *an assessment manager may, in assessing development requiring impact assessment, consider a matter mentioned in subsection (1) only to the extent the assessment manager considers the matter is relevant to the development; and*
 - (b) *if an assessment manager is required to carry out impact assessment against assessment benchmarks in an instrument stated in subsection (1), this section does not require the assessment manager to also have regard to the assessment benchmarks.’*

common material, for a development application, means—

- (a) *all the material about the application that the assessment manager receives before the application is decided, including—*

- (i) *any material relating to a proposed development application that is substantially similar to the development application as made; and*
- (ii) *any material attached to, or given with, the development application; and*
- (iii) *any material relating to the application given to the assessment manager after the application is made; and*
- (iv) *any referral agency's response, including any advice or comment given by a referral agency and any response given under section 57 of the Act; and*
- (v) *any properly made submissions about the application, other than a submission that is withdrawn; and*
- (vi) *any other submission about the application that the assessment manager has accepted; and*
- (vii) *any other advice or comment about the application that a person gives to the assessment manager; and*
- (b) *if a development approval for the development is in effect—the approval; and*
- (c) *an infrastructure agreement applying to the premises.'*

Pursuant to section 45(5) of the *Planning Act 2016*, the application was assessed against the following applicable assessment benchmarks.

- Redlands Planning Scheme (RPS) version 7.2:
 - Urban residential zone code
 - Multiple dwelling code
 - Access and parking code
 - Erosion prevention and sediment control code
 - Excavation and fill code
 - Infrastructure works code
 - Landscape code
 - Stormwater management code
 - Acid sulfate soils overlay code
 - Road and rail noise impacts overlay code
- South East Queensland Regional Plan 2017
- State Planning Policy, Part E
- *Planning Regulation 2017*, Schedule 11
- Local Government Infrastructure Plan

Pursuant to section 45(5) of the *Planning Act 2016*, Council had regard to the following matters in its assessment of the application.

- Common material
- Submissions
- Site location, context and proximity to services and centres

Comments received

External comments received

Council has received comments that form part of the common material to the application. Council has had regard to this information in the assessment of the application, as outlined above.

- **State Assessment & Referral Agency (SARA)**

SARA provided a referral agency response dated 10 July 2020 in regards to Birkdale Road, a State controlled road. The Department indicated no objection to the proposed development subject to referral agency conditions in regards to access and noise attenuation measures. The Department's referral response, including conditions, will be attached to Council's decision notice.

The development application was subject to public notification. Thirty-two (32) properly made submissions were received during the notification period and a further three (3) not properly made submissions were received. The applicant provided a response to these submissions dated 21 December 2020 which is within attachment 4.

All not properly made submissions were accepted under Part 4 Section 19 of the *Development Assessment Rules*.

The following planning matters were raised in the written submissions received.

- Density
 - The proposed development is considered to be of higher density than intended by the zone where 1 dwelling per 250m² is proposed considering the probable solution is 1 dwelling per 400m².
- Inconsistent use with the established locality
 - The urban residential zone and more recently the low density residential zone does not intend multiple dwellings where dwelling house and dual occupancies are established.
- Safety and Car parking:
 - Increased traffic generated from the proposed use;
 - Traffic impacting local road network from car parking; and
 - Dangerous crossover considering the intersection.
- Water quality:
 - Stormwater runoff will increase contaminants external to the site.
- Environmental impacts:
 - The proposed development will impact to native vegetation onsite and on the adjoining drainage reserve; and
 - Fragment koala habitat from other habitat areas.
- Landscaping:
 - Insufficient landscaping to soften and screen the low-rise built form; and
 - Impact to street trees existing within the road verge.

Internal comments received

The application was referred to the divisional Councillor in accordance with standard procedure.

The assessment manager has received assessment advice from the following Council teams/officers:

- Engineering assessment
- Environmental assessment
- Landscaping
- Arborist

The assessment advice received has been considered by the assessment manager in assessing the development application.

Decision making framework

Section 60 of the *Planning Act 2016* states that:

- '(3) To the extent the application involves development that requires impact assessment, and subject to [section 62](#), the assessment manager, after carrying out the assessment, must decide—*
- (a) to approve all or part of the application; or*
 - (b) to approve all or part of the application, but impose development conditions on the approval; or*
 - (c) to refuse the application.*
- (5) The assessment manager may give a preliminary approval for all or part of the development application, even though the development application sought a development permit.*
- (6) If an assessment manager approves only part of a development application, the rest is taken to be refused.'*

Application assessment

The first matter to assess is whether the use of the site for a multiple dwelling is appropriate in the urban residential (UR) zone. This assessment is informed primarily by the UR zone code. Then, if the use is appropriate, whether the density, scale, design and layout is compatible with the zone and surrounding locality. Once these matters have been assessed, the more technical matters such as car parking, stormwater management and servicing are assessed. The sections below address these matters in turn.

Use of the site for multiple dwellings

The UR zone code, multiple dwelling code, surrounding locality and zoning have been considered in determining whether the site is suitable for a multiple dwelling.

The overall outcomes of the UR zone code state:

'(a) Uses and Other Development

- (i) Provide for a range of residential uses that -*
 - a. are predominantly low-rise detached houses on individual lots of various sizes;*
 - b. maximise the supply of residential land through infill development;*
 - c. provide for housing choice and affordability;*
 - d. encourage opportunities for working from home;*
 - e. where in sub-area UR1 and UR2 - provide an increased range of residential uses including multiple dwellings, and aged persons and special needs housing.'*

Apart from the UR1 and UR2 sub-areas the UR zone is intended to accommodate '*predominantly low-rise detached houses*'. Therefore the multiple dwelling development would not necessarily be intended within the zone. However the term '*predominantly*' in these provisions is not to be mistaken with '*exclusively*'.

In fact, under RPS, specific outcome S1.1 of the urban residential zone code seeks to ensure that multiple dwellings are not established in the urban residential (UR) zone '*except where in sub-area UR1 and sub-area UR2 or (emphasis added) on UR premises between 1200m² and 4000m² with a minimum 20 metre frontage and a width to depth ratio of not greater than 1:4 and with buildings 8.5 metres or less above ground level and 2 storeys or less.*'

The proposed development is zoned urban residential (not within a sub-area) on a premises with 1500m², 105.29m frontage, has a width to depth ratio less than 1:4, and proposes two (2) storey buildings. The development would therefore meet the above, would comply with S1.1 of the zone code and not be considered an inconsistent use in the zone.

The multiple dwelling code outlines parameters for the intended locations for multiple dwelling development, stating (bold emphasis added):

Specific outcome S1:

'(1) The use is located -

(a) in areas zoned for mid rise residential development;

(b) within close proximity to centres, community services and facilities and public transport.'

Overall outcome:

'a) to ensure the use -

(i) provides a greater range of housing types to the community;

(ii) ensures the design and siting of the use provides for a high quality living environment;

(iii) maintains a high standard of residential amenity;

(iv) complements the character of the surrounding area.'

In considering the above outcomes, the subject site is considered to be an appropriate location for multiple dwellings.

The location of the site is serviced by a high frequency bus route with greater than 10 return services; with a bus stop located 160m walking distance from the site on Birkdale Road. The site is within proximity to services such as infrastructure, higher order road network, public and active transport modes, social infrastructure (educational establishments and childcare centres), commercial and retail land uses and public open space as depicted below (figure 1).



Figure 1: contextual setting

The streetscape of Birkdale Road is characterised by a variety of multiple dwelling developments, commercial and retail sites, educational establishments, open space and recreational uses. Therefore, from a character perspective, the proposed multiple dwellings would be compatible with and complement the existing character along Birkdale Road.

In addition to using the assessment benchmarks in the planning scheme to guide whether or not this is an appropriate location, weight has been given to the unique characteristics of this site (lot shape and frontages), and the locality within which it sits.

The lot is of a size and shape that is sufficient to accommodate the proposed use and provide a high level of residential amenity. The direct amenity impacts of the use are reduced as a result of the lot characteristics, with no directly adjoining residential neighbours. The site, being adjoined by three (3) road frontages and conservation zoned land, can more easily manage direct impacts through design. The design of the proposed development is discussed in more detail further on in the report.

Overall there is support for a multiple dwelling development on this site given the characteristics of the site itself, the locality within which it sits and its accessibility and serviceability. The development is not considered to have an impact on the existing MDR and sub-area UR1 zoned land supply.

Built form and Density

Where it has been established that the use of this site for multiple dwellings may be appropriate, the scale and form at which they occur must then be considered. Specific outcome S2.4 (2) and overall outcomes of the urban residential zone state the following:

S2.4:

‘(2) Dwelling unit density is compatible with the detached low-rise character of the zone’

Overall outcomes:

‘(b) Built Form and Density

(i) *The scale of uses and other development contribute to a predominantly detached residential built form by -*

- a. *limiting building height to maintain a low-rise appearance;*
- b. *buildings are sited and of a width, depth and bulk that are consistent with the lot size and a residential streetscape;*
- c. *in sub-areas and for non-residential uses - being consistent with the preferred building types expected in the zone;*
- d. *in sub-area UR2 - site coverage is reduced to facilitate the retention of native plants and integrated the built form with the surrounding landscape setting.'*

Specific outcome S2.4 relating to density states *'density is compatible with the detached low-rise character of the zone'*. The term *'compatible'* suggests the proposed multiple dwelling development is not required to *'replicate'* or *'imitate'* the detached character of zone; but rather the test is one of compatibility. Considering the surrounding context, scale of existing buildings, design of proposed development, vegetated backdrop this development is considered to be *'compatible'* based on the following assessment.

Low-rise is defined by the planning scheme as one (1) to two (2) storeys in height. The proposal is able to comply with the definition and therefore limits building height to a low-rise appearance.

The adopted built form contributes to the detached low-rise appearance design where the upper floor plan appears detached with an individual built and roof form as opposed to a typical multiple dwelling design which is continuous form (figure 2). The appearance of the double garages for each unit are, to a reasonable degree, broken up by the use of landscaping and recessing behind the upper level by at least 1.2m.



Figure 2: detached built form

The second part of the overall outcome to consider is whether the *'buildings are sited and of a width, depth and bulk that are consistent with the lot size and a residential streetscape'*. The development is sited on three roads, two of which are local streets and have a similar character and the third a State controlled, higher order road.

The proposal is not considered to be consistent with the size and width of established buildings along the local streets Cooinda Street and King Island Drive. However, the proposed development is compatible with the established higher density residential developments along Birkdale Road, the State controlled road, as shown below in figure 3.



Figure 3: multiple dwelling uses along Birkdale Road

It is relevant in the assessment to consider the unique characteristics of the site as follows:

- The site has three frontages, with no directly adjoining neighbour.
- The site is located at the entrance into the low density residential estate, with the Coinda Street frontage acting as the transition between the higher order road and the local road network in the estate.
- Coinda Street has a 6m road verge, which is wider than other verges in the surrounding local road network.

The development is not considered to appear as an overdevelopment of the site, nor have the appearance of a density that is out of character for the following reasons.

The development is orientated generally to face Coinda Street which has a wide verge which aids in the appearance of the development being separated from the street. The proposal is bookended by two units that address Birkdale Road and King Island Drive. From the King Island Drive side, the unit takes access from the street and the appearance is generally of one dwelling to this frontage which is not considered to be imposing to the dwelling directly opposite, which fronts Coinda Street. The development is further screened by the adjoining lot to the west which is heavily vegetated. This lot provides separation from the rest of King Island Drive to the west. The bulk of the units fronting Coinda Street are considered to provide an appropriate transition from Birkdale Road which has a different character, through to the lower density uses established to the north. Given the subject site's characteristics, it is highly likely that this is the only site within the locality where this type of development could occur in this form.

In addition to the matters considered above, determining whether the density of the development is compatible, consideration to the site coverage, setbacks and building height has also been given. The assessment of this aspects has been detailed further below.

Height

The development has a maximum building height of 8.11 metres above ground level, which adopts the deemed to comply solution in the urban residential zone code and therefore meets this assessment benchmark in relation to building height.

Site cover

Where there is a conflict between assessment benchmarks in the RPS there is no guidance on the interpretation in the document on which benchmark should hold more weight. With respect to site cover there are two provisions relating to site cover in the scheme that are considered relevant to the assessment, within the UR zone code and the multiple dwelling code. The corresponding specific outcomes are outlined below:

'UR zone code:

S2.2

(1) Site coverage of buildings balances built and un-built areas to –

- (a) provide solar access to living and open space areas;*
- (b) assist in retaining existing native plants;*
- (c) enhance privacy between buildings;*
- (d) provide useable open space for the occupants;*
- (e) provide space for service functions including car parking and clothes drying;'*

'Multiple dwelling code:

S3.

(1) Layout and design enhances the built form of the surrounding streetscape by –

- (a) contributing to the establishment of an attractive streetscape in new areas;*
- (b) ensuring the use addresses the street frontage;*
- (c) varying the built form appearance of each dwelling unit to provide a diversity of building styles;*
- (d) reducing building bulk through a combination of verandahs, recesses and variations in building form and materials;*
- (e) using a variety of materials, colours and/or textures between levels to create visual interest;*
- (f) ensuring that roof design contributes to good building form through articulation, architectural interest and attractive visual elements at the highest points of the building. The roof should be proportionate to the size, scale and bulk of the building as well as its elevation and orientation;*
- (g) roof forms minimize the visual intrusiveness of service elements and facilitate their use for sustainable functions;*
- (h) buildings on sloping sites being designed to produce a stepped pattern involving roof ridges, guttering, balustrade and floor levels;*
- (i) ensuring building height and site coverage is consistent with the proposed height and scale in the locality;*

- (j) where the built form is taller or wider than the type of building expected in the street - then the use is articulated into clearly distinguishable parts, similar in scale to existing housing, so that individual dwelling units can be identified from the street;*
- (k) ensuring setbacks complement the existing streetscape and maximise private open space areas, privacy, solar access and provide for service areas;*
- (l) ensuring the streetscape is not affected by multiple access points or the dominance of garages.'*

The proposed development will result in a site coverage of 47%. The development has been considered in the context of the above performance outcomes and Council officers have had regard to the location and characteristics of the subject site. The development is considered to have an acceptable site cover for the following reasons:

- The development provides a balance between the built and un-built areas on the site.
- Solar access to living and open space areas are optimised where the development is orientates living areas to the East for the desirable sun and West is suitable for private open space.
- Native trees on the adjoining premises towards the west and street trees are retained where the layout provides un-built areas are within proximity to existing native plants.
- Privacy is enhanced between buildings by the use of un-built areas including deep planting between units and open patio structures to mitigate overlooking to open space.
- The development incorporates useable open space for occupants which seek to maximise orientations to the vegetated reserve towards the west of the premises.
- Buildings are designed with adequate services functions such as car parking and can accommodate clothes drying areas.
- The development incorporates a mix of architectural elements to enhance the streetscape and responsive to local conditions by ensuring a substantial landscaped, pedestrianised and attractive interface to the street.

Setbacks and building design

The proposal has the following boundary setbacks:

- Front setback to Coinda Street: ground floor is 4.229m for unit 6 while the balance units are 5.25m and the upper level is recessed forward at 3.7m;
- Front setback to Birkdale Road: ground floor is 5.505m and the upper level is recessed forward at 4.1m; and
- Front setback to King Island Drive: ground floor and the upper level is 4.5m; and
- Side setback to Council Reserve: ground floor 2.9m and the upper level is 2.31m.

Specific outcomes considered relevant to the assessment for the proposed setbacks and building design are outlined below:

Urban residential zone code:

S2.3

(1) Setbacks –

- (a) complement existing front setbacks in the street;*

(b) maximise the usability of side and rear setbacks for outdoor open space areas, privacy and solar access for the occupants and adjoining uses.'

Urban residential zone code:

S3.6

'(1) Uses and other development are designed in accordance with the principles of Crime Prevention through Environmental Design (CPTED) to assist in crime prevention by being –

(a) orientated towards the street or parkland to provide opportunities for casual surveillance of public places;

(b) designed and well lit to ensure casual surveillance opportunities, particularly for open space, car parking and pedestrian and cycle paths.'

Multiple dwelling code:

S3

'(1) Layout and design enhances the built form of the surrounding streetscape by –

(a) contributing to the establishment of an attractive streetscape in new areas;

(b) ensuring the use addresses the street frontage;

(c) varying the built form appearance of each dwelling unit to provide a diversity of building styles;

(d) reducing building bulk through a combination of verandahs, recesses and variations in building form and materials;

(e) using a variety of materials, colours and/or textures between levels to create visual interest;

(f) ensuring that roof design contributes to good building form through articulation, architectural interest and attractive visual elements at the highest points of the building. The roof should be proportionate to the size, scale and bulk of the building as well as its elevation and orientation;

(g) roof forms minimize the visual intrusiveness of service elements and facilitate their use for sustainable functions;

(h) buildings on sloping sites being designed to produce a stepped pattern involving roof ridges, guttering, balustrade and floor levels;

(i) ensuring building height and site coverage is consistent with the proposed height and scale in the locality;

(j) where the built form is taller or wider than the type of building expected in the street - then the use is articulated into clearly distinguishable parts, similar in scale to existing housing, so that individual dwelling units can be identified from the street;

(k) ensuring setbacks complement the existing streetscape and maximise private open space areas, privacy, solar access and provide for service areas;

(l) ensuring the streetscape is not affected by multiple access points or the dominance of garages.'

- Coinda Street

As mentioned above, the development is orientated generally to face Coinda Street, which has a wide verge. In addition to the wide verge, the existing road alignment changes at the intersection of Coinda and King Island Drive, with the southern portion of Coinda increasing by an additional 4m as depicted below (figure 4). Both the verge and the road width are considered to aid in the appearance of the development being well setback from the street.



Figure 4: Coinda road verge

The design and floor plan of the dwellings fronting Coinda Street address the street through the location of living rooms on the upper level, that have large low sill windows to maximise opportunities for casual surveillance. At ground level living space is provided to the rear with direct access to a courtyard/garden, demonstrating that the development is maximising the area within the rear setback for privacy and open space.

A variety of materials and vertical and horizontal elements to the façade have been used to enhance the streetscape including brick, concrete cladding, metal cladding and artificial timber battens and façade cladding in two (2) different colours. The material and colours chosen complement the vegetated backdrop to the site.

The building design reduces the building bulk by providing articulation and modulation of the individual dwelling unit and roof form to provide the impression that the development is detached complementing the character of the locality. The design proposes upper floor facades which recess forward of the garage by at least 1.2m to reduce the dominance of garages in the street.

The proposed landscaping will have no fence line along Coinda Street to complement the open and landscaped streetscape on the opposite side of the street block.

The design elements used in conjunction with the road width and verge, contribute to an acceptable streetscape along Coinda Street.

- King Island Drive and Gwingarra Street

From the King Island Drive frontage, the unit takes access from the street and the appearance is generally of one dwelling to this frontage. The design will include a fence to the corner of the site which is not dissimilar in height and scale to the existing property fence along the front boundary. Directly opposite the dwelling has a 1.8m closed board fence constructed along the boundary. The proposed design fronting King Island Drive is not out of character with the existing character. The development is further screened by the adjoining lot to the west which is heavily vegetated. This lot provides separation from the rest of King Island Drive to the west. To the East along Gwingarra Street, the road is characterised by a number of properties with front boundary fences both solid and with landscaping behind that is visible. The constructed front fences draw the eye down the street rather than pull the line of sight up to the dwellings. The proposed fencing to the corner and along King Island Drive will also be in keeping with the streetscape of Gwingarra to the east.

Casual surveillance is enhanced by a living room on the upper level that has a large low sill window.

As mentioned above, variation in the roof form, building materials and articulation and modulation of the façade, contribute to a good quality design that is compatible with the streetscape.

- Birkdale Road

Birkdale Road is characterised by a number of properties with boundary fencing and/or landscaping along the frontage. The proposed design will include boundary fencing and landscaping which is considered consistent with the streetscape of Birkdale Road. As the development is then largely screened at ground the perceived impact from the setbacks of the dwellings are reduced.

The design, as mentioned, has avoided blank facades and has incorporated visual interest through the use of modulation, articulation and variance in building materials.

Casual surveillance is enhanced by providing a balcony to the Birkdale Road frontage.

The proposed setbacks to Birkdale Road are considered to comply with the specific outcomes listed above.

Private open space

Specific outcome S7 of the multiple dwelling code states:

S7. (1) Open space –

(a) includes a clearly designated private open space area that provides privacy for residents and is directly accessible from the main living areas;

(b) includes sufficient communal open space areas at ground level that are usable, functional and accessible to the anticipated number of residents;

(c) have adequate dimensions to ensure spaces can be used for outdoor living and passive recreation;

(d) is situated on a suitable slope to ensure residents can easily move throughout the premise;

(e) is capable of receiving sufficient sunlight;

(f) is located behind the building frontage, and where above ground level protects the privacy of adjoining and nearby properties.

Private open space is considered to be sufficient for future residents based on the following assessment:

- Private open space is clearly designated to all dwelling units as ground floor open space accessed from living areas.
- Private open space is considered to be of sufficient size and dimensions by adopting the deemed to comply solution of dimensions greater than 4m and greater than 25m² which allows outdoor living and passive recreation.
- The gradient to all private open space is flat to optimise usability and accessibility of the open space.
- Private open space is located on the western side of the units, but is open towards the north, providing sufficient solar access during winter months.
- Unit 1-5 situate private open space away from the building frontage with fencing and landscaping between dwelling units to protect privacy. While unit 6 locates private open space within the building frontage a combination of fencing and landscaping treatments are considered to protect privacy.

Landscaping

Specific outcome S6 of the multiple dwelling code and S2 of the landscape code states:

Multiple dwelling code:

S6.

'(1) Landscape design contributes to a pleasant, safe and attractive living environment by –

(a) retaining existing mature trees;

(b) using plants that are native to the area;

(c) enhancing privacy, surveillance and amenity;

(d) providing surveillance to communal open space areas and pedestrian paths;

(e) enhancing climatic conditions;

(f) emphasising clear pedestrian entry points that offer good visibility along paths and driveways;

(g) planting being used to frame views and view corridors through the main pedestrian pathways of the site;'

Landscaping code:

S2.

'(1) Planting along boundaries –

(a) is located within the site;

(b) maintains privacy between adjoining buildings;

- (c) enhances the visual appearance of the built form;*
- (d) screens service and utility areas;*
- (e) provides surveillance opportunities to public areas;*
- (f) enhances opportunity for contributing to pleasant climatic conditions;*
- (g) assists in reducing noise impacts between noise sources and sensitive receiving environments.'*

The applicant has provided a landscape concept plan, which is provided in attachment 3 and which is considered to comply based on the following assessment.

Planting along the boundary is considered to enhance the visual appearance based on the following assessment and recommended conditions:

- The proposed planting along the three (3) frontages is a minimum of 2m width with a mix of shade trees, screening shrubs and ground covers. The width is sufficient to allow the landscaping to reach mature height to soften and enhance the low-rise built form.
- The premises acts as gateway from the arterial road of Birkdale Road transitioning to lower density residential locality therefore a condition is recommended requiring additional landscaping within the site at the corner of Birkdale Road and Coinda Street to soften the built form.
- A condition is recommended to provide columnar vegetation, in the form of pencil pines, between the double garages to soften the impact of these garages from the street.
- Conditions are recommended to provide underground electricity in Coinda Street, and the installation of street trees and a pedestrian footpath in this road reserve.
- Fencing is limited on street frontages, with good visibility between the units the street front for Coinda Street and King Island Drive. Fencing to Birkdale Road is screened by landscaping.

Stormwater Management

Specific outcomes S1 and S4 of the stormwater management code state:

'S1 (1) Stormwater drainage design –

- (a) protects and preserves land below the 1 percent Annual Exceedance Probability (AEP) flood level;*
- (b) retains, enhances and incorporates natural overland drainage lines;*
- (c) maintains the hydraulic capacity of natural overland drainage lines within the lot or premises;*
- (d) maintains pre-development velocity and quantity of run-off;*
- (e) protects and enhances water quality of receiving waters;*
- (f) does not worsen or cause nuisance to adjacent, upstream and downstream land;*
- (g) maximises the application of water sensitive urban design principles including source, conveyance and discharge mechanisms;*
- (h) ensures the mechanisms incorporated are of a size and nature suited to the expected run-off;*

- (i) integrates with open space without adversely impacting on the core purpose of the open space;*
- (j) considers the full extent of maintenance requirements and costs associated with devices used within the system.'*

'S4 (1) For residential uses and other development located on the SMBI, to protect natural drainage systems, stormwater management –

- (a) utilises a range of source, conveyance and discharge mechanisms, such as stormwater storage systems, retention trenches, to reuse and reduce stormwater run-off volumes, peaks and velocity;*
- (b) ensures stormwater discharge is dispersed naturally in a wide sheet flow to minimise erosion impacts;*
- (c) maximises the use of permeable surfaces to allow infiltration of stormwater runoff.'*

The stormwater management code is concerned with two aspects namely the effective management of the quality and quantity of stormwater run-off.

In respect to water quality the stormwater management plan nominates the use of site maintenance and proper management of rubbish bins as the appropriate method of protecting and enhancing the water quality. Ultimately, treatment occurs within the wider catchment specifically the existing infiltration pond adjoining the site which drains to a marine lake before discharging to Moreton Bay via a sedimentation basin and swale located near Douro Road. Considering the residential use of the property and the site area less than 2,500m² there is considered to be no material impact to the waterways.

The second aspect of the code is management of stormwater quantity generated by the development. The development will connect the roof water from the proposed development to the existing road gully on Gwingarra Street. It has been determined that due to the close proximity of the development to a nominated drainage reserve and this coupled with the negligible increase in post development peak discharge flows no formal on site detention is required. To ensure the development complies with S1 (1)(a), (d) and (h) above, a condition has been included to amend the proposed stormwater pipe connection to a 375mm diameter pipe size. The pipe size is required to ensure that connection is of a size and nature that is suited to the expected run-off, that land below the 1 percent Annual Exceedance Probability (AEP) flood level is protected, and that pre-development velocity and quantity run off is maintained. Subject to this condition, it is considered the proposed stormwater solution complies with the specific outcomes of the stormwater management code.

Parking

Specific outcome S1 of the access and parking code states:

'S1.

(1) Uses and other development provide off-street vehicle parking that –

- (a) is clearly defined, safe and easily accessible;*
- (b) takes into consideration –*
 - (i) the type and size of development;*
 - (ii) expected resident, employee and customer movements;*

- (iii) the location of the use;*
- (iv) the capacity of the existing road network to accommodate on-street parking;*
- (v) access to public transport;*
- (c) includes dedicated parking spaces for –*
 - (i) people with a disability;*
 - (ii) motor cycles and bicycles;’*

The proposed development is considered to comply with the specific outcome S1 by adopting the deemed to comply probable solution P1. Therefore, the proposed twelve (12) parking spaces for residents with double garages and six (6) visitor car parking spaces contained wholly within the allotment, which is sufficient to meet the demand of the five (5) three-bedroom units and one (1) four-bedroom unit.

Driveways

Specific outcome S3.1 of the access and parking code states:

‘S3.1

(1) Driveways are located having regard to the following –

- (a) optimising public safety and convenience;*
- (b) characteristics of the frontage road including –*
 - (i) road type;*
 - (ii) road target speed;*
 - (iii) traffic volumes;*
 - (iv) vertical and horizontal geometry;*
 - (v) queue and turn lane lengths;*

(c) where the site is bounded by more than one street frontage, the secondary street provides the main vehicle entry/exit point;

(2) The maximum number of driveways accessing a lot or premises is one, unless it can be shown that multiple driveways will improve ingress/egress, internal traffic operation, and pedestrian safety.’

The existing premises is currently occupied by two (2) dwellings, which have three (3) driveway crossovers and a conflict point of approximately 25.9m from Birkdale Road. The proposed development results in one (1) additional crossover along Cooida Street. Driveway A as detailed below (figure 5), which is the closest to the intersection has a conflict point of 30m. This is 4.1m additional separation than existing conditions, which is considered to optimise safety considering existing site conditions.



Figure 5: Driveway A conflict point

A desktop review was undertaken with no reported crash history relevant, which would suggest that current driveway locations, sight distance and traffic conditions mitigated risk to a reasonable degree. The stopping sight distance at proposed Driveway A is appropriate from a traffic engineering perspective noting the deceleration lane and reduced operating speeds of northbound motorists on Coinda Street.

The application was accompanied by a risk assessment that indicates that proposed Driveway A is not expected to change the safety risk score at the access location, or create an unacceptable safety risk. The safety risk assessment confirmed that the risk score associated with a potential vehicle crash on Coinda Street at Driveway A is “Low”, which is the lowest possible score. This is due to the very low traffic demands generated by the subject dwelling units one (1) and two (2), the limited traffic demands on Coinda Street, the low operating speeds for motorists turning into Coinda Street from Birkdale Road, and the adequate stopping sight distances that are available. Council officers have assessed the supplied report and agree with the methodology used and the findings of the report.

Frontage works

Specific outcome S2, S8 and S10 of the infrastructure works code state:

‘S2. (1) Electrical infrastructure –

- (a) is consistent with the expected capacity of the use or other development;*
- (b) upgrades existing networks where current capacity is insufficient for the needs of the use or other development;*
- (c) enhances opportunities for extension of below ground networks.’*

‘S8. (1) Pedestrian and cycle path infrastructure is provided –

- (a) to form an integrated component of the movement network and the open space system;*
- (b) to encourage walking and cycling;*
- (c) to add variety and visual interest;*
- (d) to conserve street trees, vegetation and other significant features;*
- (e) to allow equitable access to public areas and community facilities;*
- (f) with adequate lighting where subject to high night time usage;*
- (g) in locations where there is casual surveillance;*

(h) or widened at potential conflict points;

(i) to incorporate –

(i) street tree planting to enhance the streetscape;

(ii) directional signage that is visible under all conditions.’

‘S10.

(1) For all uses and other development, redundant crossovers are removed and kerb, channel and footpaths are reinstated.’

The site is considered to be a gateway transitioning from the higher density and arterial road network to low density residential locality. Furthermore the existing road verge is of sufficient width to include pedestrian footpaths, street trees and relocate or re-align overhead power to underground. It is therefore recommended that conditions be incorporated as summarised below:

- Provide a 1.5m wide pedestrian footpath extension along the frontage of Coinda Street.
- Relocate the existing overhead power pole and provide underground electricity to the development.
- Provide street tree planting to enhance the streetscape.
- Remove redundant crossovers and reinstate kerb and channel.

INFRASTRUCTURE CHARGES

The proposed development is subject to infrastructure charges in accordance with the Adopted Infrastructure Charges Resolution. The total charge applicable to this development is:

Total charge: \$120,906.80

This charge has been calculated as follows in accordance with Council’s Adopted Infrastructure Charges Resolution.

Residential Component	
(6 X 3 or more bedroom multiple dwellings X \$30,226.70)	\$181,360.20
Demand Credit	
(2 X 3 bedroom residential dwelling X \$30,226.70)	\$60,453.40
Total Council Charge:	\$120,906.80

Offsets

There are no offsets that apply under chapter 4 Part 2 of the *Planning Act 2016*.

Refunds

There are no refunds that apply under chapter 4 part 2 of the *Planning Act 2016*.

STATE REFERRALS**State Assessment & Referral Agency (SARA)**

SARA provided a referral agency response dated 10 July 2020 in regards to material change of use of premises near a state transport corridor (Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1). The Department indicated no objection to the proposed development where access and stormwater impact were noted to be directed to local roads. The Department's referral response, will be attached to Council's Decision Notice.

STRATEGIC IMPLICATIONS**Legislative Requirements**

In accordance with the *Planning Act 2016* this development application has been assessed against the superseded planning scheme known as Redlands Planning Scheme version 7.2 and other relevant planning instruments.

Risk Management

The standard development application risks apply. In accordance with the *Planning Act 2016* the applicant may appeal to the Planning and Environment Court against a condition of approval or against a decision to refuse.

Financial

The applicant can appeal to the Planning and Environment Court against this decision of Council. Such proceedings would incur legal and Court costs.

People

There are no implications for staff.

Environmental

Where relevant, the environmental implications are detailed within the assessment in the 'issues' section of this report.

Social

Social implications are detailed within the assessment in the 'issues' section of this report.

Human Rights

No human rights matters are relevant to the assessment of the application.

Alignment with Council's Policy and Plans

The assessment and officer's recommendation align with Council's policies and plans as described within the 'Issues' section of this report.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Division 1 Councillor	05 June 2020	Procedural internal referral to the relevant Councillor.
Division 1 Councillor	2020	Meeting with the Councillor to provide regular updates on timing and key issues.
Division 1 Councillor	10 July 2020	Application called in for decision at Council General Meeting.

OPTIONS**Option One**

That Council resolves to issue a development permit for material change of use for a multiple dwelling on land described as lot 1 and 41 RP128356 and situated at 2 and 4 Coinda Street, Wellington Point, subject to the conditions in Attachment 5.

Option Two

That Council resolves to issue a development permit for material change of use for a multiple dwelling on land described as lot 1 and 41 RP128356 and situated at 2 and 4 Coinda Street, Wellington Point, without conditions or subject to amended conditions.

Option Three

That Council resolves to refuse the application (grounds of refusal will need to be established).

OFFICER'S RECOMMENDATION

That Council resolves to issue a development permit for material change of use for a multiple dwelling on land described as lot 1 and 41 RP128356 and situated at 2 and 4 Coinda Street, Wellington Point, subject to the conditions in Attachment 5.

ATTACHMENT 1 SITE AND LOCALITY PLANS

Locality map



Figure 1: RPS Zoning Aerial imagery

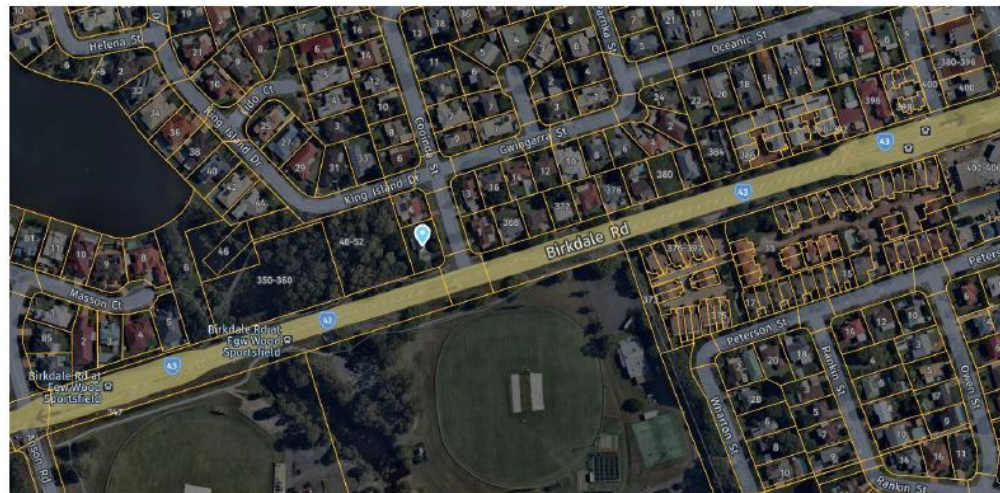


Figure 2: Aerial imagery

ATTACHMENT 2- PROPOSAL PLANS



2-4 COONDA STREET, WELLINGTON POINT QLD

DOCUMENT TRANSMITTAL
 PROJECT 2-4 COONDA STREET, WELLINGTON POINT
 PROJECT NO. 2-4 COONDA STREET, WELLINGTON POINT
 DRAWING PLANNING
 ISSUE DATE DAY 03 26
 MONTH 06 05
 YEAR 19 20

DISTRIBUTION	COMPANY	ATTENTION	E	E	E
CLIENT	GARY SHERWOOD		E	E	E
TOWN PLANNER	DIS	LIAM DONALD	E	E	E

E= EMAILED D= DELIVERED BY HAND P= POSTED

SHEET NO	DRAWING NAME	CURRENT REVISION
TP - 00	TITLE AND TRANSMITTAL	A A B
TP - 01	LOCALITY PLAN AND SITE PLAN	A A B
TP - 02	LEVEL GROUND FLOOR PLAN	A A B
TP - 03	LEVEL ONE FLOOR PLAN	A A B
TP - 04	ROOF PLAN	A A B
TP - 05	STREET SCAPE PERSPECTIVE	A A B
TP - 06	EAST ELEVATION	A A B
TP - 07	WESTERN ELEVATION	A A B
TP - 08	NORTH AND SOUTH ELEVATION	A A B
TP - 09	SECTION A-A	A A B
TP - 10	SECTION B-B	A A B
TP - 11	TYPICAL UNIT FLOOR PLAN GROUND	A A B
TP - 12	TYPICAL UNIT FLOOR PLAN LEVEL ONE	A A B
TP - 13	TYPICAL UNIT ROOF PLAN	A A B
TP - 14	UNIT 6 UNIT FLOOR PLAN GROUND	A A B
TP - 15	UNIT 6 UNIT FLOOR PLAN LEVEL ONE	A A B
TP - 16	UNIT 6 UNIT FLOOR PLAN ROOF	A A B

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ANA ARCHITECTS
 ANA ARCHITECTS & ASSOCIATES ARCHITECTS
 LEVEL 1 SAFTY ROADEN ST BRISBANE QLD
 P: (07) 3869 9999 F: (07) 3869 9998

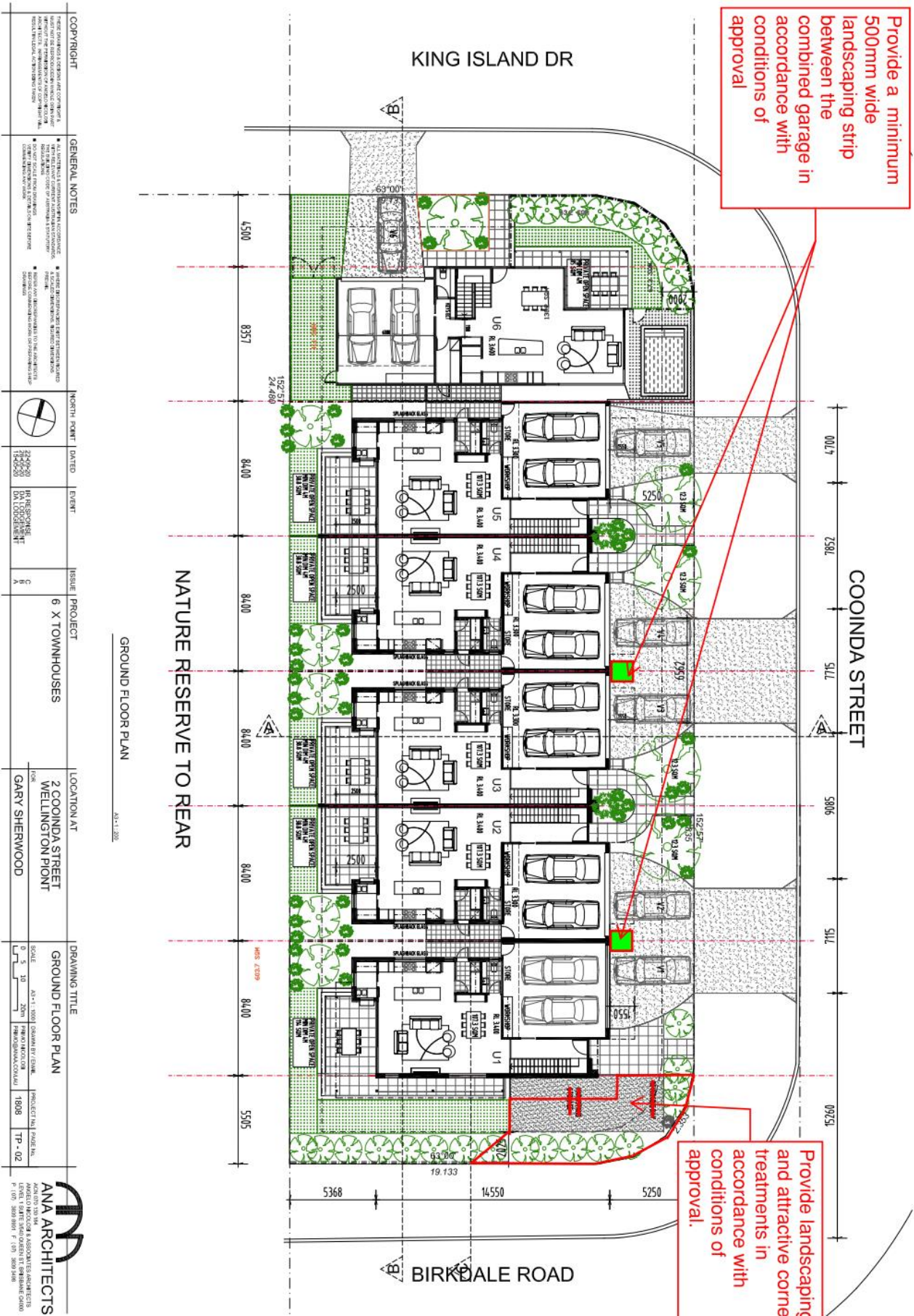
<p>SITE DETAILS</p> <p>ADDRESS 2-4 COONDA STREET, WELLINGTON POINT, QLD</p> <p>RPD LOT 1 ON RP 128356 804SQM LOT 41 ON RP 12836 606 SQM</p> <p>SITE AREA 1502 SQM</p>	<p>CAR PARK DETAILS</p> <p>TOTAL UNITS</p> <p>REQUIRED RESIDENTIAL CARS 6 X 3 BEDROOM DWELLINGS 6 X 2 RESIDENTIAL CARS = 12 CARS 6 X VISITOR PARKING = 6 CARS (PROVIDED IN TANDEM)</p> <p>6 RESIDENTIAL BIKES (PROVIDED IN STORAGE AREA)</p>
<p>PRIVATE OPEN SPACE</p> <p>U1 112.8 SQM U2-US 38.6 SQM UB 89 SQM</p>	<p>SITE COVER 49.4%</p> <p>LANDSCAPING AREAS 341.7 SQM OR 23%</p>



LOCALITY PLAN NTS

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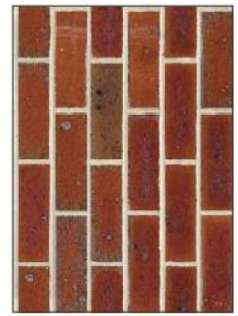




STREETSCAPE PERSPECTIVE
COONDA STREET, WELLINGTON POINT

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AUS BRICK - THE AVENUE OR ALTERNATIVE SEAM METAL CLADDING



INWOOD ARTIFICIAL TIMBER CLADDING OR ALTERNATIVE



MATT COLORBOND STANDING SEAM METAL CLADDING



HEKA HOOD ROLLED POWDERCOATED STEEL HOOD SYSTEM (WHITE AND BLACK)



CENTRAL CONCRETE FC CLADDING BOARDS OR ALTERNATIVE



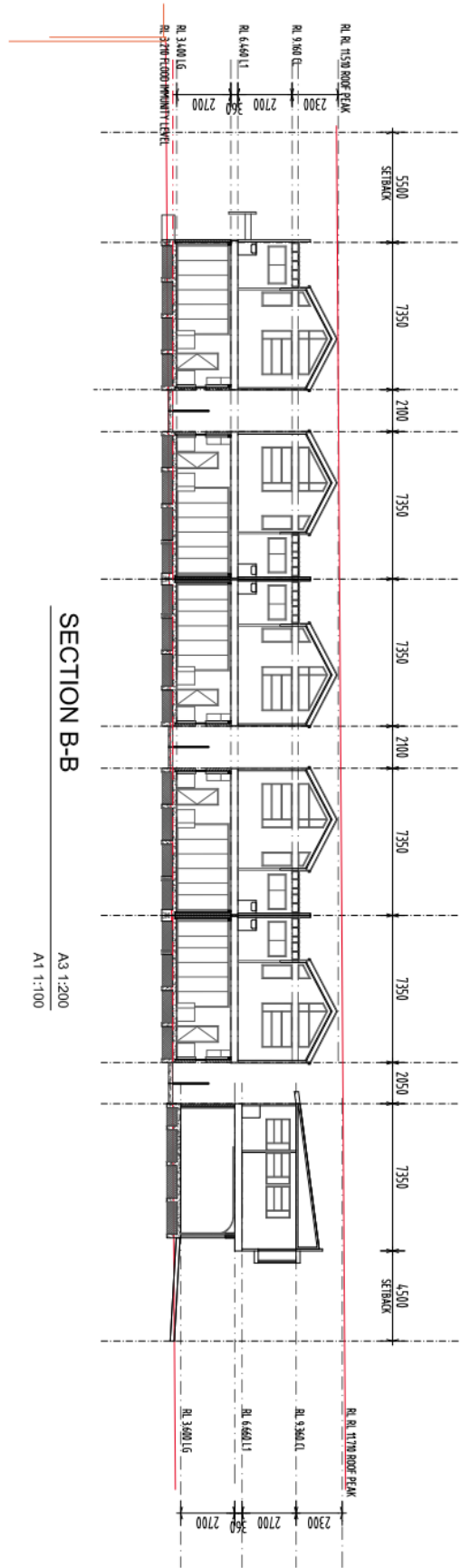
EAST ELEVATION IN CONTEXT
FACING COOINDA STREET WITH MATURE LANDSCAPE AS PER THE LOP



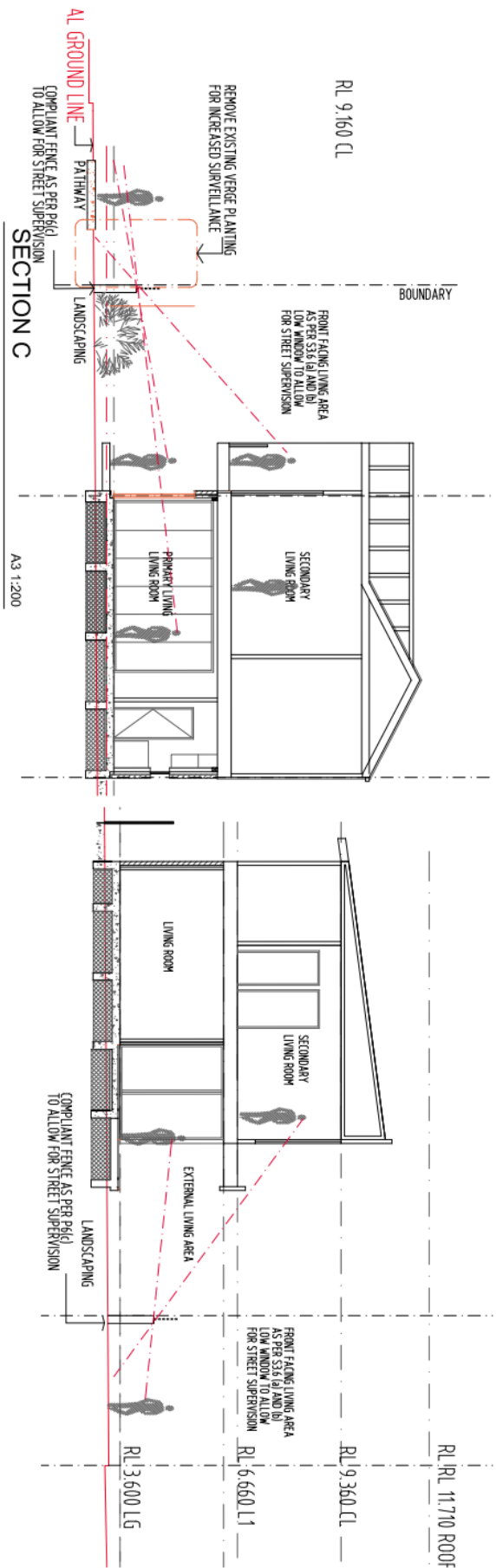
EAST ELEVATION IN CONTEXT

FACING COOINDA STREET WITH OUT LANDSCAPE FOR CLARITY

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<p>NORTH POINT</p> <p>DATED: 22/09/20</p> <p>EVENT: IR RESPONSE PLAN DEVELOPMENT</p>	<p>ISSUE</p> <p>A</p>	<p>PROJECT</p> <p>6 X TOWNHOUSES</p>	<p>DRAWING TITLE</p> <p>EAST ELEVATION</p>
<p>LOCATION</p> <p>AT: A1 1:100</p> <p>FOR: 2 COOINDA STREET WELLINGTON POINT</p> <p>BY: GARY SHERWOOD</p>	<p>SCALE</p> <p>0 1 2</p> <p>M</p>	<p>DRAWN BY/DATE</p> <p>PROJECT NO. 1808</p> <p>DATE: TP-06</p>	<p>ANA ARCHITECTS</p> <p>ANALYTICAL ARCHITECTS & ASSOCIATES ARCHITECTS</p> <p>LEVEL 1 SAFTI SQUARE AT 1808 SAFTI SQUARE</p> <p>P.O. BOX 999999 P.O. BOX 9999</p>

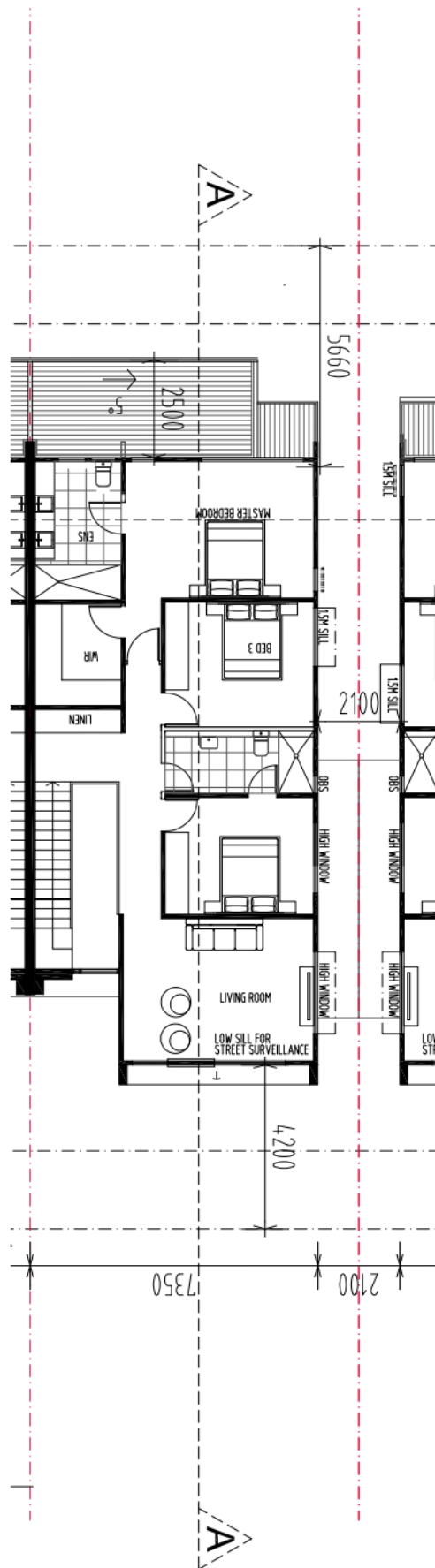


SECTION B-B
A3 1:200
A1 1:100



SECTION C
A3 1:200
A1 1:100

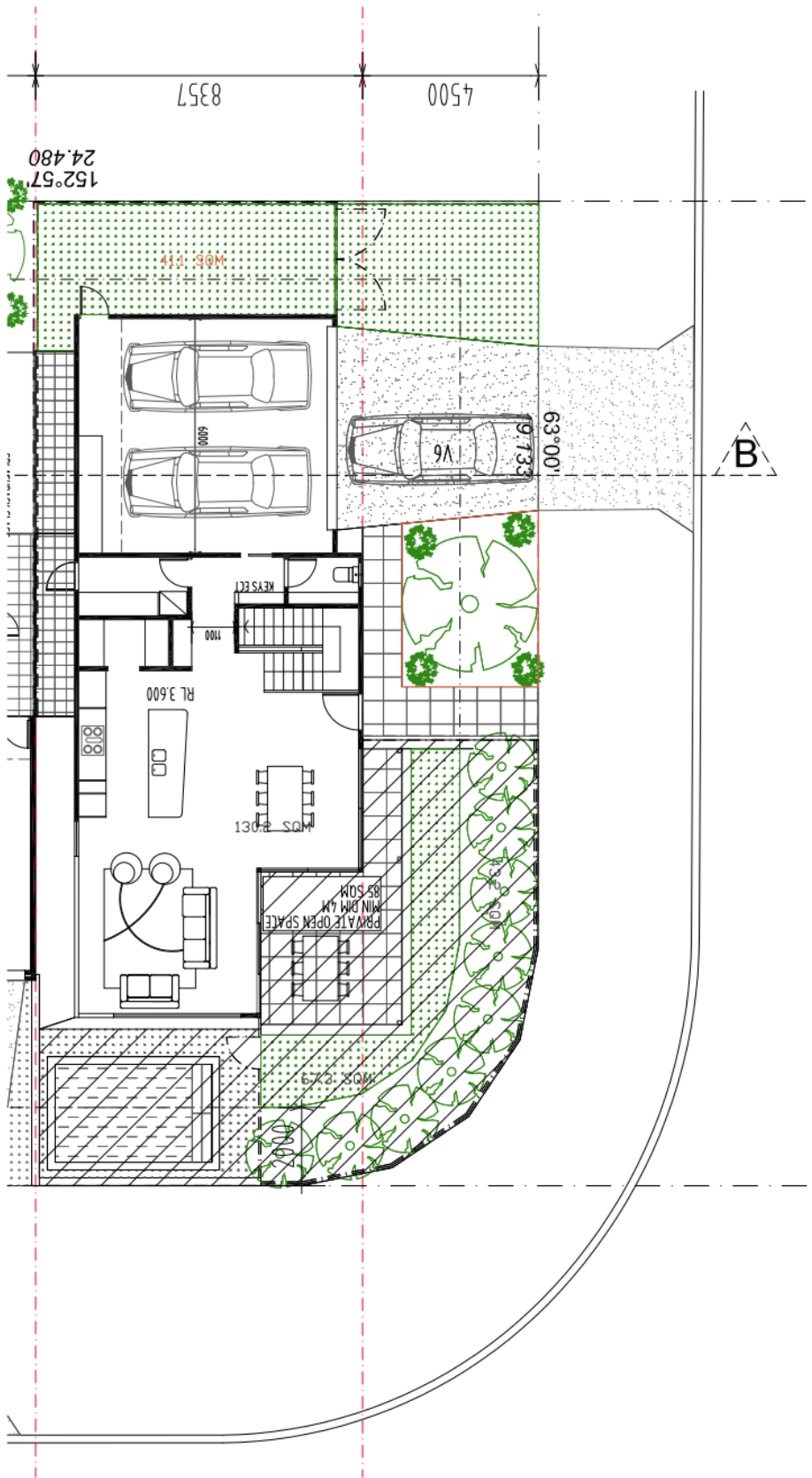
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<p>THESE DRAWINGS ARE THE PROPERTY OF ANA ARCHITECTS AND ARE NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE EXPRESS WRITTEN PERMISSION OF ANA ARCHITECTS. ANY UNAUTHORIZED REPRODUCTION OR TRANSMISSION OF THESE DRAWINGS IS STRICTLY PROHIBITED AND WILL BE PROSECUTED TO THE FULL EXTENT OF THE LAW.</p>	<ul style="list-style-type: none"> ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF MATERIALS AND FINISHES. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF FIXTURES AND EQUIPMENT. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF PLANTING SPECIFICATIONS. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF LIGHTING SPECIFICATIONS. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF PAINT SPECIFICATIONS. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF TILING SPECIFICATIONS. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF GLASS SPECIFICATIONS. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF METAL SPECIFICATIONS. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF WOOD SPECIFICATIONS. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF FABRIC SPECIFICATIONS. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF OTHER MATERIALS AND FINISHES. 	<p>22/05/20 22/05/20 22/05/20 22/05/20</p>	<p>B RESPONSE D1 OCCUPANT D2 OCCUPANT D3 OCCUPANT</p>	<p>6 X TOWNHOUSES</p>	<p>2 COONDA STREET WELLINGTON POINT GARY SHERWOOD</p>	<p>SECTION B-B SECTION C</p>
						<p>SCALE: 0 1 2 4M</p> <p>DRAWN BY: TUMAL PROJECT NO: 1808 DATE: TP-10</p> <p>ANA ARCHITECTS ANASTASIOS TOLOS & ASSOCIATES ARCHITECTS LEVEL 9 SOUTH SHORE CENTRE ST BRISBANE QLD 4000 P: (07) 3269 8891 F: (07) 3269 3948</p>



TYPICAL FLOOR PLAN LEVEL ONE

A3 1:100
A1 1:50

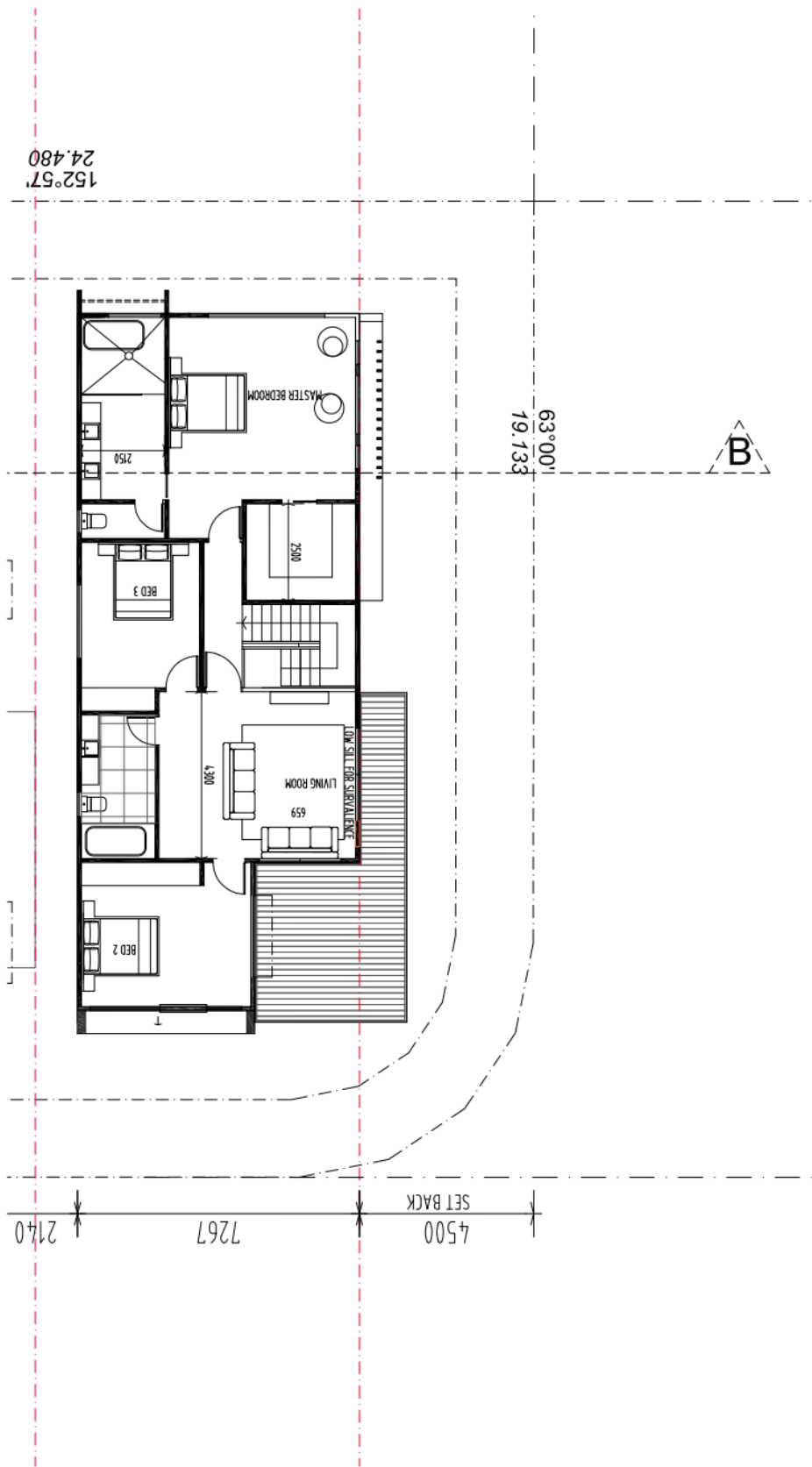
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UNIT 6 FLOOR PLAN LEVEL GROUND
 FACING KING ISLAND DRIVE

UNIT 6 OPEN SPACE
 ACCESSIBLE FROM THE LIVING AREA
 MINIMUM 4M DIMENSION
 98 SQM

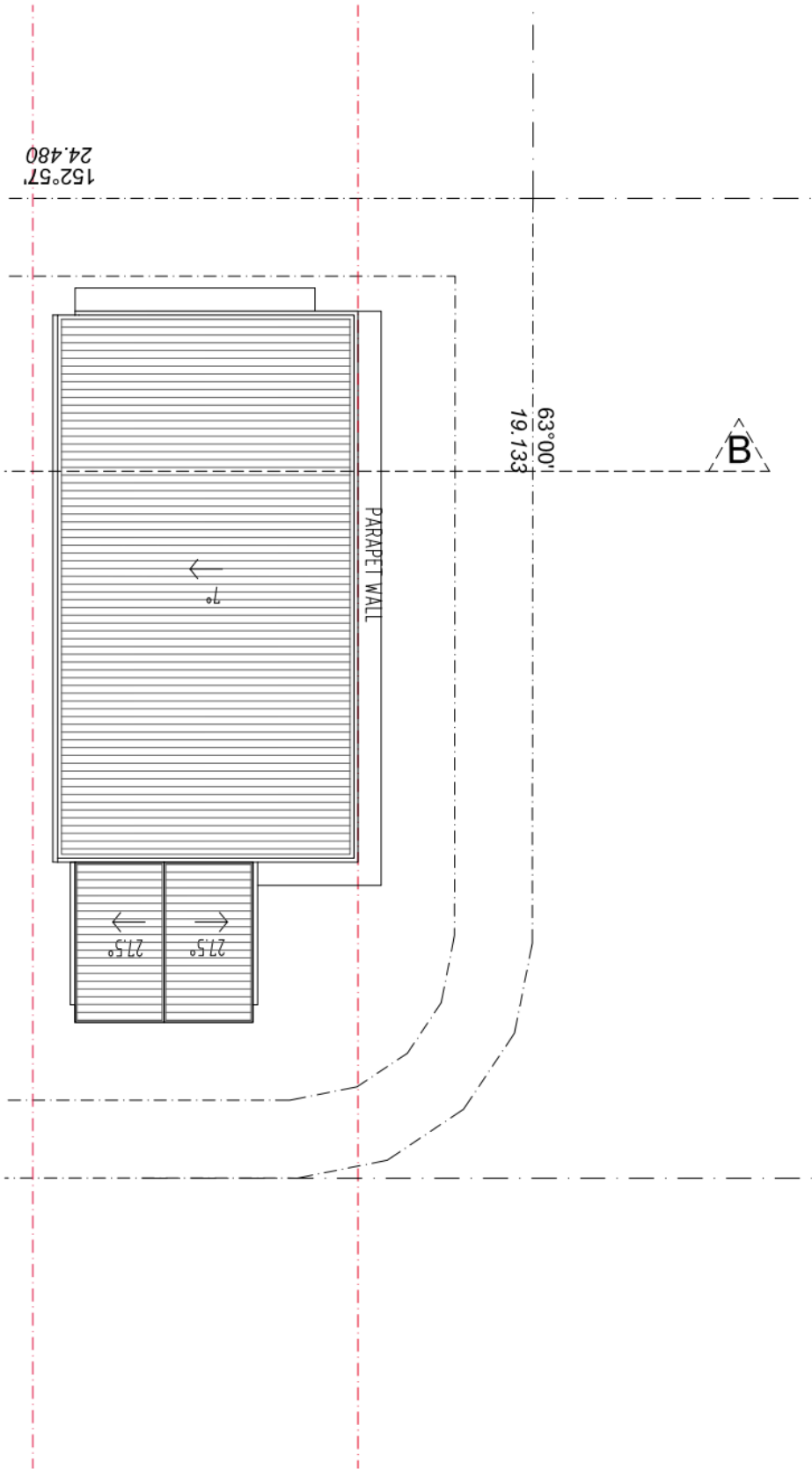
COPYRIGHT	GENERAL NOTES	NORTH POINT	DATED	EVENT	ISSUE	PROJECT	LOCATION AT	DRAWING TITLE
I AM AN ARCHITECT AND I AM NOT RESPONSIBLE FOR THE CONSTRUCTION OF THIS PROJECT. I AM ONLY RESPONSIBLE FOR THE DESIGN AND DRAWINGS. I AM NOT RESPONSIBLE FOR THE CONSTRUCTION OF THIS PROJECT. I AM ONLY RESPONSIBLE FOR THE DESIGN AND DRAWINGS.	• THIS DRAWING IS THE PROPERTY OF ANA ARCHITECTS AND IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE PERMISSION OF ANA ARCHITECTS. ALL RIGHTS RESERVED. ANY UNAUTHORIZED REPRODUCTION OR USE OF THIS DRAWING IS STRICTLY PROHIBITED.		28-05-20	PA/CONCEPT	B	6 X TOWNHOUSES	2-4 COONDA STREET WELLINGTON POINT	TYPICAL FLOOR PLAN SCALE: A3 1:100 0 5 10 20M DRAWN BY: TUMAL PROJECT No: 1808 DRAWN DATE: TP-14
ANA ARCHITECTS ANA ARCHITECTS & ASSOCIATES ARCHITECTS LEVEL 9 SUITE 2500/901 ST BRISBANE DRIVE ST BRISBANE QLD 4068 P + 61 7 3253 8891 F + 61 7 3253 8898								





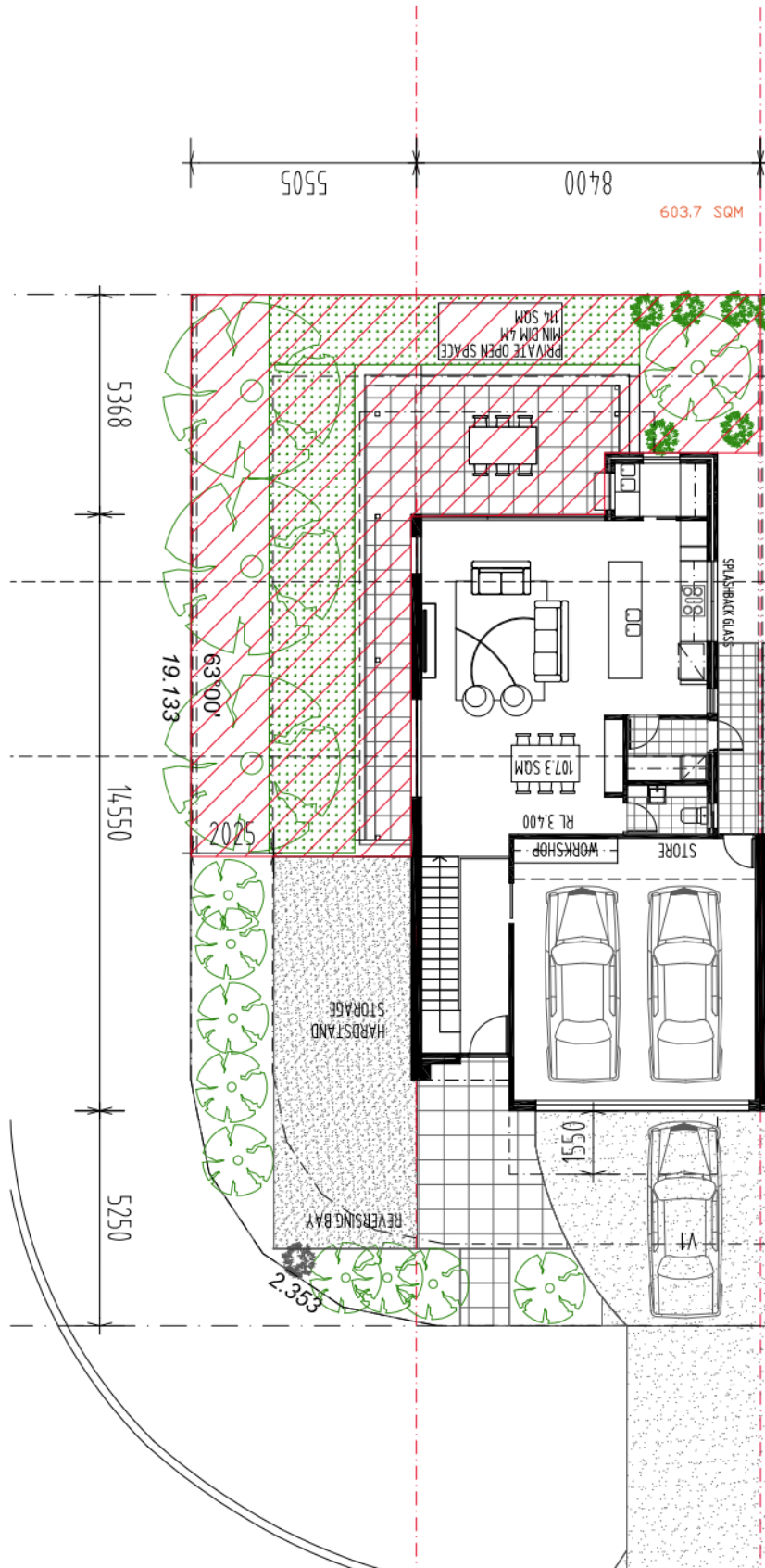
UNIT 6 FLOOR PLAN LEVEL ONE
FACING KING ISLAND DRIVE

TYPICAL PRIVATE OPEN SPACE
ACCESSIBLE FROM THE LIVING AREA
MINIMUM 4M DIMENSION
38.8 SQM

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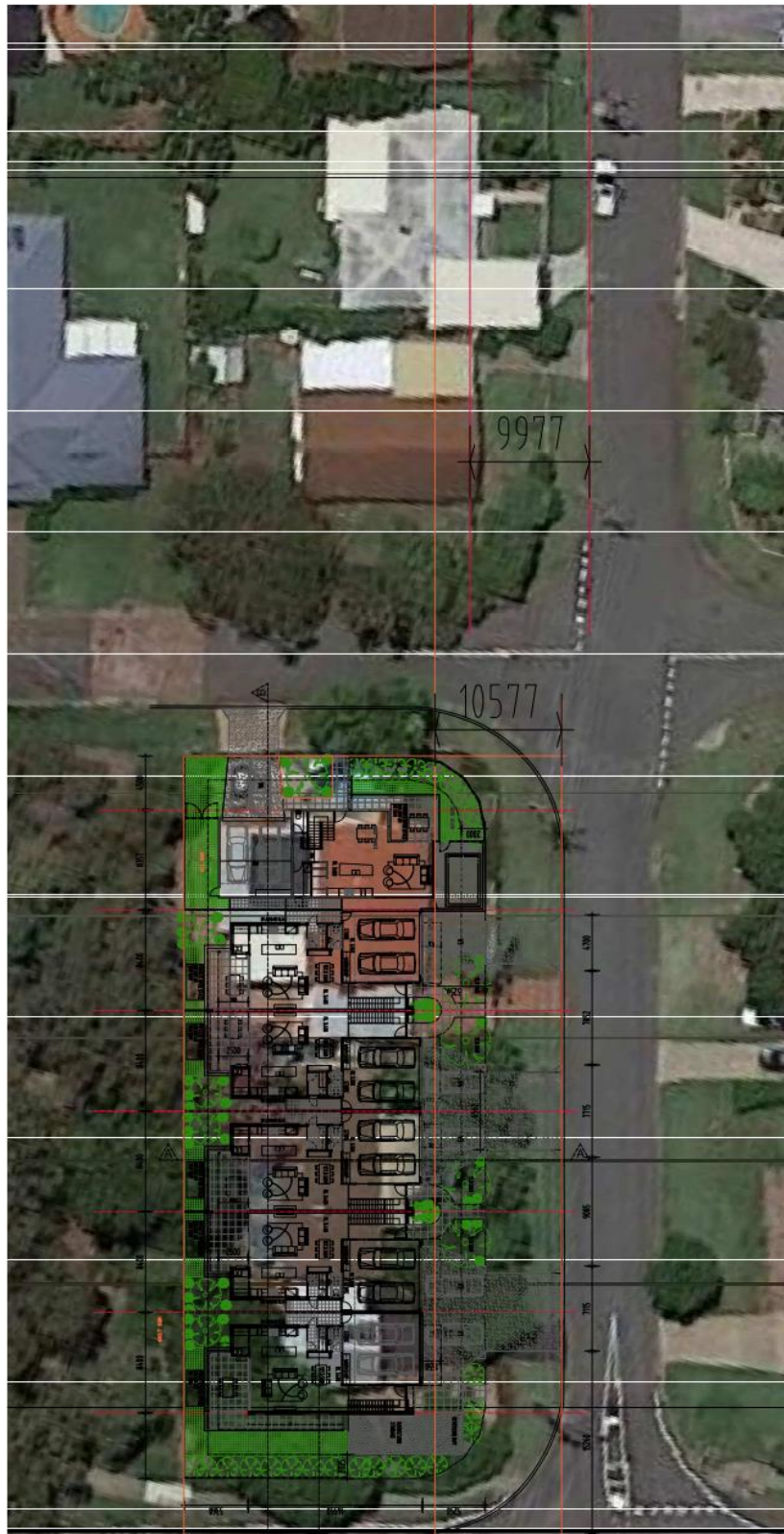


TYPICAL PRIVATE OPEN SPACE
ACCESSIBLE FROM THE LIVING AREA
MINIMUM 4M DIMENSION
114 SQM



TYPICAL FLOOR PLAN LEVEL GROUND
FACING BIRKDALE DRIVE

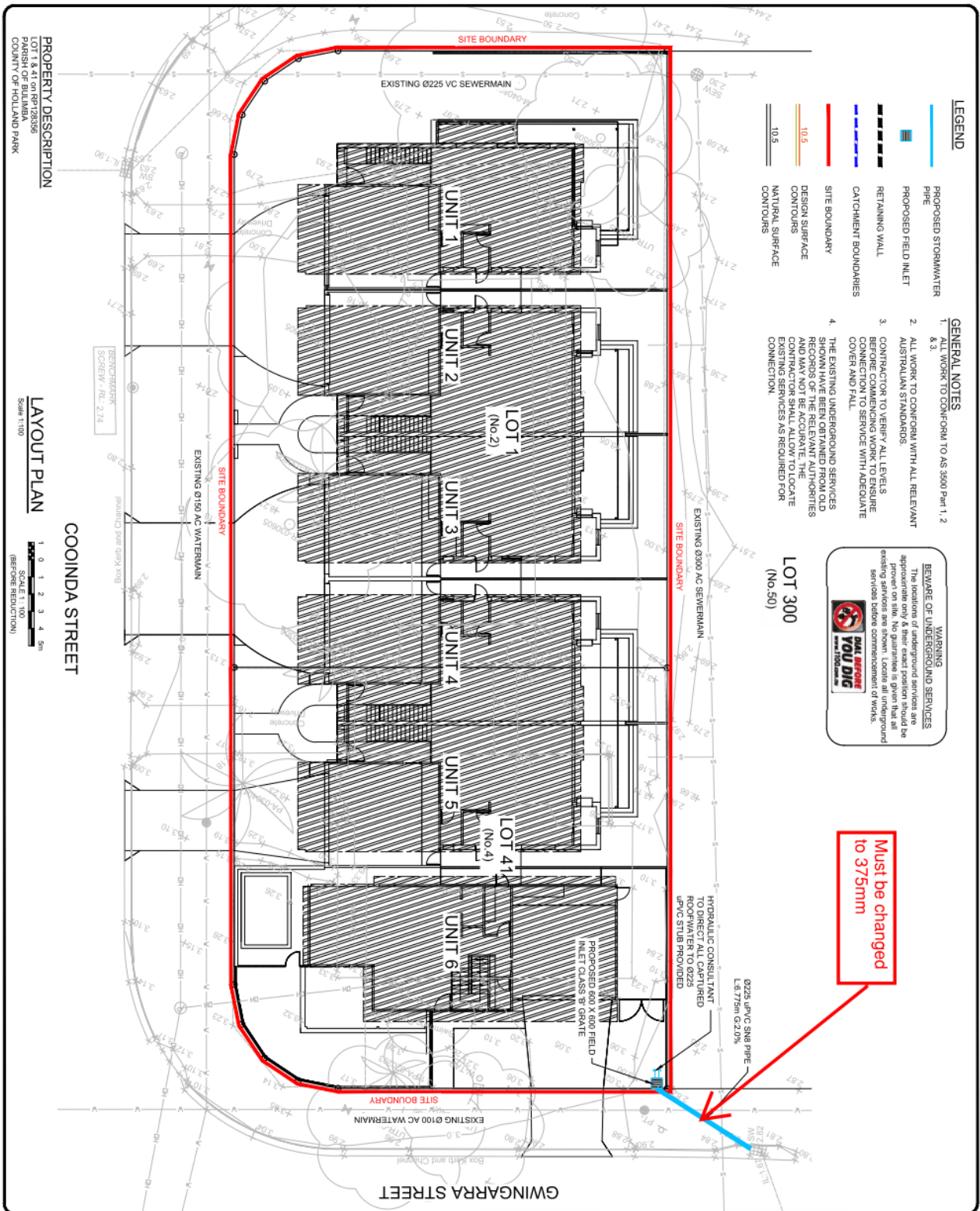
A3 1:100
A1 1:50

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COOINDA STREET SETBACK
A1.1 - 200

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GARY SHERWOOD

2-4 COOINDA STREET WELLINGTON POINT QLD 4160

DEVELOPMENT APPROVAL CONCEPT STORMWATER PLAN

Client Ref: **WCD-21738-SK1**

Project Ref: **710000**

Issue: **A**

Code	Issue	Author	Date
WC	Issue	AR	7/10/20
AR	Issue	WC	7/10/20
WC	Issue	WC	7/10/20

Author: **WC** Issue: **AR** Date: **7/10/20**

Checked by: **WC** Issue: **AR** Date: **7/10/20**

Drawn by: **WC** Issue: **AR** Date: **7/10/20**

Scale: **1:100**

Project Ref: **710000**

Issue: **A**

Client Ref: **WCD-21738-SK1**

ATTACHMENT 3- LANDSCAPING CONCEPT PLAN

Provide a minimum 500mm wide landscaping area between the combined double garage for each dwelling unit with planting of columnar tree species; Cupressus sempervirens between garages to soften the street interface.

Provide landscaping between the corner of Birkdale Road and Cooinda Street in accordance with conditions of approval.



GROUND FLOOR PLAN
SCALE 1:200

- ANNOTATION NOTES**
1. VEHICLE SITE ENTRY / EXIT
 2. REFER ARCHITECTURAL FINISHES FOR FENCE AND GATE DETAILS
 3. SMALL CANOPY TREE 8M H TO COOINDA STREET UNDERPLANTED WITH SHRUBS AND ARCHICOVERS AS PER PLANT SPECIES LIST 2009/013/S/010
 4. MIX OF SHADE AND LARGE CANOPY FEATURE TREES WHAT TO HARVEST AND TOP CAN TO PROVIDE BATTEREN'S OF BIRKDALE ROAD AND SCREENING OF FRONTYARD FROM NEIGHBOURHOODS AS PER PLANT SPECIES LIST 2009/013/S/010
 5. EXISTING 'COOINDA' EXTENTS TO BIRKDALE ROAD TO REMAIN NEIGHBOUR'S AND DISTANCE TO TREE AND FOOTPATH AS REQUIRED
 6. SMALL CANOPY TREE HERBIB TO TOWNHOUSE ENTRIES AND ADJACENT TO POWER NETS TREES AS PER PLANT SPECIES LIST 2009/013/S/010
 7. COLUMNAR TREES ELAVAN AND LAG SP TO KEEP PLANTING BACK WITH SHRUBS AND ARCHICOVERS AS PER PLANT SPECIES LIST 2009/013/S/010
 8. LARGE CANOPY SHADE TREE 10M CAN TO TOWN CORNER OF SHINDENERS AS PER PLANT SPECIES LIST 2009/013/S/010
 9. MIX OF FEATURE AND SHADE TREES ELAVAN BAC TO PROVIDE BATTEREN'S OF BIRKDALE ROAD AND SCREENING OF SHRUBS AND ARCHICOVERS AS PER PLANT SPECIES LIST 2009/013/S/010
 10. REFER ARCHITECTURAL FINISHES FOR POOL AND POOL FENCE DETAILS
 11. SHRUBS WITH FOLIAGE STRONG AND BARK TO SCREEN GROUNDCOVERS AS PER PLANT SPECIES LIST 2009/013/S/010
 12. COLUMNAR TREE 6M - 10 CANAL GARDEN BEDS BETWEEN 2 GARAGES PER UNIT AND SOFTENING TO STREET INTERFACE UNDERPLANTED WITH GROUNDCOVER WOUND

- LEGEND**
- EXISTING TREE TO BE RETAINED
 - PROPOSED FEATURE TREES
 - PROPOSED SHADE TREES
 - PROPOSED SHRUB AND LOW LIEVE PLANTING
 - PROPOSED GROUNDCOVER PLANTING
 - HURD TO RIVALE OPEN SPACE
 - GRAVEL TO PARKING TOWNHOUSE ACCESSWAYS
 - CONCRETE AREAS - REFER CIVIL ENGINEERS DRAWING FOR DETAILS
 - DEEP RAINING - 10% OF TOTAL SITE AREA (150sqm)
 - FILLING LINE CIER
 - PROPERTY BOUNDARY
 - EXISTING OVERHEAD POWERLINE
 - EXISTING OVERHEAD POWERLINE FILE

NOTES

1. REFER TO DRAWING 2009/013/S/010 FOR PLANT SPECIES SCHEDULE, DIMENSIONS AND GENERAL NOTES



PRELIMINARY

NO.	DESCRIPTION	DATE	BY
B	REVERSED ISSUE	NW	16.10.20
A	INITIAL ISSUE	CP	13.10.20

G R SHERWOOD
24 COOINDA STREET, WELLINGTON POINT
LANDSCAPE CONCEPT PLAN
GROUND FLOOR LAYOUT

LAUD ink
LANDSCAPE ARCHITECTURE AND ENGINEERING
15/150 ROYAL AVENUE, WELLINGTON POINT QLD 4086
TEL: 07 5522 1111
WWW.LAUDINK.COM.AU

Created by: G.R. Sherwood
Checked by: G.R. Sherwood
Approved by: G.R. Sherwood
Scale: 1:200 for A1 job no. 2009-013
Date: OCT 2020 Rev. no. B
Approved: E.NICHOLAU SK001

- NOTES**
1. REFER TO LANDSCAPE CONCEPT PLAN 2009-013(S)NOT FOR PLANTING/ANNUAL MANAGEMENT CONCEPT DESIGN PLAN
 2. REFER TO CIVIL ENGINEERS DRAWINGS FOR DRIVEWAY AND CROSSOVER DETAILS
 3. REFER TO ARCHITECTS DRAWINGS FOR ALL FENCE DETAILS
 4. LANDSCAPE DETAIL DESIGN SHOULD COORDINATE WITH HYDRAULIC AND ENGINEERING DESIGN TO DETERMINE LOCATION OF UNDERGROUND SERVICES PRIOR TO CONSTRUCTION
 5. LANDSCAPE GENERAL STANDARDS:
 - 5.1 SOIL TO AS 4118 PLANTING BEES CULTIVATED ON ANNUAL DEPTH 100mm
 - 5.2 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.3 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.4 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.5 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.6 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.7 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.8 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.9 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.10 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.11 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.12 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.13 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.14 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.15 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.16 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.17 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.18 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
 - 5.19 MATCH TO AS 4124 PLANTING AREAS 100mm SOURCE IMPACT TOP SOIL THAT COMPLETES WITH AS 4119
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PROPOSED TREE SPECIES



- BACKHOUSEA dendroa
- CLIFFORTIA serpens
- ELAEAGNUS
- HEPATICUM
- LOPHOSTICHON confertus
- RAMOLA ficaria
- WATERHOUSEA
- AL PINA munda
- CALLISTEMON
- GALBA lichenom
- GARDENIA angusta
- LAMNOLIA dentata
- SYZYGIIUM

PROPOSED SHRUB & GROUND-COVER SPECIES



- BRACHYCOMME
- HARDBERBERIA
- LEUCOPHYLLA
- OSTROSPERMUM
- STACHYS
- TRICHOPHYLLA
- VOILA
- ASPENULUM
- CLIVIA
- FELICIA
- PHILODENDRON
- RHAPS
- SPATHE

PROPOSED PLANT SPECIES SCHEDULE

CODE	PLANT SPECIES	COMMON NAME	CENTRES (mm)	POY SIZE	MATURE SIZE (H x W x D)
BAC-01	BACKHOUSEA dendroa	Lemon Myrtle	45 SHOWN	100L	6.4m
CLIF-01	CLIFFORTIA serpens	Pink Fls	45 SHOWN	100L	12x20 75m
ELAE-01	ELAEAGNUS serpens	Eunardi	45 SHOWN	100L	6.4m
HEP-01	HEPATICUM	Yellow	45 SHOWN	100L	6.4m
LOPH-01	LOPHOSTICHON confertus	Box Bush	45 SHOWN	100L	1.5x2m
RAMO-01	RAMOLA ficaria	Native Gardenia	45 SHOWN	100L	6.4m
WATER-01	WATERHOUSEA	Woolly Lily	45 SHOWN	100L	1.2x6m
ALP-01	ALPINA munda	Imperial Bonneted	750mm	200mm	
CALL-01	CALLISTEMON	Fairy Candlestick	750mm	200mm	
GAUL-01	GAULBURNIA	Bittery Bush	1900mm	200mm	
GARD-01	GARDENIA	Common Gardenia	1900mm	200mm	
HELE-01	HELECONIA	French Lantana	1900mm	200mm	
LAV-01	LAVANDULA	French Lavender	1900mm	200mm	
PHI-01	PHILODENDRON	Royal Crown	500mm	200mm	
PHI-02	PHILODENDRON	Miss Marple	750mm	200mm	
PIT-01	PITTOCORPUS	Lady Palm	750mm	200mm	
SYZ-01	SYZYGIIUM	Bird of Paradise	1900mm	200mm	
WES-01	WESTRINGIA	Coastal Rosemary	500mm	200mm	
ALB-01	ALBENIAT	Little Ruby	400mm	140mm	
ASP-01	ASPENULUM	Bronze Fern	1000mm	300mm	
BRACH-01	BRACHYCOMME	Curl-leaved Daisy	500mm	140mm	
CLIV-01	CLIVIA	Orange Fig	500mm	140mm	
FELI-01	FELICIA	Native Starburst	500mm	140mm	
GARD-01	GARDENIA	Evergreen Giant	250mm	140mm	
LEUC-01	LEUCOPHYLLA	Mondo Grass Dwarf	500mm	140mm	
OSTRO-01	OSTROSPERMUM	Poodle Lily	500mm	140mm	
SPATHE-01	SPATHE	Lemon Lily	500mm	140mm	
STACH-01	STACHYS	Star Jasmine	500mm	140mm	
TRICH-01	TRICHOPHYLLA	Native Violet	300mm	140mm	
VOILA-01	VOILA	Green Couch			

PRELIMINARY

NO.	DESCRIPTION	DATE	BY
1	REVISED ISSUE	KW	16.10.20
2	INITIAL ISSUE	CP	13.10.20

G R SHERWOOD
24 COONDA STREET, WELLINGTON POINT
LANDSCAPE CONCEPT PLAN
PLANT SPECIES SCHEDULE IMAGES & NOTES

LAUD ink
Landscape Architecture and Design
15/160-162/164-166/168-170/172-174/176-178/180-182/184-186/188-190/192-194/196-198/200-202/204-206/208-210/212-214/216-218/220-222/224-226/228-230/232-234/236-238/240-242/244-246/248-250/252-254/256-258/260-262/264-266/268-270/272-274/276-278/280-282/284-286/288-290/292-294/296-298/300-302/304-306/308-310/312-314/316-318/320-322/324-326/328-330/332-334/336-338/340-342/344-346/348-350/352-354/356-358/360-362/364-366/368-370/372-374/376-378/380-382/384-386/388-390/392-394/396-398/400-402/404-406/408-410/412-414/416-418/420-422/424-426/428-430/432-434/436-438/440-442/444-446/448-450/452-454/456-458/460-462/464-466/468-470/472-474/476-478/480-482/484-486/488-490/492-494/496-498/500-502/504-506/508-510/512-514/516-518/520-522/524-526/528-530/532-534/536-538/540-542/544-546/548-550/552-554/556-558/560-562/564-566/568-570/572-574/576-578/580-582/584-586/588-590/592-594/596-598/600-602/604-606/608-610/612-614/616-618/620-622/624-626/628-630/632-634/636-638/640-642/644-646/648-650/652-654/656-658/660-662/664-666/668-670/672-674/676-678/680-682/684-686/688-690/692-694/696-698/700-702/704-706/708-710/712-714/716-718/720-722/724-726/728-730/732-734/736-738/740-742/744-746/748-750/752-754/756-758/760-762/764-766/768-770/772-774/776-778/780-782/784-786/788-790/792-794/796-798/800-802/804-806/808-810/812-814/816-818/820-822/824-826/828-830/832-834/836-838/840-842/844-846/848-850/852-854/856-858/860-862/864-866/868-870/872-874/876-878/880-882/884-886/888-890/892-894/896-898/900-902/904-906/908-910/912-914/916-918/920-922/924-926/928-930/932-934/936-938/940-942/944-946/948-950/952-954/956-958/960-962/964-966/968-970/972-974/976-978/980-982/984-986/988-990/992-994/996-998/1000-1002/1004-1006/1008-1010/1012-1014/1016-1018/1020-1022/1024-1026/1028-1030/1032-1034/1036-1038/1040-1042/1044-1046/1048-1050/1052-1054/1056-1058/1060-1062/1064-1066/1068-1070/1072-1074/1076-1078/1080-1082/1084-1086/1088-1090/1092-1094/1096-1098/1100-1102/1104-1106/1108-1110/1112-1114/1116-1118/1120-1122/1124-1126/1128-1130/1132-1134/1136-1138/1140-1142/1144-1146/1148-1150/1152-1154/1156-1158/1160-1162/1164-1166/1168-1170/1172-1174/1176-1178/1180-1182/1184-1186/1188-1190/1192-1194/1196-1198/1200-1202/1204-1206/1208-1210/1212-1214/1216-1218/1220-1222/1224-1226/1228-1230/1232-1234/1236-1238/1240-1242/1244-1246/1248-1250/1252-1254/1256-1258/1260-1262/1264-1266/1268-1270/1272-1274/1276-1278/1280-1282/1284-1286/1288-1290/1292-1294/1296-1298/1300-1302/1304-1306/1308-1310/1312-1314/1316-1318/1320-1322/1324-1326/1328-1330/1332-1334/1336-1338/1340-1342/1344-1346/1348-1350/1352-1354/1356-1358/1360-1362/1364-1366/1368-1370/1372-1374/1376-1378/1380-1382/1384-1386/1388-1390/1392-1394/1396-1398/1400-1402/1404-1406/1408-1410/1412-1414/1416-1418/1420-1422/1424-1426/1428-1430/1432-1434/1436-1438/1440-1442/1444-1446/1448-1450/1452-1454/1456-1458/1460-1462/1464-1466/1468-1470/1472-1474/1476-1478/1480-1482/1484-1486/1488-1490/1492-1494/1496-1498/1500-1502/1504-1506/1508-1510/1512-1514/1516-1518/1520-1522/1524-1526/1528-1530/1532-1534/1536-1538/1540-1542/1544-1546/1548-1550/1552-1554/1556-1558/1560-1562/1564-1566/1568-1570/1572-1574/1576-1578/1580-1582/1584-1586/1588-1590/1592-1594/1596-1598/1600-1602/1604-1606/1608-1610/1612-1614/1616-1618/1620-1622/1624-1626/1628-1630/1632-1634/1636-1638/1640-1642/1644-1646/1648-1650/1652-1654/1656-1658/1660-1662/1664-1666/1668-1670/1672-1674/1676-1678/1680-1682/1684-1686/1688-1690/1692-1694/1696-1698/1700-1702/1704-1706/1708-1710/1712-1714/1716-1718/1720-1722/1724-1726/1728-1730/1732-1734/1736-1738/1740-1742/1744-1746/1748-1750/1752-1754/1756-1758/1760-1762/1764-1766/1768-1770/1772-1774/1776-1778/1780-1782/1784-1786/1788-1790/1792-1794/1796-1798/1800-1802/1804-1806/1808-1810/1812-1814/1816-1818/1820-1822/1824-1826/1828-1830/1832-1834/1836-1838/1840-1842/1844-1846/1848-1850/1852-1854/1856-1858/1860-1862/1864-1866/1868-1870/1872-1874/1876-1878/1880-1882/1884-1886/1888-1890/1892-1894/1896-1898/1900-1902/1904-1906/1908-1910/1912-1914/1916-1918/1920-1922/1924-1926/1928-1930/1932-1934/1936-1938/1940-1942/1944-1946/1948-1950/1952-1954/1956-1958/1960-1962/1964-1966/1968-1970/1972-1974/1976-1978/1980-1982/1984-1986/1988-1990/1992-1994/1996-1998/2000-2002/2004-2006/2008-2010/2012-2014/2016-2018/2020-2022/2024-2026/2028-2030/2032-2034/2036-2038/2040-2042/2044-2046/2048-2050/2052-2054/2056-2058/2060-2062/2064-2066/2068-2070/2072-2074/2076-2078/2080-2082/2084-2086/2088-2090/2092-2094/2096-2098/2100-2102/2104-2106/2108-2110/2112-2114/2116-2118/2120-2122/2124-2126/2128-2130/2132-2134/2136-2138/2140-2142/2144-2146/2148-2150/2152-2154/2156-2158/2160-2162/2164-2166

ATTACHMENT 4- APPLICANT RESPONSE TO PUBLIC SUBMISSIONS



Tailored Urban Planning &
Development Management

Date: 21 December 2020

Chief Executive Officer
Planning & Assessment
Redland City Council
PO Box 21, Cleveland QLD 4163

Att: Daniel Manathunga - Assessment Manager

RE: RESPONSE TO PUBLIC SUBMISSIONS - MATERIAL CHANGE OF USE (6 TOWHOUSES) AT 2-4 COOINDA STREET, WELLINGTON POINT QLD 4160 (COUNCIL REF: MCU20/0069).

Address: 2-4 Cooina Street, Wellington Point QLD 4160
Lot & Plan: 1/RP128356 & 41/RP128356
Land Size: (approx.) 1500m²
Our Reference: 20029
Client: G R Sherwood

Dear Daniel,

On behalf of our Client, we forward the following response to all public submissions raised during public notification.

Whilst there is no statutory requirement for the applicant to respond to properly made submissions lodged during the Public Notification period, we believe that all reasonable concerns raised by submitters have been considered as a result of the proposal's design and detailed assessment. The merit of the development is in the considerate layout, design and character of the proposal, as well as the locational context and orientation of the allotment. This letter seeks to provide direct responses to items raised.

Please note, that submitter items have been condensed into 13 key themes outlined below.

This letter regularly refers to the material lodged within the original Development Application and Information Response and it should be read in conjunction with these items, where applicable.

SUBMISSIONS RESPONSE

Theme 1: The development will create too much traffic.

The development proposes a total of six (6) dwelling units on land located on the periphery of an existing urban area interfacing with Birkdale Road. Given the location of the subject site, the majority of traffic to and from the development will be via Birkdale Road to the south. It is highly unlikely future occupants of the proposed development would travel through the existing residential estate as opposed to using Birkdale Road.

Furthermore, the development has not introduced an additional access to King Island Drive, thereby ensuring existing traffic conditions within the residential estate to the north of the site are not worsened. While it is acknowledged that the proposal will increase traffic movements to and from Birkdale Road, this

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Web: www.bespokepd.com.au

will be minor in nature. A Traffic Response has been prepared and signed by Registered Professional Engineer of Queensland (RPEQ) (Bitzios Consulting) in support of the application. The response has been prepared in accordance with the Guide to Traffic Impact Assessment (GTIA), prepared by the Department of Transport and Main Roads. As stated in the report, the proposed development is considered to generate "low traffic demands" and can be suitably accommodated by the local road network.

Theme 2: The development's proximity to Birkdale will cause danger to commuters.

A Traffic Response has been prepared and signed by Registered Professional Engineer of Queensland (Bitzios Consulting) in support of the application. The proposed development has been purposefully and strategically designed to improve the safety of the intersection with Cooinda Street and Birkdale Road. Specifically, the proposal seeks to relocate 'existing driveway A' further north in order to increase the separation distance from the intersection of Cooinda Street and Birkdale Road, thereby increasing safety.

Refer to the Traffic Response lodged under the Information Response for more information.

Theme 3: The traffic report does not address the impact on King Island Drive

The subject site is currently occupied by two detached dwellings with a total of three (3) crossovers, one to King Island Drive and the remaining two (2) to Cooinda Street.

The proposed development does not propose any additional dwellings to King Island Drive and all other dwellings face Cooinda Street. The layout retains a single crossover to King Island Drive and therefore, the proposal will not alter traffic to King Island Drive. The proposal is not considered to change the existing traffic conditions to King Island Drive.

As outlined previously, a Traffic Response has been prepared and signed by Registered Professional Engineer of Queensland (RPEQ) (Bitzios Consulting) in support of the application. The report found that, given the site's location and the proximity to Birkdale Road, entry to the development will come primarily from Birkdale Road. Therefore, limited additional traffic is expected along King Island drive as a consequence of the development.

Theme 4: The development does not consider visitors which will end up parked on the street.

The Updated Architectural Plans show that each dwelling unit comprises a double garage. In addition, the layout of the development has capacity to accommodate a single visitor car park within each driveway. The Redland Planning Scheme 2006 v7.2, prescribes a minimum 0.25 visitor parking spaces per dwelling, resulting in a minimum 3 spaces required. The development allows for a total of six (6) visitor car parks and therefore exceeds the minimum requirements specified in the planning scheme.

Theme 5: The construction of the development will cause parking and congestion issues and has not been addressed in the report

The subject site does not immediately adjoin any residential properties. The nearest dwellings are separated by a 20m wide road reserve and therefore, temporary noise intrusion during construction will be limited. Whilst unavoidable, noise and disruption from construction will be managed and the development will be constructed in accordance with all standards and regulations.

The client will implement a Construction Management Plan to ensure compliance with these requirements and to meet the reasonable expectations of the community in this regard.

Theme 6: The dwellings will likely be rented out and are not conducive of a nice residential area.

The future occupants of the proposed development is not a relevant to the assessment of the proposal.

Notwithstanding, to satisfy the queries raised by the submitters we reinforce that the client's specificity around a highly attractive architectural built form has purposefully been designed to incorporate high-quality features including timber cladding, brickwork and textured painting. The design and architectural embellishments are conducive of desirable urbane community and we argue that the merit of the design will likely attract desirable future residents and families.

Further to this, the development provides compliant parking rates, rear facing private open space areas and over 23% (341.7m²) of the site for landscaping further reducing any perceived impacts as a result of the proposal.

Theme 7: The density is not compatible with the detached low-rise character of the Zone.

The Information Response prepared a substantial assessment of the suitability of the proposed development, particularly with respect to density. The Specific Outcome says:

'S2.4 - (2) Dwelling unit density is compatible with the detached low-rise character of the zone;'

We reinforce that the Specific Outcome seeks 'compatibility' not replication or consistency, thus ensuring that the provision of multiple dwellings allows for the development to exist or occur together with limited problems or conflict. The Information Response demonstrated that the transitional density provided by the development does not offend the Specific Outcome of UR Zone or the broader established area and that the development is compatible with the surrounding established neighbourhood by virtue of:

- **The site's locational context, shape, interface and adjoining uses;**
 - The location provides a substantially higher level of connectivity given the site is ideally located with 400m walking distance of two high frequency bus services (connecting directly to the Cleveland train line);
 - The surrounding area is activated, and the site is within walking distance to a number of points of interest including Wellington Point State High School, Wellington Point Town Centre and parks and other public open spaces;
 - The site is located on a higher order road and will not generate traffic through the residential area to the north;
 - The site appropriately sits on the periphery (and not in the middle of) an urban area interfacing with Birkdale Road;
 - The site does not have any adjoining owners, with the site directly adjoining a conservation area to the west; and,
 - The site is separated by road reserves of up to 20m to the nearest residential zones.
- **Council's previous decision making and interpretation of density and compatibility in the UR zone under the same scheme, being that:**
 - The Cooida Street development proposes a dwelling yield 25% greater than that which Council identified as 'overdevelopment' for multiple dwellings within the UR zone;
 - The proposal, being 1 dwelling per 250m² of site area, exceeds the yield of 1 dwelling per 233m² approved under other similar applications;
 - Under the Redlands Planning Scheme, a Reconfiguring a Lot could seek minimum lot size of 350m² under Code Assessment meaning the density proposed is 30% less than that considered suitable to support a fully detached dwelling house under the same scheme;
 - The development meets the decision-making criteria of the 'low-rise' development consistent with previous approvals.

- **The predominately detached nature and design of the development.**
 - The dwellings are predominately detached, consisting of 4 detached buildings, with two singular free-standing buildings on either end and two buildings centrally accommodating two dwellings each;
 - The proposed landscaping, the centralised columnar tree species between garages soften the street interface and present the development as detached structures;
 - The design also includes upper-level separated gable design to reinforce the detached nature of the design;

- The high level of compliance of the development with the Specific Outcomes and efficiency of the development to utilise the land.
 - the density proposed does not limit the development from achieving almost all required design parameters such as proposed height, site cover, carparking, visitor parking, private open space and landscaping are all compliant with the minimum provisions of the scheme;
 - The only Specific Outcomes being sought is for front setbacks which are not a requirement to achieve the proposed density, but rather to appropriately utilise the site, to complement to broader area and to provide a more useable and coherent dwelling layout and design;
 - the density proposed is suited to the site and does not limit the ability for the development to achieve the key design characteristics sought by the Multiple Dwelling code and UR Zone.

Based on the above, the proposed development is considered to be compatible with the low-rise character of the zone and the broader residential area.

Theme 8: The development does not respect the existing streetscape.

The proposed development is considered to respect the existing streetscape by proposing a two-storey low-rise built form and substantial landscaping along all frontages. The design includes setbacks consistent with the streetscape, including:

- The development complements the existing front setbacks in the street given the western side of Coinda Street has an additional 4m of road reserve and appears to sit substantially behind the existing dwelling located to north, therefore complementing the setbacks in the street;
- The dwellings are substantially separated by Coinda Street, with a road reserve of over 20m in width. There are no directly adjoining or established dwellings to set the rhythm or layout of the street; and,
- The development interfaces with Council's nature reserve to the west significantly softening any perceived impacts when viewing the development from the pavement.

Additionally, the design of the proposal ensures that the streetscape is not affected by multiple access points or the dominance of garages by virtue of the layout, design and landscaping proposed. The number of driveways proposed is not beyond that of a residential subdivision. We reinforce that the site could accommodate four (4) 350m² freehold allotments under the scheme, meaning that four separate vehicular access points would be provided.

Theme 9: Two-storey dwellings is not consistent with the neighbourhood and obstructs views to natural vegetation

The response to this item largely aligns with response under Theme 7 of this letter, which seeks compatibility rather than consistency, to ensure the development does not offend the Specific Outcome of

UR Zone or the broader established area. We note that the design meets the definition of low-rise under the scheme which is defined as development that is one to two storeys in height. The development is also under 8.5m in height which is consistent with the maximum height allowable under the QDC MP1.2 design provisions.

Further to this, the existing residential area is largely characterised by two-storey dwellings which are located throughout the estate, and the proposal does not alter the views of existing dwellings on King Island Drive to the vegetation located to the rear of the site.

Theme 10: The zoning should not be changed to allow the development

The development does not propose to 'alter' the zoning, but rather simply seeks approval for a multiple dwelling development under a superseded planning scheme within the Urban Residential zone.

The Planning Scheme identifies that multiple dwellings are inconsistent with the UR zone – "except where in sub-area UR1 and sub-area UR2 or on UR premises between 1200m² and 4000m² with a minimum 20 metre frontage and a width to depth ratio of not greater than 1:4 and with buildings 8.5 metres or less above ground level and 2 storeys or less."

Under the Planning Scheme, the UR1 and UR2 precincts within the UR zone were strategically selected to accommodate higher density residential uses as a compatible use by virtue of their location, size, proximity to services etc. under a detailed urban planning exercise. As a result, Multiple Dwellings are typically Code Assessable and do not attract Public Notification.

All other UR Zoned sites (not located within a sub-precinct) are required to undertake Impact Assessment to appropriately vet the site in terms of suitability for multiple dwellings. The intent of the UR Zone is to ensure a thorough assessment of the site's locational context, shape, interface, adjoining uses and compatibility, which is further vetted through public notification.

The proposed development has provided a detailed assessment of the above provisions (visible in the response to Theme 7 in this letter and further in the full Information Response) and identified that the proposed multiple dwellings are compatible with the Urban Residential zoning of the site and the broader community.

Finally, we also note that the proposed development aligns with the regional plan, Shaping SEQ. The plan has a key focus on infill development and urban consolidation. The establishment of multiple dwellings in appropriate locations, within established urban areas ensures a diversity of housing is provided, whilst taking advantage of existing infrastructure, transport, amenities and recreational areas.

Theme 11: The development will impact on the koalas in nearby bushland

The development is an existing developed site comprising two detached dwelling houses. The proposed development does not result in the removal of ecologically significant vegetation and is not identified as a fauna corridor.

Theme 12: The development will impact the nearby natural water pond

The proposed development retains the natural vegetation to the rear of the site and will not impact upon the man-made pond to the north-west of the site. Furthermore, a Site Based Stormwater Management Plan has been prepared by an RPEQ. In accordance with the plan, an Erosion and Sediment Control Plan will be required during the detailed design phase to ensure appropriate stormwater management and protection of the existing vegetation surrounding the site.

Theme 13: The development will result in increase noise affecting wildlife

The subject site is located on the periphery of the urban area interfacing with Birkdale Road and is within an existing housing estate. As the proposal is for 6 dwelling units, significant noise is not anticipated outside of construction.

This letter has provided a full response to all key items raised within the public submissions lodged during Public Notification over the above development.

We trust that this letter satisfies the outstanding considerations and if you require any further information, I would be pleased to assist.

Your sincerely,



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ATTACHMENT 5 RECOMMENDED DEVELOPMENT CONDITIONS

<u>ASSESSMENT MANAGER CONDITIONS</u>	<u>TIMING</u>
<p>1. Comply with all conditions of this approval, at no cost to Council, at the timing periods specified in the right-hand column. Where the column indicates that the condition is an ongoing condition, that condition must be complied with for the life of the development.</p>	
<u>Approved Plans and Documents</u>	
<p>2. Undertake the development in accordance with the approved plans and documents referred to in Table 1, subject to the conditions of this approval and any notations by Council on the plans.</p>	Prior to the use commencing and ongoing.

Plan/Document Title	Reference Number	Prepared By	Plan/Doc. Date
Ground Floor Plan (amended in red by Council)	Project No. 1808 Page No. TP-002 Issue C	ANA Architects	22-09-20
Locality Plan	Project No. 1904 Page No. TP-01 Issue C	ANA Architects	22-09-20
Ground Floor Plan	Project No. 1808 Page No. TP-03 Issue C	ANA Architects	22-09-20
Roof Plan	Project No. 1808 Page No. TP-04 Issue C	ANA Architects	22-09-20
East Elevation	Project No. 1808 Page No. TP-05 Issue C	ANA Architects	22-09-20
East Elevation	Project No. 1808 Page No. TP-06 Issue C	ANA Architects	22-09-20
East Elevation	Project No. 1808 Page No. TP-07 Issue C	ANA Architects	22-09-20
South Elevation	Project No. 1808 Page No. TP-08	ANA Architects	22-09-20

	Issue C		
North Elevation	Project No. 1808 Page No. TP-08A Issue C	ANA Architects	22-09-20
Section A-A	Project No. 1808 Page No. TP-09 Issue C	ANA Architects	22-09-20
Section B-B	Project No. 1808 Page No. TP-10 Issue C	ANA Architects	22-09-20
Typical Floor Plan	Project No. 1808 Page No. TP-11 Issue C	ANA Architects	22-09-20
Typical Floor Plan	Project No. 1808 Page No. TP-12 Issue C	ANA Architects	22-09-20
Typical Floor Plan	Project No. 1808 Page No. TP-13 Issue B	ANA Architects	26-05-20
Typical Floor Plan	Project No. 1808 Page No. TP-14 Issue B	ANA Architects	26-05-20
Typical Floor Plan	Project No. 1808 Page No. TP-15 Issue A	ANA Architects	15-05-20
Typical Floor Plan	Project No. 1808 Page No. TP-16 Issue B	ANA Architects	26-05-20
Typical Floor Plan	Project No. 1808 Page No. TP-17 Issue B	ANA Architects	26-05-20
Typical Floor Plan	Project No. 1808 Page No. TP-18 Issue C	ANA Architects	22-09-20
Ground Floor Plan	Project No. 1808 Page No. TP-19 Issue C	ANA Architects	22-09-20
Ground Floor Plan	Project No. 1808 Page No. TP-20 Issue C	ANA Architects	22-09-20
Concept Stormwater Plan (amended in red by Council)	Drawing No: WCD- 21738-SK1 Rev. A	WC Designs	7/10/20

Concept Services Plan	Drawing No: WCD-21738-SK2 Rev. A	WC Designs	7/10/20
Landscape Concept Plan Ground Floor Layout (amended in red by Council)	Job no. 2009-013 Rev no. B SK001	LAUDink	16.10.20
Landscape Concept Plan Plant Species Schedule, Images and Notes	Job no. 2009-013 Rev no. B SK010	LAUDink	16.10.20

Table 1: Approved Plans and Documents

Commencement of Works	
<p>3. Do not commence building and/or plumbing and drainage works, authorised by this Development Permit, until the Survey Plan for the amalgamation of the two (2) allotments has been endorsed by Council and issued with a dealing number by the Department of Natural Resources and Mines.</p>	Prior to site works commencing.
Design	
<p>4. Demolish or relocate/remove or obtain the relevant approvals for all existing structures on site in accordance with the approved plan(s) and cap all services prior to demolition commencing.</p>	Prior to the use commencing.
<p>5. Locate, design and install outdoor lighting, where required, to minimise the potential for light spillage to cause nuisance to neighbours.</p>	Prior to the use commencing and ongoing.
<p>6. Comply with the following requirements where it is proposed that habitable room windows above the ground storey will be within a distance of 6m, and within an angle of 45 degrees, and directly adjacent to habitable rooms of neighbouring dwelling units:</p> <p>a) Provide sill heights a minimum of 1.5m above floor level; or</p>	Prior to the use commencing.

<p>b) Provide fixed translucent, such as frosted or textured glazing, for any part of the window less than 1.5m above floor level; or</p> <p>c) Provide fixed external screens that are:</p> <p>i) Solid translucent screens; or</p> <p>ii) Perforated panels or trellises that have a maximum of 25% openings, with a maximum opening dimension of 50mm, and that are permanently fixed and durable; and</p> <p>iii) Offset a minimum of 300mm from the wall of the building.</p>	
<p>7. Design and construct front fences and walls along all road frontages (Birkdale Road, Cooina Street and King Island Drive) to:</p> <p>a) Provide a maximum height of 1.2m where the fence is solid.</p> <p>b) Provide a maximum height of 1.8m where the fence has openings or material that makes it greater than 30% transparent in appearance.</p> <p>c) Prevent flow paths from being blocked or interrupted.</p> <p>d) Provide articulation every 10m and planted recesses of a minimum 1m depth.</p> <p>e) Fencing in the truncation area is no greater than 1.2metres high.</p>	<p>Prior to the use commencing and ongoing.</p>
<p>Access and Parking</p>	
<p>8. Provide eighteen (18) car parks in accordance with approved plan. The total number of car parks must include:</p> <ul style="list-style-type: none"> • twelve (12) resident/owner parking spaces; and • six (6) visitor parking spaces. <p>Access to car parking spaces, bicycle spaces, bin bays and driveways must remain unobstructed and available for their intended purpose.</p>	<p>Prior to the use commencing and ongoing.</p>

Conditioned works assessment	
9. Submit to Council, and receive approval for, Conditioned Works Assessment for the documents and works referred to in Table 2:	Prior to site works commencing.

Document or works	Assessment criteria
Stormwater detailed design	<ul style="list-style-type: none"> • Redlands Planning Scheme Part 8 Division 9 – Stormwater Management Code • Redlands Planning Scheme Part 11 Policy 3 Chapter 4 – Security Bonding • Redlands Planning Scheme Part 11 Policy 9 Chapter 2 – Documentation and General Conditions and Chapter 6 – Stormwater Management • Water Sensitive Urban Design Technical Guidelines for South East Queensland • State Planning Policy July 2017 • Queensland Urban Drainage Manual
Water supply and sewerage detailed design	<ul style="list-style-type: none"> • SEQ Water Supply and Sewerage Design and Construction Code • Redlands Planning Scheme Part 8 Division 7 – Infrastructure Works Code • Redlands Planning Scheme Part 11 Policy 3 Chapter 4 – Security Bonding • Redlands Planning Scheme Part 11 Policy 9 Chapter 2 – Documentation and General Conditions and Chapter 8 – Sewerage Reticulation. • Redlands Planning Scheme Part 11 Policy 9 Chapter 2 – Documentation and General Conditions and Chapter 7 – Water Reticulation.
Access and parking	<ul style="list-style-type: none"> • Redlands Planning Scheme Part 8 Division 1 – Access and Parking Code • Redlands Planning Scheme Part 11 Policy 3 Chapter 4 – Security Bonding • Redlands Planning Scheme Part 11 Policy 9 Chapter 2 – Documentation and General Conditions and Chapter 15 – Access and Parking • Australian Standard 2890:2009 – Parking Facilities Set
Sediment and erosion control plan/program	<ul style="list-style-type: none"> • Redlands Planning Scheme Part 8 Division 6 – Erosion Prevention and Sediment Control Code • Redlands Planning Scheme Part 11 Policy 3 Chapter 4 – Security Bonding • Redlands Planning Scheme Part 11 Policy 9 Chapter 2 – Documentation and General Conditions and Chapter 4 – Erosion Prevention and Sediment Control

	<ul style="list-style-type: none"> International Erosion Control Association Best Practice Erosion and Sediment Control document
Electricity reticulation plan	<ul style="list-style-type: none"> Redlands Planning Scheme Part 8 Division 7 – Infrastructure Works Code Redlands Planning Scheme Part 11 Policy 3 Chapter 4 – Security Bonding Redlands Planning Scheme Part 11 Policy 9 Chapter 2 – Documentation and General Conditions and Chapter 9 – Electrical Reticulation and Street Lighting

Table 2: Conditioned works assessment

<p>10. Comply with all conditions and approved plans in the Conditioned Works Approval.</p>	<p>Prior to the use commencing or at the timings nominated in the Conditions works approval.</p>
<p>Bonds</p>	
<p>11. Lodge with Council the bonds listed in Table 3:</p>	<p>Prior to requesting a pre-start meeting or works commencing, whichever is the sooner.</p>

Bond item	Amount	Returned
Road cleaning bond	\$2,000	When works accepted on maintenance by Council.
Road opening approval bond	\$5,000	When works accepted on maintenance by Council.
TOTAL	\$7,000	

Table 3: Bonds

<p>12. Lodge a defects liability bond to the greater value of either:</p> <p>a) 10% of the contributed asset(s); or</p> <p>b) \$2,500.</p>	<p>Prior to contributed asset being accepted on maintenance by Council.</p>
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<p>This bond will be returned after formal acceptance by Council of the contributed asset(s) off maintenance and the transfer of the applicable works to Council.</p>	
<p>Inspections</p>	
<p>13. Arrange with Council for the following inspections to be carried out at the relevant time in accordance with Table 4: Inspections below.</p>	<p>At timing indicated in table 4.</p>

Inspection	Timing
Pre-start	Prior to any works commencing.
Driveway crossover/footpath	Box inspection to be undertaken with reinforcing mesh in place and supported on bar chairs prior to the concrete being poured.
On maintenance	On completion of all civil and landscaping works to be transferred into public ownership as required by this approval and its conditions and prior to the commencement of the 12 months maintenance period.
Compliance inspection	On completion of the development in accordance with the approval and its conditions.
Off maintenance	At the end of the minimum 12 months maintenance period.

Table 4: Inspections

For the pre-start, on maintenance/compliance and off maintenance inspections, at least **five (5) business days** notice must be given to Council. For all other inspections, a minimum of **24 hours** notice must be given to Council.

The contributed assets must be accepted on maintenance and the development must pass a Compliance Inspection before the issue of a Certificate of Classification.

Note: The Civil Consulting Engineer should inspect the works and satisfy themselves that the works are satisfactory prior to booking the respective inspections. In instances where Council’s representative(s) fails an inspection, Council will charge a re-inspection fee prior to re-visiting the site. The cost of this re-inspection is identified in Council’s Register of Fees and is reviewed each financial year.

<p>General</p>	
<p>14. Provide details to Council of the nominated Principal Contractor, including copies of the Principal Contractor’s workcover and public liability currency certificates. The public liability insurance policy</p>	<p>Prior to requesting a pre-start meeting or works commencing,</p>

must be a minimum of ten million dollars and must indemnify Redland City Council.	whichever is the sooner.
15. Provide temporary drainage during the building construction phase such that discharge from all constructed roofs and paved areas is disposed of to a lawful point of discharge in accordance with the Queensland Urban Drainage Manual (QUDM). Maintain the temporary system for the duration of the building works.	During construction.
16. Notify Council within 24hrs and rectify, in consultation with Council, any damage to Council infrastructure as a result of construction activities, at no cost to Council.	As soon as practical following identification of the damage.
17. Provide written certification from a Registered Professional Engineer Queensland (RPEQ) certifying that all civil works have been completed in accordance with the approved drawings and specifications and to the applicable Australian Standards.	Prior to on maintenance inspection.
18. Undertake the development works so that there is no risk to public safety at any time on the site, adjacent public land, road reserve or private property. Should the site be unattended or abandoned, public safety must still be maintained.	During construction phase.
19. Rectify any damage done to the road verge during construction, including topsoiling and re-turfing.	Prior to the use commencing.
20. Maintain all contributed assets for a minimum period of 12 months from the date the works are accepted on maintenance by Council. The works will be accepted off maintenance only where the works have been suitably maintained to any manufacturer's specifications and Council standards and are fit for purpose.	During the on maintenance period.

<p>21. Provide details to Council of the nominated Principal Contractor, including copies of the Principal Contractor's workcover and public liability currency certificates. The public liability insurance policy must be a minimum of ten million dollars and must indemnify Redland City Council.</p>	<p>Prior to requesting a pre-start meeting or works commencing, whichever is the sooner.</p>
<p>22. Provide temporary drainage during the building construction phase such that discharge from all constructed roofs and paved areas is disposed of to a lawful point of discharge in accordance with the Queensland Urban Drainage Manual (QUDM). Maintain the temporary system for the duration of the building works.</p>	<p>During construction.</p>
<p>23. Notify Council within 24hrs and rectify, in consultation with Council, any damage to Council infrastructure as a result of construction activities, at no cost to Council.</p>	<p>As soon as practical following identification of the damage.</p>
<p>Roadworks</p>	
<p>24. Submit to Council for approval, engineering plans and details showing the following frontage works are in accordance with the assessment criteria listed in Table 2: Conditioned Works Assessment of this approval:</p> <ul style="list-style-type: none"> a) Road construction including concrete kerb and channel and road pavement. b) Footpath earthworks, topsoiling and turfing of all disturbed footpath areas. c) Reinstatement of concrete kerb and channel where required. d) Removal of all redundant vehicle crossovers. e) Entry treatment/access to the site. f) A minimum 1.5m wide concrete shared use footpath at an alignment of 1.5m from the property boundary, or in alignment with the existing footpath; g) Adjustment and relocations necessary to public utility services resulting from these works. 	<p>As part of request for conditioned works assessment.</p>

<p>h) Three driveways of 7.1m, 7.1m and 4.7m wide along Coinda Street frontage, and 4.2m along King Island Drive frontage, type R-RSC-2 permanent vehicular crossover.</p> <p>i) The existing power pole at the corner of intersection of Birkdale Road / Coinda Street is to be removed or relocated to standard alignment. Underground electrical reticulation/reconnection is to be provided along Coinda Street unless identified as not being suitable by the service provider (Energex).</p>	
<p>25. Remove all redundant vehicle crossovers and reinstate kerb and channel, road pavement, service and footpaths in accordance with the Redlands Planning Scheme Policy 9 – Infrastructure Works.</p>	<p>Prior to the use commencing.</p>
<p>26. Submit and have approved by Council a Road Opening Approval for any works being undertaken within the road reserve. Provide the following to Council as part of the application:</p> <p>a) A completed application form and associated fee, at the rate applicable at the time of payment. The current rate for the 2019/2020 Financial Year is:</p> <ul style="list-style-type: none"> • \$5,413.70 – this incorporates a refundable bond of \$5,000 and a non-refundable administration fee of \$413.70. <p>b) A copy of the contractor’s Workcover insurance currency certificate.</p> <p>c) A copy of the contractor’s Public Liability insurance currency certificate. The public liability insurance policy must be a minimum of ten million dollars and must indemnify Redland City Council.</p> <p>d) Submission of a Traffic Management Plan (TMP) and/or a Traffic Guidance Scheme (TGS) that is prepared and authorised by a person who holds a current DTMR ‘Open Level’ Traffic Management Design Certification and should include proposed haul routes for construction vehicles associated with the works, as applicable.</p>	<p>Prior to requesting a pre-start meeting or woks commencing, whichever is the sooner.</p>

Stormwater management	
<p>27. Convey roof water and surface water to stormwater gully on Gwingarra Street Asset No 159590, in accordance with the Redlands Planning Scheme Policy 9 Chapter 6 – Stormwater Management.</p>	Prior to the works commencing and ongoing.
<p>28. Submit to Council, and receive Conditioned Works Assessment approval for, a stormwater assessment that is generally in accordance with the approved plan, and addresses both quality and quantity in accordance with the Redlands Planning Scheme Policy 9 Chapter 6 – Stormwater Management, and the following:</p> <ul style="list-style-type: none"> • Upgrade the stormwater pipe servicing the development to 375mm as amended in red by Council. • A maintenance plan including estimates of asset and maintenance costs. 	As part of request for conditioned works assessment.
<p>29. Manage stormwater discharge from the site so as to not cause an actionable nuisance to adjoining properties.</p>	Prior to the works commencing and ongoing.
<p>30. Maintain all internal stormwater management devices for the life of the development in accordance with approved documentation and to manufacturer's specifications.</p>	Ongoing condition.
Flood and storm tide	
<p>31. Ensure any future habitable areas are constructed at or above the defined flood or storm tide event level of 3.21m AHD.</p> <p><i>Note: The Building Regulation 2006 may have additional requirements.</i></p>	Prior to the use commencing.
<p>32. Any proposed fill must leave a clear path free of obstruction to allow for stormwater overland flow and for sea water to drain back to the sea after the water has reached a peak. No ponded areas are to be</p>	Ongoing condition.

<p>formed as a result of the fill and no stormwater is to be directed to adjoining lots.</p>	
<p>Utilities</p>	
<p>33. Pay the cost of any alterations to existing public utility mains, services or installations due to building and works in relation to the proposed development, or any works required by conditions of this approval. Any cost incurred by Council must be paid at the time the works occur in accordance with the terms of any cost estimate provided to perform the works, or prior to plumbing final or the use commencing, whichever is the sooner.</p>	<p>At the time of works occurring.</p>
<p>34. Connect the development to external reticulated sewer, external reticulated water and underground electricity supply in accordance with the assessment criteria listed in Table 2: Conditioned Works Assessment of this approval.</p>	<p>Prior to the use commencing.</p>
<p>35. Obtain approval from the recognised electrical authority for the electrical reticulation and street lighting design. Provide Council with proof of this approval. Where the electrical authority requires alteration to the design, submit to Council one (1) additional copy of the authority’s approved electrical reticulation and street lighting design drawings, certified (original signature) by a Registered Professional (Electrical) Engineer Queensland.</p>	<p>Prior to works commencing.</p>
<p>36. Use an under road bore method to install conduits required beneath existing roadworks. Obtain agreement from Council’s designated representative for the method of under road bore prior to undertaking the works.</p>	<p>During construction phase.</p>
<p>37. Undertake adequate compaction of electrical reticulation trenches to prevent slumping of trenches during the maintenance period. Reinstate all turfing and/or landscaping disturbed as a result of the electrical works.</p>	<p>During construction phase.</p>
<p>Services</p>	

<p>38. Remove any redundant sewerage connections within the site or servicing the development and provide documentary evidence to Council or its delegate that this has occurred.</p>	<p>Prior to site works commencing.</p>
<p>39. Provide water connections and water meters in accordance with Council’s Standard Drawings. Provide details to Council of the water meters and their locations.</p>	<p>Prior to on maintenance or the use commencing, whichever is the sooner.</p>
<p>Excavation and filling</p>	
<p>40. Undertake any required excavation and fill works in accordance with the following:</p> <ul style="list-style-type: none"> a) Design retaining walls/structures to have a minimum design life of 60 years and to be in accordance with Australian Standard 4678:2002 – Earth Retaining Structures (as amended). b) Undertake compaction in accordance with Australian Standard 3798:2007 – Guidelines on earthworks for commercial and residential developments (as amended) and Australian Standard 2870:2011 – Residential Slabs and Footings (as amended). c) Comply with the relevant requirements of the Building Regulations 2006 (as amended) where involving gradients or embankments. 	<p>During construction.</p>
<p>41. Connect all drainage pipes associated with a retaining wall to a lawful point of discharge in accordance with the Queensland Urban Drainage Manual (QUDM).</p>	<p>Prior to a compliance inspection, which must be undertaken prior to the use commencing.</p>
<p>Waste management</p>	

<p>42. Install a screened refuse storage area, for the storage of a minimum of 1 X 240L waste and 1 X 240L recycle bins for each unit.</p>	<p>Prior to the use commencing and ongoing.</p>
<p><u>Erosion and sediment control</u></p>	
<p>43. Design, implement and maintain measures and practices in accordance with “Best Practice Erosion and Sediment Control” published by the International Erosion Control Association (Australasian Chapter) (2008).</p>	<p>During construction phase.</p>
<p>44. Provide a stabilised construction exit at each exit point for the site. Maintain this area so that no loose debris is deposited on to adjoining roadways. Remove any material brought onto the road as soon as possible.</p>	<p>During construction phase.</p>
<p>45. Implement dust control measures at each phase of site development and operation in accordance with IECA (2008) Best Practice Erosion and Sediment Control.</p>	<p>During construction phase.</p>
<p><u>Survey and as-constructed information</u></p>	
<p>46. Submit as constructed drawings and documentation for all works that are to be transferred into public ownership, prepared in accordance with the Redlands Planning Scheme Policy 9 – Infrastructure Works, Chapter 2.</p> <p>Include surveyed as constructed data showing works completed (digital and hard copies) and amended design plan data showing construction deviation from design plans (digital and hard copies). The digital data and the design data must be endorsed by a RPEQ and Landscape Architect holding AILA (Australian Institute of Landscape Architecture) membership and a registered surveyor using the certification clauses contained in Planning Scheme Policy 9 – Infrastructure Works, Chapter 2.</p>	<p>As soon as all works are completed and prior to the request for on maintenance or the use commencing, whichever is the sooner.</p>
<p><u>Landscape Works</u></p>	

<p>47. Landscape the site in accordance with the approved plan(s). Do not use any species listed as declared or non-declared weed species in the Redlands Coast Biosecurity Plan 2018-2023.</p>	<p>Prior to a compliance inspection or the use commencing, whichever is the sooner.</p>
<p>48. Provide a minimum 500mm wide landscaped area between the combined double garage for each dwelling unit with planting comprising of columnar tree species in accordance with the approved landscape plan.</p>	<p>Prior to a compliance inspection or the use commencing, whichever is the sooner.</p>
<p>49. Provide landscaping to the south-eastern corner of the site in the area marked in red on the approved landscape plan. The landscaping must incorporate a mix of groundcover, shrub and tree species.</p>	<p>Prior to a compliance inspection or the use commencing, whichever is the sooner.</p>
<p>50. Provide organic mulch to all garden bed areas at a minimum depth of 100mm.</p>	<p>Prior to the use commencing</p>
<p>51. Turf all areas of disturbance within the road verge with turf cut from a weed free source</p>	<p>Prior to the use commencing</p>
<p>52. Plant and maintain six (6) street trees along Coinda Street in accordance with species selected from Schedule 9 of the Redlands Planning Scheme.</p>	<p>Prior to a compliance inspection or the use commencing, whichever is the sooner.</p>
	<p>During site works.</p>

<p>53. Undertake any corrective pruning to existing trees that are identified for retention on the approved plans in accordance with Australian Standard AS4373:2007: Pruning of Amenity Trees.</p>	
<p>54. Appoint a suitably qualified arborist to supervise any works required to be undertaken within and adjacent to the Tree Protection Zone (TPZ) of trees to be protected on the neighbouring property and conduct necessary remedial actions ensuring the long term health and viability of the trees. The TPZs must be determined in accordance with Australian Standard A.S.4970-2009 – Protection of Trees on Development Sites.</p>	<p>During any approved works for clearing of vegetation, demolition and constructions works.</p>
<p>55. Arrange with Council for a Compliance inspection to be carried out upon the completion of the development in accordance with this approval and its conditions.</p> <p>The development must pass the Compliance inspection before the use commences.</p>	<p>Prior to the use commencing.</p>

ADDITIONAL APPROVALS

The following further **Development Permits** and/or **Compliance Permits** are necessary to allow the development to be carried out.

- Building Works approval.
- Building works – demolition:
 - Provide evidence to Council that a Demolition Permit has been issued for structures that are required to be removed and/or demolished from the site in association with this development.

Further approvals, other than a Development Permit or Compliance Permit, are also required for your development. This includes, but is not limited to, the following:

-
- Compliance assessment as detailed in Table 2 of the conditions.
 - Plumbing and drainage works.
 - Capping of Sewer – for demolition of existing buildings on site.
 - Road Opening Permit – for any works proposed within an existing road reserve.

REFERRAL AGENCY CONDITIONS

- **Queensland Department of State Development, Infrastructure and Planning (DSDIP)**
Refer to the attached correspondence from the DTMR dated 10 July 2020 (DSDIP reference 2006-17334 SRA).

ASSESSMENT MANAGER ADVICE

- **Infrastructure Charges**
Infrastructure charges apply to the development in accordance with the State Planning Regulatory Provisions (adopted charges) levied by way of an Infrastructure Charges Notice. The infrastructure charges are contained in the attached Redland City Council Infrastructure Charges Notice.

 - **Live Connections**
Redland Water is responsible for all live water and wastewater connections. Contact *must* be made with Redland Water to arrange live works associated with the development.

Further information can be obtained from Redland Water on 07 3829 8999.

 - **Hours of Construction**
Please be aware that you are required to comply with the *Environmental Protection Act* in regards to noise standards and hours of construction.

 - **Coastal Processes and Sea Level Rise**
Please be aware that development approvals issued by Redland City Council are based upon current lawful planning provisions which do not necessarily respond immediately to new and developing information on coastal processes and sea level rise. Independent advice about this issue should be sought.

 - **Services Installation**
-

It is recommended that where the installation of services and infrastructure will impact on the location of existing vegetation identified for retention, an experienced and qualified arborist that is a member of the Australian Arborist Association or equivalent association, be commissioned to provide impact reports and on site supervision for these works.

- **Fire Ants**

Areas within Redland City have been identified as having an infestation of the Red Imported Fire Ant (RIFA). It is recommended that you seek advice from the Department of Agriculture, Fisheries and Forestry (DAFF) RIFA Movement Controls in regards to the movement of extracted or waste soil, retaining soil, turf, pot plants, plant material, baled hay/straw, mulch or green waste/fuel into, within and/or out of the City from a property inside a restricted area. Further information can be obtained from the DAFF website www.daff.qld.gov.au

- **Cultural Heritage**

The *Aboriginal Cultural Heritage Act 2003* requires anyone who carries out a land use activity to exercise a duty of care. Further information on cultural heritage duty of care is available on the Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP) website: <https://www.datsip.qld.gov.au/resources/datsima/people-communities/cultural-heritage/cultural-heritage-duty-care.pdf>

The DATSIP has established a register and database of recorded cultural heritage matters, which is also available on the Department's website:

<https://www.datsip.qld.gov.au/people-communities/aboriginal-torres-strait-islander-cultural-heritage/cultural-heritage-search-request>

Quandamooka Yoolooburrabee Aboriginal Corporation (QYAC) is the registered cultural heritage body in the Redland City local government area. It is recommended you consult with QYAC in relation to aboriginal and cultural heritage matters prior to the commencement of works on site. QYAC can be contacted on 07 3415 2816 or admin@QYAC.net.au

Should any aboriginal, archaeological or historic sites, items or places be identified, located or exposed during construction or operation of the development, the *Aboriginal and Cultural Heritage Act 2003* requires all activities to cease. Please contact DATSIP for further information.

- **Road and Rail Noise**

Council's Road and Rail Noise Impact Overlay Map identifies that the proposed development will be impacted by road/rail noise and triggers the Redlands Planning Scheme Road and Rail Noise Impacts Overlay Code. It is recommended that your development be designed and constructed to minimise impacts from the nearby roadway or rail corridor.

NOTICE ABOUT DECISION – STATEMENT OF REASONS

Assessment Benchmarks:	<p>The proposed development was assessed against the following assessment benchmarks:</p> <ul style="list-style-type: none"> ● Redlands Planning Scheme (version 7.2): <ul style="list-style-type: none"> ○ urban residential zone code ○ multiple dwelling code ○ access and parking code ○ erosion prevention and sediment control code ○ excavation and fill code ○ infrastructure works code ○ landscape code ○ stormwater management code ○ acid sulfate soils overlay code ○ road and rail noise impacts overlay code. ● SEQ Regional Plan ● State Planning Policy ● Local Government Infrastructure Plan (LGIP) ● Schedule 11 of the <i>Planning Regulation 2017</i>.
Matters Prescribed by a Regulation	<p>Council had regard to the following matters in the assessment of the application:</p> <ul style="list-style-type: none"> ● common material ● submissions ● existing approvals.

The key issues identified in the assessment were:

- use of the site for multiple dwellings;
- density;
- height;
- site cover;
- setbacks and building design;
- private open space;
- landscaping;
- stormwater management;
- access and parking and
- frontage works.

Issue	Performance assessment
use of the site for multiple dwellings	The urban residential (not within a sub-area) zone intends a range of residential uses, which are low-rise, maximise supply through infill development, provide housing choice and affordability on suitable premises with 1500m ² , 105.29m frontage, has a width to depth ratio less than 1:4, and could facilitate two storey buildings. The zone encourages multiple dwellings on sites within walking distance to centres, community uses and public transport services. The site is considered to be suitable for multiple dwellings where strategically located to meet the criteria intended within the zone. Relevant matters considered support the development considering the site context and is considered to not prejudice the locality.
density	The proposed density is considered to contribute to a predominantly detached residential built form where adopting a low-rise appearance by modulating the first floor in a detached form and recessing the garage behind the building alignment. The established character, built form and density along Birkdale Road was considered a relevant matter in the assessment in conjunction with general compliance with height, site cover and setbacks.
height	The development has a maximum building height of 8.11 metres above ground level, which adopts the deemed to comply solution in the urban residential zone code.
site cover	The development provides a balance between the built and un-built areas on the site. It provides for solar access to living and open space areas. Buildings are designed with adequate services such as car parking, waste collection and can accommodate clothes drying areas.
setbacks and building design	The development is orientated generally to face Coinda Street which has a wide verge which aids in the appearance of the development being separated from the street. The proposal is bookended by two units that address Birkdale Road and King Island Drive. From the King Island Drive side, the unit takes access from the street and the appearance is generally of one dwelling to this frontage which is not considered to be imposing to the dwelling directly opposite, which fronts Coinda Street.

	<p>The building design reduces the building bulk by providing articulation and modulation of the individual dwelling units and the roof form to provide the impression that the development is detached, complementing the character of the locality. The design proposes upper floor facades which recess forward of the garage by at least 1.2m to reduce the dominance of garages in the street.</p>
private open space	<p>Private open space is provided adopting an open plan design intent which is functional and accessible where transition between living rooms and alfresco areas on ground level. The designated private open space is sufficient for future residents and visitor alike.</p>
landscaping	<p>Landscaping is considered to enhance the appearance of the development and screen and soften less desirable elements of the development such as hardstand and garages. Conditions are applied to provide feature corner treatments to enhance the streetscape and locality alike.</p>
stormwater management	<p>Stormwater management is considered to protect the waterways of the Redland's and wider catchment where discharging into existing treatment infrastructure and is directed to a legal point of discharge off an existing gully pit accessed off King Island Drive.</p>
access and parking	<p>Sufficient on-site parking is provided wholly within the allotment including dedicated garages and visitor spaces onsite for six (6) multiple dwellings.</p> <p>A traffic impact assessment undertaken by an RPEQ certifying that the driveway locations are suitable and are subject to acceptable level of risk considering existing and future traffic conditions. Furthermore conditions are applied to increase the sight lines for traffic turning left onto Coinda Street from the deceleration lane off Birkdale Road by corner treatments restricting fences and landscaping impeding sight lines.</p>
frontage works	<p>The proposed development is conditioned to provide pedestrian footpath, relocate power poles and include feature street trees to improve the streetscape.</p>

The development application is approved as it complies with all of the relevant assessment benchmarks, or can be made to comply through the imposition of conditions on the approval.

Matters Raised in Submissions	
Matters Raised	Description of how matters were dealt with in reaching the decision
Density	The proposed density is considered to be suitable where general compliance with building height, site coverage, setbacks and attractive building design elements.
Inconsistent use with the established locality	The planning scheme does not make multiple dwellings on suitably sized lots inconsistent however anticipates the use as acceptable where well located, do not adversely impact the locality and is compatible with the established locality. The site, its location and context is considered a relevant matter supporting the development.
Safety and car parking	A traffic impact assessment certified by an RPEQ that driveway locations are subject to acceptable level of risk considering existing and future road conditions. Additional sight lines are conditioned to optimise safety in this instance. Onsite car parking is sufficient and adequate for the future residents and visitors to the site.
Water quality	Stormwater is directed to a legal point of discharge which is treated within the existing infrastructure prior to being released into the wider catchment. Therefore acceptable.
Environmental impacts	No adverse impact to biodiversity where the development footprint is retained wholly within the site and no impacts to native fauna and flora is considered to be relevant considering the existing urban area and fragmentation by arterial roads.
Landscaping	The proposed development is considered to not adversely impact street trees within the road verge. Conditions are recommended to incorporate onsite landscaping, corner treatments and street trees along Coinda Street to enhance the streetscape.

DEVELOPMENT APPROVAL NOTATIONS/AMENDMENTS

THIS SECTION IS NOT TO BE INSERTED INTO THE DECISION NOTICE

Notation/Amendments Summary	YES	NO
Zone changes proposed/recommended	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Overlay amendments proposed/recommended	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Covenants approved	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Easements approved	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Variation Approval	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Superseded Planning Scheme Approval	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Conflict with Planning Scheme approved	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Flood study submitted	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Land to be dedicated	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Where applicable (<i>'yes' has been checked</i>) further information can be found below.		

14.4 LOCAL LAW 2 (ANIMAL MANAGEMENT) 2015, SUBORDINATE LOCAL LAW 2 (ANIMAL MANAGEMENT) 2015 AND SUBORDINATE LOCAL LAW 1.5 (KEEPING OF ANIMALS) 2015 AMENDMENTS

Objective Reference: A5326445

Authorising Officer: Louise Rusan, General Manager Community & Customer Services

Responsible Officer: Graham Simpson, Group Manager Environment and Regulation

Report Author: Donna Wilson, Service Manager Compliance Services

Attachments: Nil

PURPOSE

To recommend a review of Local Law 2 (Animal Management) 2015 to implement changes to the maximum number of dogs allowed on a property and for cat registration fees to remain unchanged, with fees for future years to be considered as part of annual budget deliberations.

BACKGROUND

At the General Meeting on 2 December 2020 (Item 17.1), Council resolved to request officers table a report which included:

- Options available to change the number of dogs allowable on a property having regard to:
 - Activity based assessment
 - Benchmarking
 - Property size and zoning
- Options available for cat registration, particularly options for reduced or increased cat registration fees based on compliant and non-compliant enclosures.

ISSUES

Dog Numbers

Current Local Law provisions – Dog Restrictions

Local Law 2 (Animal Management) 2015 provides for a person to keep two (2) dogs on a property. *Subordinate Local Law 1.5 (Keeping of Animals) 2015* provides provision for a person to keep three (3) dogs with an approval.

Activity Based Assessments

All local governments benchmarked provide provision for an animal owner to apply to keep additional animals based on relevant circumstances as defined in each Local Government's Local Law, and where relevant, subject to the size of a property.

Redland City Council - provides provision for animal owners to obtain approval to keep an additional dog. Provision is contained within the Local Law to obtain neighbour's consent, however a permit may be approved should compassionate grounds exist.

Logan City Council - provides provision for animal owners to seek approval to keep additional dogs for fostering purposes, greyhounds, or special purpose dogs (showing purposes or agility). Dog owners must be a current member of a recognised association, or Dogs Queensland. No additional dogs may be kept on land less than 500m².

Moreton Bay Regional Council – provides provision for animal owners to seek approval to keep additional dogs without defining a specific activity. No additional dogs may be kept on land less than 300m².

Brisbane City Council – provides provision for animal owners to seek approval to keep additional dogs if the breeding of dogs results in an additional dog being kept. The Local Law does not define any specific activities that would constitute an approval. No permits are approved to keep additional dogs on land less than 400m².

Gold Coast City Council – provides provision for animal owners to seek approval to keep additional dogs for breeding and fostering purposes.

Ipswich City Council – provides provision for animal owners to seek approval to keep additional dogs. The Local Law does not define any specific activities.

Sunshine Coast Regional Council – provides provision for animal owners to seek approval to keep additional dogs. The Local Law does not define any specific activities.

It is acknowledged that residents have pets for various reasons including companionship, showing and fostering. To facilitate this it is recommended Council seek to expand the provisions of *Local Law 2 (Animal Management) 2015* through an amendment process to allow consideration of expanded reasons for keeping an additional dog.

In combination with the review of dog numbers and property sizes as discussed below, if adopted this provides for a reasonable increase in the number of dogs able to be kept at suitably sized premises allowing for more flexibility for residents who may keep dogs for companionship, showing or fostering.

Benchmarking including Property size and zoning

The following table represents benchmarking from South East Queensland local governments relating to the number of dogs able to be kept on a property.

It should be noted that all local governments with the exception of Redlands, Gold Coast and Sunshine Coast Councils utilise land size to determine the number of dogs able to be kept. It is also noted that zoning is not a consideration used by any local government within the benchmarking.

Table 1 - Benchmarking

Local Government	Maximum number of dogs	Land Size	Maximum number of animals
Redland City Council	2 dogs		3 dogs with an approval
Logan City Council	0 dog	0 – 350m ²	1 dog with an approval
	1 dog	351 – 500m ²	No additional dogs may be kept
	2 dogs	501 – 1000m ²	3 dogs with an approval
	2 dogs	1001 – 2000m ²	4 dogs with an approval
	4 dogs	Greater than 2000m ²	No additional dogs may be kept
	9 dogs	No minimum size	Up to 9 dogs (Prescribed dogs – show dogs, agility, foster)
	1 dog	Mature aged living facility or retirement village	2 dogs with an approval
Moreton Bay	1 dog	0 – 300m ²	No additional dogs may be kept

Local Government	Maximum number of dogs	Land Size	Maximum number of animals
Regional Council	1 dog	301 – 599m ²	2 dogs with an approval
	2 dogs	600 – 3,000m ²	3 dogs with an approval
	2 dogs	3,001 – 10,000m ²	4 dogs with an approval
	4 dogs	10,000m ² +	6 dogs with an approval
Brisbane City Council	2 dogs	0 – 400m ²	No additional dogs may be kept
	2 dogs	401m ² +	4 dogs with an approval
Sunshine Coast Regional Council	2 dogs		3 dogs with an approval
Gold Coast Council	2 dogs		Up to 3 dogs with an approval More than 4 dogs with an approval (regulated activity)
Ipswich City Council	2 dogs	0 – 2,000m ²	Up to 4 dogs with an approval
	4 dogs	2,000m ² +	Up to 5 dogs with an approval

Evaluation

The benchmarking has revealed that property size is the most relevant consideration for determining the number of dogs that can be kept on property. As noted earlier, it is also acknowledged that residents have pets for various reasons including companionship, showing and fostering.

Therefore to facilitate the current and increasing requirements, it is recommended the following dog numbers relevant to lot size, with the capability to have an additional dog in some circumstances be considered as part of a *Local Law 2 (Animal Management) 2015* review.

Table 2 – Maximum number of dogs

Property Type/Size (m ²)	Allowable number of dogs without Council approval	Allowable number with Council approval
Units, townhouses, multi-dwelling premises including retirement/mature age villages	2	No additional dogs may be kept
0 to 2,000m ²	2	3
2,001 to 10,000	3	4
Over 10,001 m ²	4	No additional dogs may be kept
Prescribed dogs* (Foster carers, show dogs, agility dogs). Animal keeping of prescribed dogs is subject to conditions	Not applicable	4 dogs

For an approval to be given for a prescribed dog it is recommended that prescribed dogs are owned by a current member of a recognised association, Dogs Queensland (show dogs or agility dogs), or a member of a recognised animal welfare or rescue organisation.

An application for an approval would require a full cost recovery fee to review and process the application and conduct a property inspection to ensure minimum standards for the keeping of the dogs is achieved.

It is recommended that the existing approval process is retained to keep more than the allowable number of dogs.

City Plan Provisions

Council has two instruments that determine the number of dogs that can be kept on premises and the circumstances. Council's *Local Law 2 (Animal Management) 2015*, facilitates the keeping of domestic dogs, whilst Council's City Plan provides provision for the keeping of dogs for commercial purposes.

A commercial operation facilitates the keeping of dogs for boarding, breeding or training purposes. This report relates to the number of dogs kept in domestic circumstances and does not impact provisions of the City Plan.

Cat Registration

Current

Council resolved to retain cat registration at its meeting on 9 October 2013. The funding associated with cat registration covers the cost of Council's Animal Management Team investigating complaints associated with cats.

Council currently has 34,063 animals registered, consisting of 5,988 cats, and 28,075 dogs. Based on the number of cats registered, it is projected that Council will recover approximately \$153,000 of cat registration fees during the 20/21 financial year.

Of the 5,988 cats 95% (5,688) are desexed and 5% (300) are entire cats.

For the period 1 January 2019 to 31 December 2019, Council received 4,263 animal management complaints. Of this, 790 complaints related specifically to cats, making up 18% of the total complaints.

The cost to Council to respond to the 790 complaints relating to cats, is approximately \$206,235. Currently, full-cost recovery is not being achieved for cat related compliance.

Benchmarking

The below table reflects the benchmarking of South East Queensland Local Governments, noting that Brisbane, Gold Coast and Ipswich City Councils have no requirement to register cats within their Local Government areas.

Table 3 – Local Government cat registration comparison

	Redland City Council	Logan City Council	Sunshine Coast Regional Council	Moreton Bay Regional Council
Kitten	\$47.30			
Kitten (microchipped)	\$35.40			
Desexed Cat	\$65.10	\$36.00	\$31.00	\$41.00
Desexed Cat (microchipped)	\$35.40		\$14.00	
Entire Cat	\$107.70	\$153.50	\$141.00	\$76.50
Entire Cat (microchipped)	\$78.60			

Council is seeking to consider options relating to cat registration fees with a view to promoting and rewarding responsible cat ownership by offering a reduced registration fee. The notice of motion asked that two options be considered as follows:

Consideration 1 – Reduction in fees for compliant cat owners

Owners who are able to demonstrate responsible cat ownership by way of a cat enclosure, fence rollers or other deterrents to keep their cat on their property to be offered a reduced registration fee.

Council's Local Law provides cat owners with the option to include their dwelling as their cat's enclosure. As this is not a specific enclosure constructed for the purpose of containing a cat, there is no additional responsibility for the cat owner and therefore proving responsible cat ownership will be problematic based on this option. That is, cat owners are likely to seek a reduced registration fee based on the dwelling being deemed a suitable enclosure.

While this option supports the desire to promote and reward responsible cat owners, Council must also consider how this may be perceived by the dog owner community, noting a similar scheme may be expected.

A reduction in cat registration fees in any form will mean cat compliance activities will reduce the ability to achieve full cost recovery given no significant reduction in customer requests is likely to occur.

Alternatively, Council could elect to reduce services relating to cat compliance to match any cat registration revenue reduction. This could include not responding to issues such as straying cats.

Consideration 2 – Increased fees for non-compliant cat owners

A tiered increase in registration fees for a cat owner may be considered, however will only have a financial impact in future years based on non-compliance occurring during an existing registration period. That is, the higher fee would only apply in the subsequent registration period. This makes it difficult to predict future budget impacts.

Possible fee structures**Scenario 1 – High-Low compliance**

The following scale of fees may be considered should Council wish to implement both considerations referenced in the notice of motion, being significantly reduced registration fees for compliant cat owners and an increase in registration fees for non-compliant cat owners.

Table 4 – Cat registration fees – Scenario 1:

	Compliant cat registration fee	Non-compliant cat registration fee
Kitten (3-6 months)	\$10.00	Not applicable
Kitten – microchipped (3 – 6 months)	\$5.00	Not applicable
Desexed Cat	\$15.00	\$60.00
Desexed Cat - microchipped	\$10.00	\$60.00
Entire Cat	\$120.00	\$150.00
Entire Cat - microchipped	\$100.00	\$150.00

Council would need to define the meaning of compliant and non-compliant cat owner. As such, it is recommended a 'compliant' cat owner is one who has an enclosure, noting this may include the dwelling, and has no substantiated complaints relating to cat ownership within the previous cat registration period.

Council may consider deeming a 'non-compliant' cat owner as one who has an enclosure, however has substantiated complaints relating to cat ownership within the previous cat registration period.

This could be demonstrated through evidence of enforcement action taken against the cat owner, such as the issuing of a compliance notice, issuing of an infringement notice or the impounding of the cat.

Scenario 2 – 50% reduction for Compliant Cat Owners

Straying cat related complaints is the largest cause of concern for residents. A scenario may be to retain the current fee structure, with annual CPI increases, with a view to offering a 50% reduction of cat registration fees for a cat owner who is deemed to be a ‘compliant’ cat owner, and those that have an additional external enclosure to keep the cat contained to the property whilst outdoors.

The ‘non-compliant’ cat registration fee could be retained in this instance. Should this be viewed a favourable consideration, a Local Law review would be required to include this amendment, and fees and charges updated accordingly.

It is estimated that this option may reduce cat registration revenue from \$153,000 if the current fee structure is to be retained, to \$104,000, noting a variation of \$49,000.

The advantage under this scenario is that it means that for cat owners to qualify for a discounted registration fee they would need to implement more effective enclosures (to best practice standard) over and above relying on the dwelling house as the enclosure.

Table 5 - Cat registration fees – Scenario 2

	Current cat registration fee	50% reduction - compliant cat registration fee	Non-compliant cat registration fee
Kitten (3-6 months)	\$47.30	\$23.65	Not applicable
Kitten – microchipped (3 – 6 months)	\$35.40	\$17.70	Not applicable
Desexed Cat	\$65.10	\$32.55	\$60.00
Desexed Cat - microchipped	\$35.40	\$17.70	\$60.00
Entire Cat	\$107.70	\$53.85	\$150.00
Entire Cat - microchipped	\$78.60	\$39.30	\$150.00

Other considerations - Increase in Penalty Infringement value

Acknowledging the significant impact cats have on our local environment, there may be consideration to impose a higher penalty value for offences under Council’s *Local Law 2 (Animal Management) 2015*, which may assist to offset any reduction in cat registration fees.

Currently, the Local Law provides provision for an animal owner to receive a penalty infringement notice of 2 penalty units, which equates to \$266.00 for substantiated straying animal complaints.

It should be noted that an increase in penalty value for substantiated animal straying issues would also apply to dog owners for the same offence.

It should be noted that voluntary compliance is sought in the first instance if a straying complaint is received. In the event further complaints of straying are received and the complaint is substantiated, an infringement notice may be issued. Any increase to the penalty value would need to be considered as part of a Local Law review.

An increase in penalty value for a cat owner who fails to register their cat may not be considered due to the penalty value being mandated by State Legislation.

Evaluation

Based on the above considerations and scenarios, there are a number of factors which make any change in cat registrations problematic from an administration, implementation and financial perspective.

For the most part the determination in regards whether a cat owner has a compliant enclosure will be based on information provided by the cat owner at registration. Equity for dog owners is another strong consideration when considering this issue.

It is acknowledged that incentives could be a way to bring about better cat ownership but it is not known whether there will be a corresponding reduction in cat related compliance issues.

Based on an evaluation of the various scenarios and related issues, it is not recommended that any changes to cat registration fees occur.

STRATEGIC IMPLICATIONS

Legislative Requirements

Amendments to *Local Law 2 (Animal Management) 2015* will be required to implement any of the following actions should Council resolve to adopt changes:

- To the allowable number of dogs able to be kept on a property
- To the definition of a cat enclosure
- To the penalty infringement amount

Local Law Making Process

Council's Local Laws undergo a continual process of review to provide the best outcomes for both the community and for Council. Should Council resolve to adopt changes to the keeping of animals, an amendment to *Local Law 2 (Animal Management) 2015* is required.

Council's adopted Local Law Making Process identifies stages that the process must go through to make or amend a Local Law. The amendments to *Local Law No. 2 (Animal Management) 2015* will be drafted in accordance with Council's adopted Local Law Making Process which is in accordance with the *Local Government Act 2009*.

Community Consultation

Council's Local Law Making Process supports community consultation for a minimum of 21 days. This consultation allows the community to acknowledge its support for the Local Law amendments or to identify any concerns the community may have. All properly made submissions received following the commencement of community consultation will be reviewed and considered.

Should a resolution be made to amend the Local Law a detailed communications approach will be developed to ensure engagement with the community on any proposed change.

State Interest Checking

State interest checks will be undertaken.

Risk Management

The risks associated with amending the Local Law and Subordinate Local Law will be managed by:

- a) Ensuring the process to amend the Subordinate Local Law is in accordance with legislative standards and the adopted Redland City Council Local Law Making Process.

- b) Comprehensive internal stakeholder engagement to ensure the Subordinate Local Law will promote effective governance to the community.
- c) Review of the identified anti-competitive provisions identified and adhering to the National Competition Policy Guidelines.
- d) Drafting by a solicitor to ensure the legislative principles are followed in the drafting.

A risk of community opposition may be evident to a proposed reduction in cat registration fees for compliant cat owners, without the same reduction being offered for dogs. Community consultation will be undertaken as part of any proposed local law amendment package, noting the approval for fees and charges is a separate budgetary process.

Financials

Dog numbers

Any increase in dog numbers able to be kept will increase proportionally dog registration revenue. However any increase in revenue will simply offset increased levels of compliance for the increased dog numbers.

A full cost recovery fee would need to be set for any additional dog (prescribed dog) applications.

Cat Registration

Based on the fee structure scenarios presented in this report, a budget reduction of between \$49,000 and-\$88,000 would occur to the current cat registration revenue.

To offset any expected revenue loss Council may consider:

- A reduction in service level for cat related compliance, including responses to straying cat issues
- Increasing penalty amounts for straying offences, which also assists in deterring offences

It is possible that cat registration numbers could increase under a reduced registration fee scenario, but this is unlikely to cover any shortfall in revenue to fund cat related compliance in the short term.

Due to the public perception implications and the revenue shortfall it is not recommended that the current fee structure for cat registrations be amended.

People

The changes proposed may increase the workload for the Compliance Services Unit based on:

- Potential increased number of barking dog complaints
- Complaints from cat owners declared non-compliant

Environmental

Local Law 2 (Animal Management) 2015 prescribes the minimum standards in which a dog may be kept to protect the community against risks to health and safety, and to ensure protection to the environment, including local wildlife. An overarching requirement exists within the Local Law that imposes a condition on all dog owners to ensure the protection of koalas on their properties. Dog owners residing within a designated koala area, as defined by the Local Law, are required to comply with specific containment conditions associated with the keeping of dogs within these areas.

Social

The recommendations in this report will impact the residents of Redlands Coast. A community consultation process will be undertaken as part of any local law amendment package to implement adopted recommendations. This will provide the community the opportunity to submit their feedback on the proposed changes. All properly made submissions will be considered.

Human Rights

There are no human rights impacted by this report.

Alignment with Council's Policy and Plans

The above recommendations are supported by Council's Corporate Plan 2018-2023 strategy:

- Strong and Connected Communities

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Senior Advisor Administrative Review	19 January 2021	Local Law making process
Senior Systems Administrator	20 January 2021	Confirmation of system configuration for amended cat registration fees
Service Manager Environment and Education	23 March 2021	Consideration of current Local Law 2 provisions relating to the protection of wildlife with the proposed increase in dog numbers

OPTIONS

Option One

That Council resolves as follows:

1. To undertake a review of *Local Law 2 (Animal Management) 2015* to implement changes to dog numbers as recommended in Table 2 'Maximum number of dogs' contained within this report.
2. To not reduce or increase cat registration fees in the current financial year with fees for future years to be considered as part of annual budget deliberations.

Option Two

That Council resolves as follows:

1. To undertake a review of *Local Law 2 (Animal Management) 2015* to implement changes to dog numbers as recommended in Table 2 'Maximum number of dogs' contained within this report.
2. To reduce cat registration fees in accordance with the Scenario 1 - High Low Compliance fee structure as represented in Table 4 of this report for the current financial year, including undertaking any required amendments to *Local Law 2 (Animal Management) 2015*.

Option Three

That Council resolves as follows:

1. To undertake a review of *Local Law 2 (Animal Management) 2015* to implement changes to dog numbers as recommended in Table 2 'Maximum number of dogs' contained within this report.
2. To reduce cat registration fees in accordance with the Scenario 2 - 50% Reduction for Compliant Cat Owners fee structure as represented in Table 5 of this report for current financial year, including undertaking any required amendments to *Local Law 2 (Animal Management) 2015*.

Option Four

That Council resolves to not proceed to a local law amendment process or a change of cat registration fees, with fees for future years to be considered as part of annual budget deliberations.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. **To undertake a review of *Local Law 2 (Animal Management) 2015* to implement changes to dog numbers as recommended in Table 2 'Maximum number of dogs' contained within this report.**
2. **To not reduce or increase cat registration fees for current financial year, with future years to be considered as part of annual budget deliberations.**

14.5 REDLANDS COAST AGE-FRIENDLY ACTION PLAN 2021-2026

Objective Reference: A5327130

Authorising Officer: Louise Rusan, General Manager Community & Customer Services

Responsible Officer: Kim Kerwin, Group Manager Community & Economic Development

Report Author: Christine Potito, Acting Group Manager Community & Economic Development

Attachments:

1. Consultation Report Redlands Coast Age-friendly Action Plan 2021-2026 [↓](#)
2. Summary of Amendments [↓](#)
3. Redlands Coast Age-friendly Action Plan 2021-2026 [↓](#)

PURPOSE

To recommend that Council endorses the Redlands Coast Age-friendly Action Plan 2021-2026 to take effect from 1 May 2021.

BACKGROUND

The Redlands Coast Age-friendly Action Plan 2021-2026 was developed with consideration of the feedback from Council's Age-friendly City Survey undertaken in 2018. The plan sets out a vision, outcomes and objectives, key initiatives and actions that Council will deliver over the next five years. The plan will guide Council's service delivery to achieve our vision for an age-friendly community.

At a General Meeting on 20 January 2021 Council resolved to note the Redlands Coast Age-friendly Action Plan 2021-2026, and endorse the Redlands Coast Age-friendly Action Plan 2021-2026 to progress to community consultation for a period of 40 days commencing late January 2021.

The action plan has been amended to reflect changes from feedback and submissions received during the community consultation.

ISSUES

Community Consultation Process

Council engaged with the community on the action plan through a consultation process that ran from 22 January to 2 March 2021. Consultation was advertised through:

- Social media
- Council website
- Library displays
- Email out to key government and community stakeholders
- Presentation to Redland Seniors Network

Over the consultation period there were

- 576 visits to the Your Say website
- 192 draft plan downloads
- 43 submissions

Analysis of Community Consultation Submissions

Council reviewed and considered all submissions to ensure that feedback and issues were properly captured and addressed. A summary of this analysis is included in the Community Consultation Report (Attachment 1).

This analysis resulted in amendments (Attachment 2) to the action plan (Attachment 3), now being presented for adoption. Key changes included:

- Removed reference to 'older residents' and replaced with 'people of all ages'
- Inclusion of images that reflect cultural diversity
- Rewording of one objective, one action and two key initiatives
- Date correction in references

STRATEGIC IMPLICATIONS

Legislative Requirements

The Redlands Coast Age-friendly Plan 2021-2026 recognises older adults as citizens of the community and the changes that people may experience as they age may impact on their capacity to participate in the community. The plan recognises and aligns with the following legislation:

- *Age Discrimination Act 2004 (Cth)*
- *Disability Discrimination Act 1992 (Cth)*
- *Carer Recognition Act 2010 (Cth)*
- *Anti-Discrimination Act 1991 (Qld)*
- *Human Rights Act 2019 (Qld)*

Risk Management

There are no known risks associated with the Redlands Coast Age-friendly Action Plan 2021-2026.

Financial

The implementation of the Redlands Coast Age-friendly Action Plan 2021-2026 will be undertaken within existing operational budgets noting implementation of the recommended actions are subject to the Council Annual Budget development and prioritisation process.

People

Council employees were consulted in development of the Redlands Coast Age-friendly Action Plan 2021-2026.

Environmental

No environmental implications noted.

Social

The community has had an opportunity to voice its support, concerns or suggestions regarding the Redlands Coast Age-friendly Plan 2021-2026 through the community consultation process.

Human Rights

The content of the Redlands Coast Age-friendly Plan 2021-2026 is compatible with the *Human Rights Act 2019 (Qld)* and supports the principles of freedom, respect, equality and dignity and the inherent value of each person, regardless of background, where we live, what we look like, what we think or what we believe.

Alignment with Council's Policy and Plans

Relationship to Corporate Plan 2018-2023

The Redlands Coast Age-friendly Action Plan 2021-2026 supports the Strong and Connected Communities objective:

Our health, wellbeing and strong community spirit will be supported by a full range of services, programs, organisations and facilities, and our values of caring and respect will extend to people of all ages, cultures, abilities and needs.

Relationship to Our Future Redlands – A Corporate Plan to 2026 and Beyond

The Redlands Coast Age-friendly Action Plan 2021-2026 also supports the Strong Communities objectives of *Our Future Redlands – A Corporate Plan to 2026 and Beyond*, which commences on 1 July 2021:

- a) Enhance the health, safety and wellbeing of our community through the delivery of inclusive and responsive services focused on preserving and improving our naturally wonderful lifestyle by leveraging partnerships, networks, facilities and infrastructure.
- b) Promote and celebrate our local heritage and diverse cultures through local arts, festivals and events to foster creativity and connectivity across the community.
- c) Build the community's capacity to adapt to changes in the physical, social and economic environment.
- d) Enhance community inclusion where people of all locations, ages, abilities and cultures can participate and have access to the necessary services and facilities.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Redlands District Committee of the Ageing (RDCOTA)	April 2018	Consulted on the development of the Age-friendly City Survey 2018.
Council of the Ageing (COTA) Queensland	April 2018	Consulted on the development of the Age-friendly City Survey 2018.
Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships	January 2021	Consulted on the draft plan including vision, outcomes, objectives, actions and key initiatives and informed changes to the draft document through feedback.
Members of the community	June – July 2018 22 Jan – 2 Mar 2021	Consulted 100 residents aged 55-95 on their experiences of living and ageing in Redland City to inform development of the draft plan. Consulted on the draft plan including vision, outcomes, objectives, actions and key initiatives and informed changes to the draft document through submissions and feedback.
Redland Seniors Network	August 2018 Feb 2021	Presented findings of the Age-friendly City Survey and consulted on the key issues impacting older residents in Redland City. Consulted on the draft Redlands Coast Age-friendly Action Plan 2021-2026 including vision, outcomes, objectives, actions and key initiatives
Seniors Community Organisations	October 2018	Consulted on the key issues impacting older residents in Redland City.

Consulted	Consultation Date	Comments/Actions
Executive Leadership Team	February 2018 September 2020	Provided strategic advice and operational delivery of the plan, and informed changes.
Senior Leadership Team	October 2020	Provided strategic advice and operational delivery of the plan, and informed changes.
Council Officers	July – September 2020	Provided technical expert advice and context on the actions and operational delivery of the plan and informed changes.
Councillors	July 2018 December 2020	Shaped the scope of the draft Age friendly Action Plan and set the strategic direction through advocating for our community and city needs.

Discussions have been undertaken with officers from the following Council service areas:

- City Infrastructure
- City Operations
- City Planning and Assessment
- Community and Cultural Services
- Community and Economic Development
- Communications, Engagement and Tourism
- Corporate Governance

OPTIONS

Option One

That Council resolves to adopt the Redlands Coast Age-friendly Action Plan 2021-2026.

Option Two

That Council resolves to not adopt the Redlands Coast Age-friendly Action Plan 2021-2026 and request further changes to the plan.

OFFICER'S RECOMMENDATION

That Council resolves to adopt the Redlands Coast Age- friendly Plan 2021-2026.

Redlands Coast Age-friendly Action Plan Community Consultation Report

22 January 2021 – 2 March 2021

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Background

Redland City Council's 2018-2019 Operational Plan identified a key initiative to explore the concept of age-friendly cities. Council developed and undertook the Age-friendly City Survey in consultation with Redlands District Council of the Ageing (RDCOTA) and COTA Queensland in 2018. The survey was distributed by RDCOTA to 100 residents aged between 55 years and 95 years who lived on the mainland and in island suburbs. The survey explored perceptions of living and ageing in Redland City, what older resident's value and any barriers to healthy and active ageing.

The draft Redlands Coast Age-friendly Action Plan 2021-2026 recognises the global trends and national issues related to population ageing and considers the impacts on Redland City. The draft actions respond directly to issues raised by members of the community in the Age-friendly City Survey, The plan aligns with World Health Organisation's Age-friendly model and the domains known to directly influence the quality of life and wellbeing of older people. These are:

1. Outdoor spaces and buildings
2. Transportation
3. Housing
4. Social participation
5. Respect and social inclusion
6. Civic participation and employment
7. Communication and information
8. Community and health services

Community Consultation Approach

Community Engagement Objectives

The objectives of the community engagement process were to:

Create community and stakeholder awareness that:

- Council is seeking community feedback on the draft Redlands Coast Age-friendly Action Plan 2021-2026;
- this is an important document that the community should have a say on, and
- the draft has been informed by research and issues the community have told us are important in the Age-friendly City Survey.

Capture community and stakeholder feedback regarding:

- the draft vision and outcomes
- the draft five year objectives, key initiatives and actions
- any gaps that need to be addressed in the five year plan

The My Say survey was designed to give participants the option to complete a short response or a complete a long response if they wanted to provide more detailed feedback. The questions that we asked the community are outlined below:

Short Survey

What do you think of the draft vision?

- Excellent
- Good
- Fair

- Poor
- Very Poor

Please tell us why?

Long Survey

Outdoor Spaces and Buildings

- Take a look at what's planned to help senior residents access and enjoy our outdoor spaces and buildings. How would you prioritise the potential additional initiatives below?
- What else could Council do to improve older resident's access and enjoyment of our outdoor spaces and buildings?

Transport

- Take a look at what's planned for transport to help senior residents move about Redlands Coast. How would you prioritise the potential additional transport initiatives below?
- What else could Council do to make it easier for older residents to move about Redlands Coast?

Housing

- Take a look at what's planned so senior residents can access safe and secure housing. How would you prioritise these potential additional housing initiatives below?
- What else could Council do to ensure senior residents can access safe and secure housing?

Social Participation

- Take a look at what's planned for social participation so senior residents can participate in a range of community activities and events. How would you prioritise these potential additional social participation initiatives below?
- What else could Council do to help older residents to participate in a range of community activities and events?

Respect and Social Inclusion

- Take a look at what's planned for respect and social inclusion so senior residents are respected and included in all aspects of community life. How would you prioritise these potential additional respect and social inclusion initiatives below?
- What else could Council do so older residents are respected and included in all aspects of community life?

Civic Participation and Employment

- Take a look at what's planned for civic participation and employment. Senior residents can participate in work, volunteering and decision making? How would you prioritise these potential additional civic participation and employment initiatives below?
- What else could Council do so older residents can participate in work, volunteering and decision making?

Communication and Information

- Take a look at what's planned for communication and information so senior residents find it easy to find information about services, events and activities. Do you support the following potential additional communication and information initiative?
- What else could Council do so older residents find it easy to find information about services, events and activities?

Community Support and Health Services

- Take a look at what's planned for community support and health services so senior residents can access a range of services to support their health and wellbeing? How would you prioritise these potential additional community support and health services initiatives below?
- What else could Council do so senior residents can access a range of services to support their health and wellbeing?

Community Engagement Activities

The following community engagement activities were undertaken between 22 January and 2 March 2021 to gather community feedback.

Activity	Description
Draft Age-friendly Action Plan 2021-2026	The draft plan was made available to the community digitally via Council's website and hard copies were also made available.
Seniors Network Workshop	Provided information to enable stakeholders to make informed contributions on the draft Age-friendly Action Plan 2021-2026, links to Age-friendly City Survey. Provided mechanism for interested parties to provide input into the draft Age-friendly Action Plan 2021-2026
Your Say site	Provided information the community needed to make informed contributions, including draft Age-friendly Action Plan 2021-2026, links to Age-friendly City Survey. Provided mechanism for interested parties to provide input into the draft Age-friendly Action Plan 2021-2026
Social Media	Created awareness of community engagement on the draft Age-friendly Action Plan 2021-2026. Embedded link to the Your Say page where interested parties could find out more and have their say.
Library displays	Leveraged Redland City libraries to create awareness of community engagement through library displays.
Email	Create awareness and drive engagement on the draft Age-friendly Action Plan 2021-2026
Media Release	Council website

Community Consultation Summary

The consultation process for the draft Redlands Coast Age-friendly City Action Plan 2021-2026 captured feedback through the following channels:

1. Redland Seniors Network workshop
2. Manual submissions via email and written correspondence.
3. Your Say online survey

Redland Seniors Network Workshop

A workshop on the draft plan was undertaken with members of the Redland Seniors Network (RSN). The RSN is a key stakeholder group of organisations and individuals that work together to:

- enhance the quality of life for seniors in the Redlands,
- advance the rights, needs and interests of seniors in the Redlands, and
- further the interests of seniors and/or their organisations.

A presentation was provided on the content of the draft plan and participants were invited to provide feedback.

Section	Feedback
Vision statement:	General support for the vision. Participants noted that “What is good for ‘aged’ people is good for all people – i.e. people with a disability”. Recommend changing wording to ‘residents of all ages’ instead of using term older residents.
Outdoor Spaces and Buildings	Planning for public toilets needs to be linked to parking and other essential infrastructure such as pathways to improve accessibility. Footpaths are an issue as some streets don’t have footpaths or cars park on footpaths and tree branches over footpaths, greater compliance enforcement and maintenance respectively. Parks need to have shade i.e. like children’s playgrounds. Action plan needs to define ‘T1’ and ‘T2’ parks.
Transport	Advocacy role for Council where there are choke points; Type of buses planned by Hub 68 Foundation; more bus shelters needed.
Housing	A planning approach is needed that focuses on creating neighbourhoods rather than large groups of disability or aged units. Street lighting should be linked to where footpaths are.
Social Participation	Redlands is doing well in this space, there is a lot of options – however access can be an issue for example public transport bus stops running at 5:30pm. Promote events through letterbox drops, brochures at cafes and incorporate what’s on into all Councillor’s newsletters. One page for all events and include how to get there and if there is free transport. Activities that are available to all people, and participation needs to start early so it becomes life-long.

Respect and Social Inclusion	Respect and social inclusion underpins everything.
Civic Participation and Employment	<p>Need University 'Outreach' Campus; People have active brains into 60's and 70's.</p> <p>Identify best industries i.e. tourism or healthcare, then fill or re-skill older workers.</p> <p>Review images in the draft plan for cultural diversity i.e. CALD participation.</p> <p>Experience Bank Key Initiative is similar concept to an initiative of COTA S.A which had a commercial interest.</p>
Communication and Information	<p>Use Apps and website to help visually impaired people, such as Apps where people read information to you. The same could apply to library websites.</p> <p>Suggestion for an I.T. Expo including partnerships for I.T. and Assisted Technology. Topics for digital literacy could include handing Facebook to someone else after someone passes away to avoiding digital theft of ID.</p>
Community Support and Health Services	<p>Link to Telehealth: education etc. NBN rep noticed 69% increase in use of Telehealth during COVID-19 - for GPs as well as users. General comment in relation to community support and health is that much is beyond the scope of Council.</p>

Manual Submissions

The Department of Seniors, Disability services and Aboriginal and Torres Strait Islanders Partnerships provided a submission via email. A summary of the comments received are provided below:

The draft plan provides a great example of how local government is able to lead a comprehensive response to support seniors in Queensland.

Partnership opportunities with key stakeholders are noted, including:

- Ageing in Place Project (Southern Moreton Bay Islands)
- Cooperative Research Centre Longevity
- Centre of Excellence for Education for the Ageing
- Investment in health services
- Multi-purpose community centres.

Specific feedback to the draft document includes:

- The vision and use of the eight age-friendly domains aligns closely with the Queensland age-friendly community strategic direction statement and action.
- The role of the Queensland Government is noted as providing strategic direction, sharing knowledge and best practice, and funding age-friendly initiatives. The Queensland Government's saving and debt plan means that funding for specific age-friendly initiatives is not currently available but may become available in future budget cycles.
- The Queensland Government's age-friendly community strategic direction statement and action plan were launched in 2016.

- The Elder Abuse Prevention Unit's latest Year in Review report 2019-10 is now available online.
- The Better Hearing Australia – Hear Here Council project was funded by the Advancing Queensland age-friendly community grants program 2019-20 to develop a workforce training resource to enhance local government communication and information delivery to older adults with hearing loss.
- The three year age-friendly grants program is now complete and no further grants funds are available at this time.

Individual submissions were received from two residents of the Southern Moreton Bay Islands via letter and email, feedback provided is outlined as follows:

- Community support and Health - Improving access to medical appointments for residents on the Southern Moreton Bay Islands, particularly specialists who are located on the city requiring long and multiple mode journeys to get to the appointment.
- Transport - Improving transport to and from hospitals for residents of the Southern Moreton Bay Islands. A suggestion was to run an Ambulance bus from Weinam Creek to the Redlands Hospital and then on to the PA Hospital and Brisbane City. Public transport is difficult to access for people who are discharged from hospital to the Southern Moreton Bay Islands.
- Aged Care Options - Improving options for aged care on the Southern Moreton Bay Islands. A suggestion was to trial a clustered house model to support people ageing in place on the SMBI such as a cluster of small houses in the same location with access to some level of support services.
- Social Isolation - Increasing opportunities for social participation such as healthy and active programs, choir, dancing, exercise programs, community bus trips and excursions for residents of the Southern Moreton Bay Islands.

Online Your Say Website Results

There were a total of **576** visits to the Your Say website, **192** draft plan downloads and **40** completed survey submissions.

Short survey responses

The community was provided the opportunity to submit general feedback or detailed feedback. 100% of survey participants chose to complete the detailed feedback.

Vision

- 5 - Excellent
- 20 - Good
- 10 - Fair
- 4 - Poor
- 1 - Very Poor

Comments

A total of 37 comments were received. Several comments related to a need for new and expanded services for older adults on the Southern Moreton Bay Islands. Key areas identified included improving

aged care options, improving access to public toilets, expanding library hours on Russell Island, and expanding the opening hours for the Russell Island swimming pool. Other suggestions included utilizing older adults in libraries to share local history.

Long Survey Responses

Transport

Respondents prioritised key initiatives in order of preference.

Priority 1:	Community transport solutions
Priority 2:	Connected journeys project
Priority 3:	City wayfinding

A total **17 Comments** were received, no specific themes emerged. Suggestions included a direct transport service from the Redland Bay, Victoria Pt, Thornlands shops to Cleveland Railway Station. Toilets on future Sealink ferry services, implementing a GO Card System on Coochiemudlo Island Service. Provision of sheltered rooms to recharge mobility scooters with snacks/ vending machines.

Housing

Respondents prioritised key initiatives in order of preference.

Priority 1:	Ageing in Place
Priority 2:	Home for a lifetime

A total of **16 Comments** were received. No specific themes emerged suggestions included collaborating with developers for building age-friendly housing in all suburbs. More flexibility in housing to allow multiple people to build together on Rates discount be extended to self-funded retirees. More single story villa type accommodation and housing for people on low incomes.

Social Participation

Respondents prioritised key initiatives in order of preference.

Priority 1:	Resilient Communities
Priority 2:	Social events

A total of **21 comments** were received for social participation. No specific themes emerged. Suggestions included subsidised water aerobics and Zumba classes, opening pools all year around, offering transport to activities to make it easier to attend functions, providing free advertising of events and activities.

Respect and Social Inclusion

Respondents prioritised key initiatives in order of preference.

Priority 1:	Intergenerational Programs
Priority 2:	Cooperative Research Centre Longevity

A total of **12 comments** were received for respect and social inclusion. No specific themes emerged. Suggestions included engaging older people in paid or volunteer work in libraries programs with children and one comments. Services for Southern Moreton Bay Islands.

Civic Participation and Employment

Respondents prioritised key initiatives in order of preference.

Priority 1:	Age-friendly Ambassadors
Priority 2:	Experience Bank
Priority 3:	Centre of Excellence in Education for the Ageing.

A total of **12 comments** were received were received for civic participation and employment with no specific themes emerging. Suggestions included employing older people in Council and linking young works with older experienced workers.

Communication

Only one initiative was nominated for communication.

Priority 1:	Hear Here Council
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A total of **17 comments** were received for communication. A common theme identified was digital literacy and a preference for information in age-friendly large size font in printed format. Suggestions for improving communication included letterbox drops, posters in the libraries, advertising events in the Councillor newsletters, printed event calendars, advertising in the Redland City Bulletin. The libraries were a popular place for people to access information.

Community Support and Health

Respondents prioritised key initiatives in order of preference.

Priority 1:	Investment In Health Services
Priority 2:	Multipurpose Community Centre's
Priority 3:	Community services supply analysis

A total of **17 comments** were received for community support and health. No specific themes emerged. Suggestions included lobbying for more quality bulk billing medical services, improving access to health services in Southern Moreton Bay Islands, encouraging medical specialists to practice in Redlands, ensuring health services are accessible via transport and local palliative care services in Redland City. Other suggestions related to improving wellbeing through access to more seating and shade near waterfront parks and access to swimming pools year around on the Southern Moreton Bay Islands.

Outdoor Spaces and buildings

Respondents prioritised key Initiatives in order of preference.

Priority 1:	Public Toilets Program
Priority 2:	City Bench Program
Priority 3:	Dementia- friendly Council

A total of **23 Comments** were received. No specific themes emerged. Suggestions included access to public toilets, exercise classes and activities, swimming pool access on the Southern Moreton Bay Islands and car parking and footpaths.

Amendments to Draft Redlands Coast Age-friendly Action Plan 2021-2026Images

Replaced two images to reflect a more diverse population on (Pages 28 and 32)

Outcomes

Existing	Amended
Older residents can access and enjoy the city's community facilities and outdoor spaces	People of all ages can access and enjoy the city's community facilities and outdoor spaces
Older residents are respected and included in all aspects of community life	People of all ages are respected and included in all aspects of community life
Older residents find it easy to access information about services, events and activities	People of all ages find it easy to access information about services, events and activities
Older residents find it easy to move about Redlands Coast	People of all ages find it easy to move about Redlands Coast
Older residents can participate in a range of community activities and events	People of all ages can participate in a range of community activities and events
Older residents can access a range of services to support health and wellbeing	People of all ages can access a range of services to support health and wellbeing
Older residents can access safe and secure housing	People of all ages can access a range of housing choices
Older residents can participate in work, volunteering and civic decision making	People of all ages can participate in work, volunteering and civic decision making

Date correction

Existing	Amended
The State Government's Queensland: an age-friendly community – Strategic direction statement and Action Plan was launched in 2017.	The State Government's Queensland: an age-friendly community – Strategic direction statement and Action Plan was launched in 2016.

Objective

Existing	Amended
1.1 Council's customer service centres, community facilities, libraries, arts and cultural facilities are welcoming and accessible to older adults.	1.1 Council's customer service centres, community facilities, libraries, arts and cultural facilities are welcoming and accessible to people of all ages and abilities.

Action

1.2.7 Install resistance training exercise equipment for adults in T1 and T2 parks across the city.	1.2.7 Install resistance training exercise equipment for adults in destination parks (T1) and community parks (T2) across the city.
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Key Initiatives

Existing	Amended
Cooperative Research Centre Longevity – Partner with academia and industry to attract investment, testing and trialing of products and services that serve an ageing population.	Research Partnerships - Partner with academia and industry to attract investment, testing and trialing of products and services that serve an ageing population.
“Hear Here Council!” Hearing Loss Training- In partnership with Better Hearing Australia implement the new “Hear Here Council” training package improve Council’s communication with customers with hearing loss.	“Hear Here Council!” Hearing Loss Training - Implement the “Hear Here Council” training package to improve Council’s communication with customers with hearing loss.



Redlands Coast
**Age-friendly
Action Plan**
2021 – 2026



Acknowledgment of Traditional Owners and Country

Redland City Council acknowledges the Quandamooka People, the Traditional Owners of the land, water and seas of Redlands Coast.

We pay respects to Elders past, present and future and extend respect to all Aboriginal and Torres Strait Islander People who live and work on the Redlands Coast.

Mayor Foreword

I am proud to present the Redlands Coast Age-friendly Action Plan 2021-2026 – our roadmap to strengthen the Redlands Coast's growing reputation as a place where people of all ages can live well.

Like many cities across the world, the Redlands Coast's population of older residents is increasing. Adults aged 65 and older currently represent 18 per cent of the city's residents, rising from 11 per cent in 1991, and this is expected to continue to increase.

Age-friendly environments support active and healthy ageing, enabling older adults to maintain their physical and mental capacity so they can remain independent for as long as possible.

Creating environments that are truly age-friendly requires action from all levels of government, business and the community. The Queensland Government has already made a commitment to age-friendly communities. Redland City Council's plan will support this effort, ensuring our city is a place where all residents can continue to be involved in community life.

Our seniors play an active role in their local communities, and will continue to do so.

The Redlands Coast already boasts an active and engaged community of seniors' groups, organisations and networks that work tirelessly to provide services and advocacy for our older residents. I applaud these community leaders who have long championed age-friendly communities.

This Redlands Coast Age-friendly Action Plan 2021-2026 is the next step in this effort to make our naturally wonderful city an even better place for residents and visitors of all ages and abilities. It will guide Council's planning to ensure resources are directed to where they are most needed, and help us realise the benefits and opportunities that flow from having an age-friendly city.



Mayor Karen Williams

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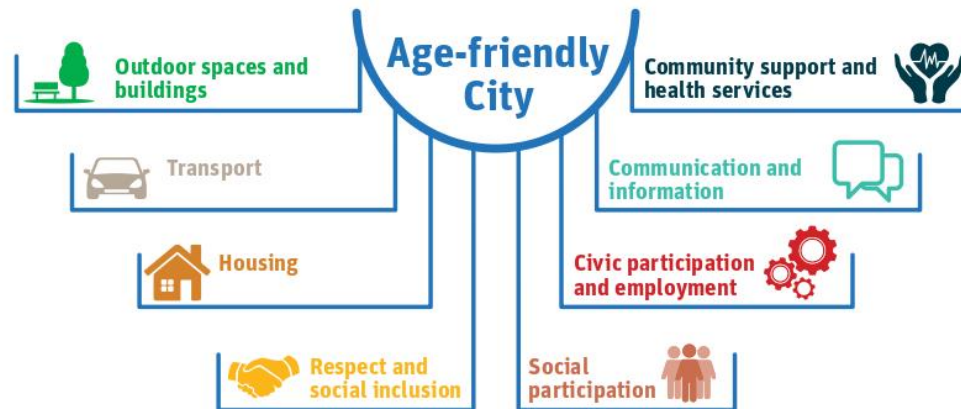


The Redlands Coast Age-friendly Action Plan 2021-2026 is built on the understanding that communities designed to be inclusive of older adults, can positively influence the health, wellbeing and happiness of all residents, and create a vibrant community that promotes productivity and economic growth.

The plan recognises there is no typical older person, like young people older people are a diverse group with varying experiences, capacities, lifestyles, cultures, identities and interests, and that each of these factors

influence ageing. This plan is based on the World Health Organisation (WHO) 'Age-friendly Cities' model's eight domains that collectively address the main influences of wellbeing and quality of life as people age.

It will guide the design of Council's policies, services and infrastructure to ensure we create environments that enable older adults to live active and healthy lives, live in security, enjoy good health and continue to participate fully in the community for as long as possible.



Redlands Coast | Age-friendly Action Plan 5





Vision

Ageing in Redlands Coast is a positive experience; people of all ages can live active, fulfilling lives and participate in all aspects of the community.

Themes and outcomes



Outdoor spaces and buildings
People of all ages can access and enjoy the city's community facilities and outdoor spaces.



Transport
People of all ages find it easy to move about Redlands Coast.



Housing
People of all ages can access a range of housing choices.



Respect and social inclusion
People of all ages are respected and included in all aspects of community life.



Social participation
People of all ages can participate in a range of community activities and events.



Civic participation and employment
People of all ages can participate in work, volunteering and civic decision making.



Communication and information
People of all ages find it easy to access information about services, events and activities.



Community support and health services
People of all ages can access a range of services to support health and wellbeing.

Council’s role

This Redlands Coast Age-friendly Action Plan 2021-2026 outlines the actions that Council will take over the next five years. Council’s roles include:

Advocacy	Working on behalf of the community to secure government funding resources and investment in services to the community
Regulation	Implementing planning regulations that support ageing in place
Service delivery	Direct delivery of services and infrastructure to the community
Funding	Providing grant and sponsorship funding for community initiatives that support an ageing population
Planning	Planning for community and social infrastructure that serves an ageing population
Partnering	Strengthening networks and establishing constructive working relationships with the community and governments to implement initiatives

Actions will be implemented over the following time frames:

Short-term	within the next two years (2021-2023)
Medium-term	within the next three years (2021-2024)
Long-term	after 5 years or more (2025 onwards) but may need to commence in the medium-term
Ongoing	actions will continually be dealt with throughout life of the plan

Implementation of the actions will be monitored and progress of implementation will be reported on annually.



“No government or ministry can achieve these outcomes working in isolation. It takes the whole community, working together to make environments age-friendly, harnessing innovation and imagination from all sectors and all actors.”

Dr John Beard, World Health Organisation, Looking back over the last decade, looking forward to the next (2018)

Role of community

A truly age-friendly city can only be achieved with action from the whole community. Some of the ways the community can assist in this effort are outlined as follows:

Stakeholder	Role	Opportunity to collaborate with Council
Queensland Government	<ul style="list-style-type: none"> • Providing strategic direction. • Sharing knowledge and best practice. • Funding age-friendly initiatives. 	<ul style="list-style-type: none"> • Partnering with Council on joint initiatives. • Funding delivery of age-friendly projects.
Academics, education and research institutes	<ul style="list-style-type: none"> • Undertaking research into needs and desires of ageing population. • Sharing knowledge and data sources. 	<ul style="list-style-type: none"> • Partnering with Council in research into ageing populations.
Industry and innovators	<ul style="list-style-type: none"> • Developing new products and services to serve older adults. 	<ul style="list-style-type: none"> • Sharing information with Council about innovations targeted at older adults.
Local businesses and retailers	<ul style="list-style-type: none"> • Adopting age-friendly business practices. • Employing older adults. 	<ul style="list-style-type: none"> • Sharing age-friendly practices with Council.
Community networks	<ul style="list-style-type: none"> • Sharing information and expertise. • Undertaking projects that improve outcomes for older adults. 	<ul style="list-style-type: none"> • Participating in age-friendly co-design events. • Providing Council with information on local issues impacting people of all ages. • Advising Council on age-friendly events planned.
Community organisations	<ul style="list-style-type: none"> • Identifying and removing barriers to access. • Maintaining an understanding of the needs of City's ageing population. • Participating in seniors network meetings. 	<ul style="list-style-type: none"> • Participating in community consultations and co-design events. • Applying for grant funding for initiatives that improve outcomes for older adults.
Community members	<ul style="list-style-type: none"> • Showing respect towards older adults. • Looking out for older community members. 	<ul style="list-style-type: none"> • Participating in community consultations. • Participating in co-design events.



Policy framework

Age Discrimination Act 2004 (Cth) protects individuals from discrimination on the basis of age in the areas of employment, education, accommodation and the provision of goods and services.

Disability Discrimination Act 1992 (Cth) protects individuals from discrimination against persons on the ground of disability.

Carer Recognition Act 2010 (Cth) increases recognition and awareness of carers and acknowledges the valuable contribution they make to society.

Anti-Discrimination Act 1991 (Qld) promotes equality of opportunity for everyone by protecting people from unfair discrimination in certain areas of activity and from sexual harassment and certain associated objectionable conduct.

Human Rights Act 2019 (Qld) helps build a culture in the Queensland public sector that respects and promotes human rights and promotes a dialogue about the nature, meaning and scope of human rights.

United Nations Principles for Older Persons¹

The United Nations recognises that in all countries individuals are reaching advanced ages in greater numbers than ever before, and that opportunities must be provided for older persons to participate in and contribute to society. Governments are encouraged to incorporate the United Nations Principles for Older Persons into programs, these are independence, care, self-fulfilment and dignity.

Queensland Government Policy

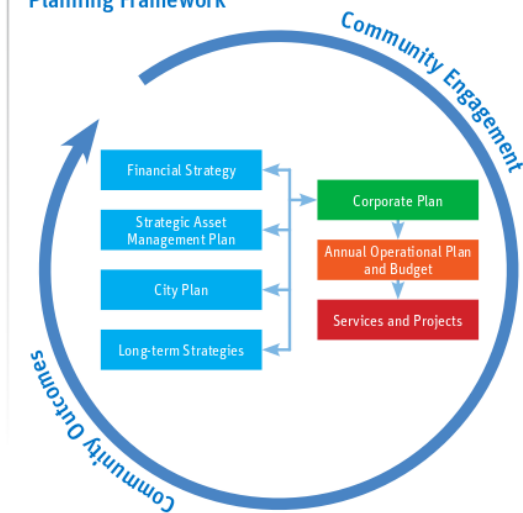
The State Government’s Queensland: an age-friendly community – Strategic direction statement and Action Plan was launched in 2016. The strategy is based on the World Health Organisation’s age-friendly Cities Model, it sets goals in each of the eight domains.

¹ <https://www.ohchr.org/EN/ProfessionalInterest/Pages/OlderPersons.aspx>

Strategic planning framework

Redland City Council’s strategies set the long-term strategic outcomes that Council is working towards, these outcomes guide future action planning. Council’s strategies align with the Long Term Financial Strategy, the Strategic Asset Management Plan and the Redland City Plan, which informs the five year Corporate Plan. The Redlands Coast Age-friendly Action Plan 2021-2026 will be implemented through the annual service and asset management planning process, the annual operational plan and the annual budget.

Redland City Council’s Strategic Planning Framework



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Redlands Coast Snapshot

Located in South East Queensland, 26 kilometres from Brisbane, Redlands Coast covers 537 square kilometres and approximately 335 kilometres of coastline. Redlands Coast is made up of a series of villages and communities linked by geography and economic opportunities. The City includes all mainland suburbs, hinterland and the island communities of Coochiemudlo Island, North Stradbroke Island and the Southern Moreton Bay Islands.

The region's rich cultural heritage, abundant wildlife, lush hinterland, relaxed coastal lifestyle, easy access to the crystal blue waters of southern Moreton Bay are integral to the character of the City. These are valued by residents, and proximity to Brisbane make Redlands Coast an ideal place to live, and both a desirable and popular place to retire.

Ageing population

- The median age of residents in Redland City is 42 years and for the Southern Moreton Bay Islands it is 58 years.
- **18 per cent** of Redlands Coast residents are aged 65 and older.
- **53 per cent** of residents aged 65 years and over are women.

Diversity

- **22.5 per cent** of residents were born overseas.
- **6.6 per cent** of residents speak a language other than English at home.
- **2.3 per cent** of residents (3,426) are of Aboriginal and Torres Strait Islander background.
- **5.5 per cent** of the Aboriginal and Torres Strait Islander population are aged 65 years and over.

Housing

- **10 per cent** of residents aged 65 years and older live alone.

Workforce participation

- **4 per cent** of working residents are aged 65 years and over.
- **5 per cent** of the city's labour force aged over 55 years were unemployed actively looking for either full or part time work.

Unpaid contribution

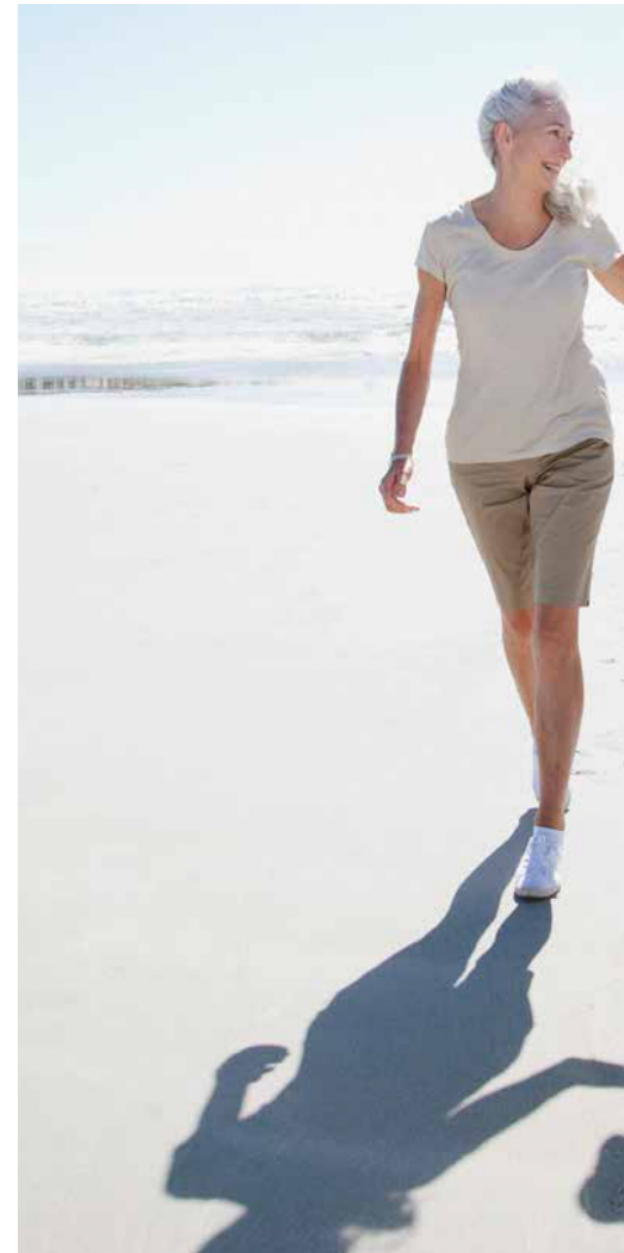
- **37 per cent** of residents who volunteer for an organisation were aged 55 years and over.
- **48 per cent** of residents who provided unpaid assistance to a person with a disability, were aged 55 years and over.

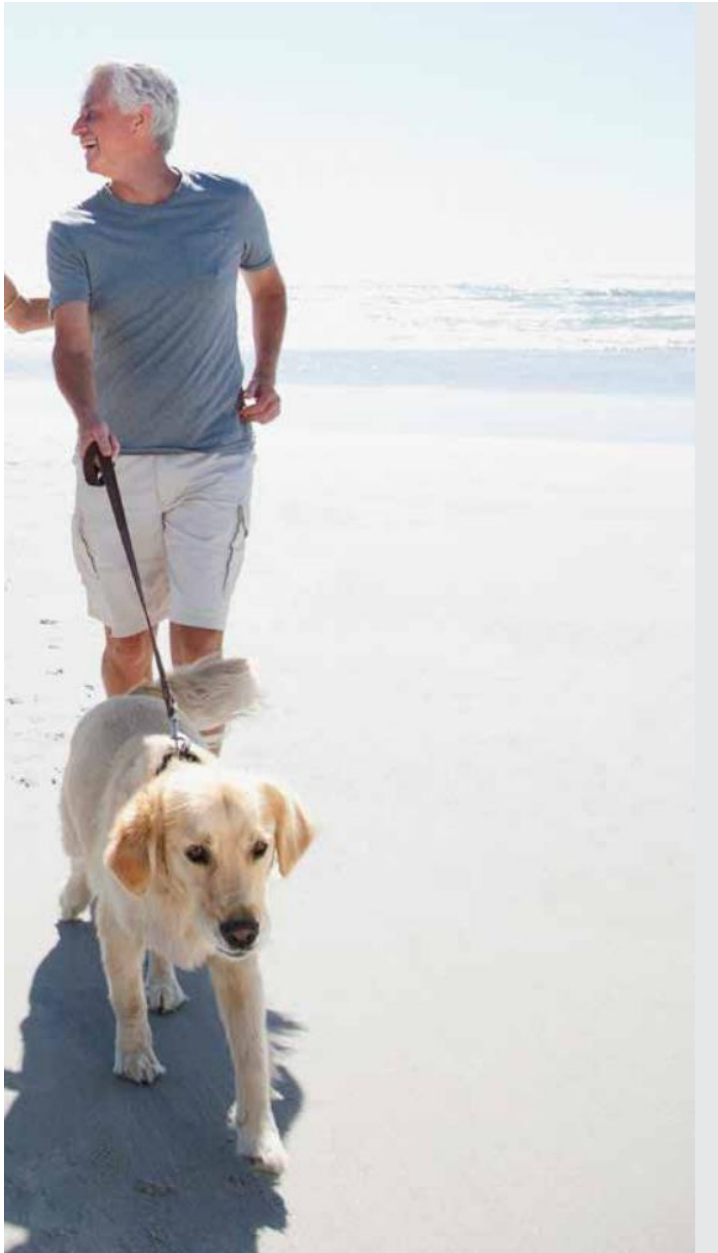
Need for assistance

- **51 per cent** of residents with a need for assistance with core activities are aged 65 years and over.

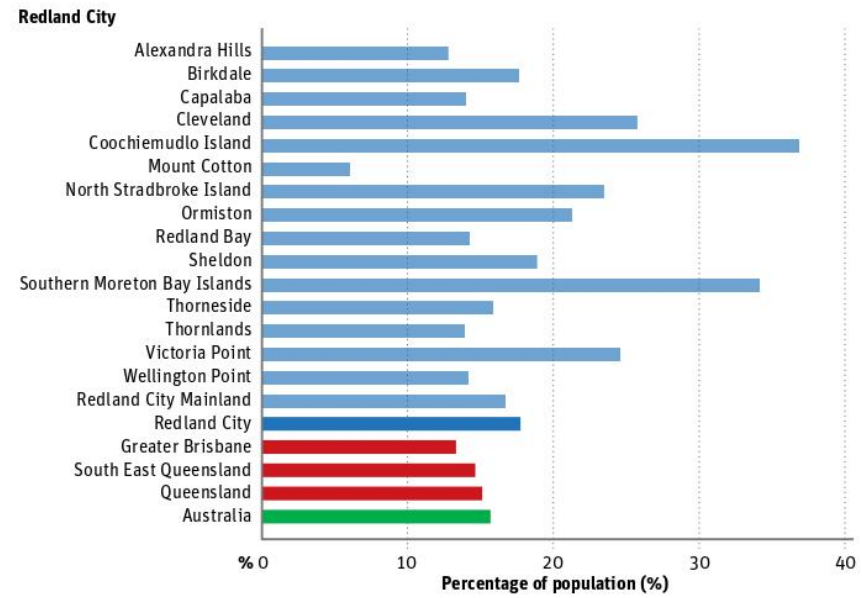
Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Usual residence Data)

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Redland City residents aged 65 and over by suburb



² Figure 1: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Usual residence data)

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Community Consultations

In consultation with Council of the Ageing (COTA) Qld and Redlands Council of the Ageing (RDCOTA), Council developed an Age-friendly City Survey to better understand the needs of people of all ages. The survey was distributed by RDCOTA to 100 residents aged between 55 years and 95 years who lived on mainland and island suburbs. The majority of respondents had resided in Redland City for more than 20 years (57 per cent) and a further 30 per cent for more than 10 years. The survey explored perceptions of living and ageing in Redlands Coast, what they valued and any barriers to healthy and active ageing. The survey was completed in 2018.

The top priorities for survey respondents were:

- public transport improvements
- social isolation and loneliness
- cost of living pressures.

Council also consulted with key community organisations who work with older adults in Redland City, the top priorities for participants were:

- protect the lifestyle that we have
- public transport
- car parking near centres, train stations and Redland Hospital
- Southern Moreton Bay Island (SMBI) residents access to activities taking place in Cleveland
- access to health services within Redland City
- internet access, computer knowledge and fear of technology
- specialty parks e.g. swing chairs for wheelchairs, exercise circuits
- low cost housing.

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Redlands Coast Strengths

“Having lived in the Redlands for 45 years, such a beautiful area, I would find it hard to find a better place to retire”

“Community identity is strong, there is a sense of being a Redlander”

“Lifestyle is friendly, village like”

The natural environment is conducive to well-being”

“Playground” of the bay at doorstep - boaties/sea travel”

“Relaxed community”

“Heritage of the area”

“Family friendly, country feel”

What's the most important issue faced by older people in Redland City³?



"Many older people feel isolated because they cannot use a computer, and many things are accessed via a computer".

"Maintaining independence and accessing facilities that allow me to maintain it".

"Maintaining contact with other people and keeping mentally and physically active".

"Knowing what's out there! Both in knowing about the opportunities for older people to contribute to the community and to participate in community activities and know what services are available to assist older people in engaging meaningfully in the community".

"Being able to get from one location to another at low cost and quickly. For example to get from my house to 'My Horizon' requires 1 km walk to the bus to Capalaba (Going away from destination). Then another bus back toward destination then walking across major road and walking another 800 metres. Depending on connection time, over 1 1/2 hours to travel".

"Once my husband is unable to drive, transport will be an issue. Taxi would be only response. Driving on the island is not the same as driving on the Mainland."

"Lack of health facilities that provide treatment of the aged within the city without the need to be transported to Brisbane."

"Being able to afford to stay in my own home with the cost of rates, electricity, water etc. continually rising".



³ Redland City Council Report on Findings Age-friendly City Survey 2018



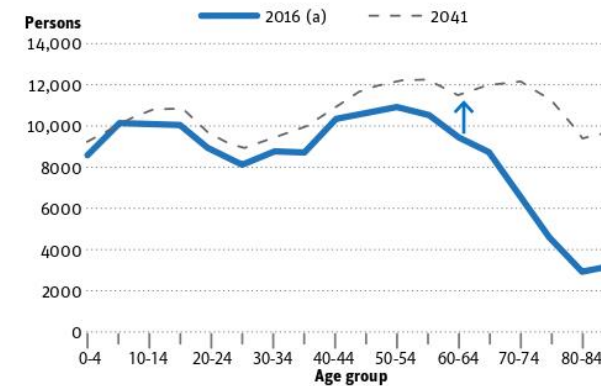
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Trends and issues in ageing

Changing demographics

The world's population is growing older; all developed countries are experiencing population ageing due to declining fertility rates, increased longevity and a decrease in mortality. Between 1980 and 2017, the number of people aged 60 and over worldwide increased from 382 million to 962 million. By 2050 this will rise to 2.1 billion⁴.

In 2016 17.2 per cent of Redland City's population was aged 65 years and by 2041 this is expected to increase to 28.3 per cent.⁵



Increased life expectancy

Australians have one of the longest life expectancies in the world. A male Australian child born between 2016 and 2018 can expect to live to 80.2 years and a female 84.7 years. Over the past 10 years, life expectancy has increased by 1.5 years for males and 1.2 years for females due to improvements in health, education and public safety. However life expectancy of Aboriginal and Torres Strait Islander people is lower than for the non-indigenous population. For males it is estimated to be 8.6 years lower and 7.8 years lower for females than that of the non-Indigenous population⁴. In 2016, just 5 per cent (31,000) of Australia's Indigenous population were aged 65 and over compared with 16 per cent (3.4 million) of the non-Indigenous population.

A changing life course

Longer life expectancy has changed the way people of all ages live their lives. The traditional life-course where education and learning ended in a person's 20's, career progression ended in 40's and retirement commenced in the 60's has changed significantly and will continue to evolve. People are working longer and want opportunities for recreation at different points throughout life, not just in retirement. Women are having children later and participating in learning throughout their lives and not transitioning to retirement until much later in life.⁶

Physical activity

Physical activity is important for older adults to maintain energy levels, joint movement, control weight and reduce risk of chronic diseases and falls. It also plays a protective factor in reducing stress and anxiety; improving mood and memory, and can prevent or improve many risk factors and chronic diseases.⁷ It is recommended that older adults undertake at least thirty minutes of accumulated moderate intensity physical activity at least five days per week, regardless of age, weight, health problems or ability. It is estimated that 75 per cent of people aged 65-74 are insufficiently active, and that this increases to 92 per cent for those aged 85 and over.⁸

⁴ United Nations, Department of Economic and Social Affairs, Population Division (2017). World Population Ageing 2017 - Highlights (ST/ESA/SER.A/397).

⁵ Queensland Government population projections, 2018 edition data and ABS 3235.0, Population by age and sex, regions of Australia, 2016

⁶ Kalache, Alexandre. & South Australia. Department of the Premier and Cabinet, issuing body. (2013).The longevity revolution: creating a society for all ages. Adelaide, SA: Department of the Premier and Cabinet, <https://www.flinders.edu.au/sabs/fcas-files/Publications/The%20Longevity%20Revolution.pdf>

⁷ Australian Institute of Health and Welfare 2018. Physical Activity across the life stages. Cat. no. PHE 225. Canberra: AIHW.

⁸ Choose Health: Be Active: A physical activity guide for older Australians. Canberra: Commonwealth of Australia and the Repatriation Commission © 2005.

Considerations for Redland City

Planning for services to meet the increased number of older adults in the community.

Planning for increased demand for age related services and increased demand for generalist services needed by an ageing population.

Reviewing the suitability of existing services and infrastructure to meet needs of an increasing ageing population.

Recognising the increased vulnerability of the Indigenous population in planning.

Consider needs and impact of ageing workforce and its impact on work across the lifespan.

Promotion of walking groups and physical activities for older adults, active travel, exercise equipment, accessible walking and cycling trails.

Housing affordability in older age

The rate of outright home ownership in Australia has declined from 42.8 per cent of households in 1995–96 to 30.4 per cent in 2015–16. For people aged 55 years and over, the rate of home ownership without a mortgage has fallen from 77 per cent in 1995–96 to 62 per cent in 2015–16.⁹

The most recent Anglicare Rental Affordability Snapshot found of the 69,485 properties listed for rent across Australia (March 2019), only four per cent were affordable and appropriate for households in receipt of government-provided income support. Less than one per cent were suitable and affordable for a single person on an aged pension.¹⁰

Preference for ageing in place

The majority of older adults have a strong desire to 'age in place'. Most prefer to remain living in their own home, or remain in their local neighbourhoods where they can maintain connections to community. Only 5 per cent of older adults live in residential aged care, this is often triggered by declining health and does not generally occur until later in life. Most people prefer to live in aged care facilities within close proximity to their partners and families.¹¹

The preference for ageing in place is changing housing requirements; many people are seeking homes with universal design features that can be adapted easily to meet changing needs across the lifespan.

Homelessness

Over the last decade the number of older adults experiencing homelessness has increased by 49 per cent. One in six people who were homeless (16 per cent) were over 55 years of age. Although the majority were male (63 per cent), there has been a 31 per cent increase in homelessness of older women since 2011.¹²

Factors such as domestic and family violence, relationship breakdown, financial difficulty, limited superannuation and assets can put older women at increased risk of homelessness. The disadvantages associated with homelessness contribute to premature ageing through the early onset of health problems more commonly associated with later life.

⁹ https://www.aph.gov.au/About_Parliament/Parliamentary_Departments/Parliamentary_Library/pubs/BriefingBook46p/HomeOwnership

¹⁰ Anglicare Australia, Rental Affordability Snapshot National Report / April 2019

¹¹ Productivity Commission 2011, Caring for Older Australians: Overview, Report No. 53, Final Inquiry Report, Canberra.

¹² <https://www.aihw.gov.au/reports/older-people/older-australia-at-a-glance/contents/diversity/people-at-risk-of-homelessness>

Considerations for Redland City

Availability of diverse housing in proximity to transport and other health services and social infrastructure across the City to assist older adults to transition to more affordable housing in retirement.

Supply of residential home care providers and home modification services in Redland City.

Availability of universal house design to support ageing in place.

Advances in assistive technology

Assistive technologies are devices that support individuals to perform tasks that they would otherwise be unable to do. The rapid growth of assistive technology products and services is revolutionising the experience and management of ageing. Assistive technologies can improve cognition, mobility, communication and social connections, and enhance care, thereby improving quality of life of older adults enabling them to remain independent for longer and reducing caregiver stress.

Contribution of older Australians

Older adults contribute an estimated \$39 billion to the Australian economy each year in unpaid care and voluntary work for organisations or groups¹³. In 2016, 668,000 Australians aged 65 and over volunteered their time in the year prior to Census night. 40 per cent of children under three years of age were cared for on a weekly basis by a grandparent, while 620,000 older Australians provided care to a person with a long-term health condition or to a person aged 65 years and over¹⁴.

Workforce participation of older Australians

Older adults are increasingly choosing to work past the traditional age of retirement, either because they need to for economic reasons, or because they want to keep contributing. The workforce participation rate for men aged 65 years and over has increased from 10.1 per cent in 2004 to 17.6 per cent in 2018, and for women it increased from 3.2 per cent to 10.3 per cent for the same period. A further 6.1 per cent of employed people aged 55 years and over would like to work more than they currently do and 3.5 per cent are registered as unemployed.¹⁵ Negative attitudes towards older adults can lead to social exclusion, with some missing out on work, training, study, and other opportunities. The *Age Discrimination Act 2004* makes it unlawful to treat people unfairly on the basis of their age in different areas of public life. One in five Australians aged 55 years or over report that age is a major barrier to finding a job or getting more hours of paid work.¹⁶

¹³ <https://humanrights.gov.au/our-work/education/face-facts-older-australians>

¹⁴ <https://www.aihw.gov.au/reports/older-people/older-australia-at-a-glance/contents/social-and-economic-engagement/civic-and-social-participation>

¹⁵ Source: Australian Bureau of Statistics (ABS), Labour Force, Australia, detailed—electronic delivery, cat. no. 6291.0.55.001, ABS, March 2018. Parliament of Australia, Department of Parliamentary Services Research Paper Series 2017-2018, Budget Review 2018-19. https://www.aph.gov.au/About_Parliament/Parliamentary_Departments/Parliamentary_Library/pubs/rp/BudgetReview201819/Workforce

¹⁶ <https://www.humanrights.gov.au/our-work/education/face-facts-older-australians>

Considerations for Redland City

Opportunities to promote assistive technologies to assist residents to age in place.

Understanding current and expected increases in future demand for aged care services to ensure future supply.

Understand the need for continued supply of home care and personal support services in the community.

Increase the range of opportunities for older adults to volunteer for Council and community.

Advocate for increased support for carers.

Redland City Council as an 'Age-friendly Employer.'

Consideration of health and safety issues relating to older workers. Promoting Lifelong learning opportunities for older adults that support self employment and senior-entrepreneurship.

Opportunities for self-employment and senior-entrepreneurship.

Lifelong learning

Learning throughout the lifespan can contribute to personal and economic wellbeing. Work-related training is vital to maximise employee capabilities, and to improve workforce participation. In 2016-17, the rate of participation in formal and non-formal learning for adults aged 65-74 years was 11 per cent.¹⁷

Personal interest learning, such as recreational and personal enrichment courses are important for improving both community and personal wellbeing. The participation rate in personal interest learning for those aged 55-64 years is 5.9 per cent and 6.4 per cent for those aged 65-74 years.¹⁸

The digital divide

Many aspects of modern life have been transformed by the internet and digital technologies. However, people aged 65 and over are the least digitally included group and are often not able to access the many benefits that technology can bring. Digital inclusion also tends to continue to diminish with age. The affordability of network access as well as digital skills are the two main barriers. Gender also impacts inclusion, older women in Australia have lower levels of overall digital inclusion than males.¹⁹

Health literacy

Health literacy is the ability to obtain, process and understand basic health information and health services. It influences decision making such as how often to take medication, when to access health care, and which services to access. Low health literacy is associated with higher rates of hospitalisation and emergency care use, premature death among older adults, and lower participation in preventative programs such as influenza vaccination or cancer screening, and poor adherence to medication regime. Australians aged 60-74 have the lowest levels of health literacy, in Australia approximately 78 per cent of adults in this age group may not have been able to exercise their choice or voice effectively when making healthcare decisions.²⁰

¹⁷ <https://www.abs.gov.au/work-related-training>

¹⁸ <https://www.abs.gov.au/ausstats/abs@.nsf/Latestproducts/4234.0Feature%20Article62016-17?opendocument&tabname=Summary&prodno=4234.0&issue=2016-17&num=&view=>

¹⁹ Thomas, J, Barraket, J, Wilson, CK, Cook, K, Louie, YM & Holcombe-James, I, Ewing, S, MacDonald, T, 2018, Measuring Australia's Digital Divide: The Australian Digital Inclusion Index 2018, RMIT University, Melbourne, for Telstra.

²⁰ Australian Institute of Health and Welfare 2018. Australia's health 2018. Australia's health series no. 16. AUS 221. Canberra: AIHW.

²⁰ Redlands Coast | Age-friendly Action Plan

Considerations for Redland City

Promote lifelong learning and education opportunities for older adults.

Support organisations providing lifelong learning. Support Lifelong learning organisations that provide personal interest.

Provide free internet access and digital skills education in Redland City.

Promote health promotion messages to the community.

Promote health messages to individuals before they need to access the healthcare system (i.e. men in the workplace).

Changes in demand for aged care and support

The aged care system provides in-home and residential care services to older adults. In 2016–17, aged care services were provided to more than 1.3 million Australians. The majority of these (784,927) received relatively low levels of support in the community through the Commonwealth Home Support Program. Another 97,516 received assistance through subsidised Home Care Packages. These packages assist residents to purchase a range of services and equipment to assist them living in their own home. The demand for Home Care Packages is expected to increase with the growing number of older adults choosing to 'age in place'. This will impact residential aged care, as the majority will not move to aged care until later in life or with the onset of disability, so those in aged care are likely to have a higher level of dependency.²¹

Carers of older Australians

Women of working age provide the majority of care of older Australians. Nationally more than half of primary carers are also in the workforce, the increasing numbers of older adults working is likely to impact availability of family carers in the future. Population ageing will increase the demand for hospital care and require a corresponding increase in the medical labour force, forcing the aged care sector to compete for staff. The demand for personal carers has increased with the introduction of the National Disability Insurance Scheme and an increasing ageing population.²²

Elder Abuse

Elder abuse describes the physical, sexual, financial, psychological or social abuse, or neglect of an older person occurring within a relationship where there is an implication of trust, resulting in harm to the older person.

It is estimated that between 2–14 per cent of older Australians experience elder abuse each year.²³ In Queensland, 68 per cent of callers to Queensland's Elder Abuse Prevention Unit helpline for a five year period were female. The most common age group of victims was 80-84 years. Elder abuse is of increasing concern as the number and proportion of older adults in our community continues to grow.²⁴

Considerations for Redland City

Advocate for improved carer support and education opportunities for the aged care workforce.

Promote awareness of elder abuse within the community and provide access to information and support.

Continue to advocate for needs of older adults who are vulnerable.

²¹ 2016 Deloitte Access Economics Pty Ltd Australia's Aged Care Sector: economic contribution and future directions.

²² The labour market for personal care workers – in aged and disability care - Australia 2017 <http://lmp.gov.au/PortalFile.axd?FieldID=3159629&.pdf>

²³ <https://aifs.gov.au/publications/elder-abuse>

²⁴ https://www.eapu.com.au/uploads/research_resources/EAPU%20Helpline_%20Results%20of%20an%20investigation%20of%20five%20years%20of%20call%20data_2015.pdf

Burden of disease and leading cause of death

Coronary heart disease, dementia, and stroke are the primary causes of disease and leading cause of death among persons aged 75 years and over. In Queensland, men aged 65–74 years are significantly more likely to be overweight or obese than women of the same age. Men are also less likely to eat adequate amounts of fruit and vegetables, and more likely to consume alcohol at risky levels over their lifetime. Despite the frequency of chronic disease in later life, two-thirds of older Australians aged 75 and over rate their health as good, very good or excellent. Personal health behaviours contribute significantly to health and wellbeing in older age. Modification of lifestyle factors such as undertaking physical activity, eating a healthy diet, and stopping smoking and reducing alcohol use and seeking medical treatment for high blood pressure, diabetes and high cholesterol can reduce risk factors.²⁵

Increase in people living with dementia

Dementia is the term that describes a group of conditions which cause a progressive decline in a person's cognitive functioning; commonly memory loss but also speaking, thinking and moving. Dementia is a leading cause of illness and death amongst older Australians. It is estimated that 376,000 Australians were living with dementia in 2018, and by 2030 it is expected to affect 550,000 people. In Queensland approximately 84,940 people have dementia. Although it can also affect younger people, most people with dementia are older. Over 52 per cent of people living in residential aged care have a diagnosis of dementia. A longer life expectancy and an ageing population will see an increased number of older adults living with dementia in the community. It is vital that people with dementia are able to stay physically, mentally and socially active.²⁶

End of life experience

At the end of life most people would prefer to die at home or in a homelike environment, but for the majority of Australians this does not occur. It is not common to talk about death and this is a substantial barrier to quality end-of-life experiences where a person receives the care that they want. This leaves many patients, families and friends, and clinicians to make decisions about medical interventions under stress, which can impact on the quality of the end-of-life experience and result in unnecessary patient transfers to acute health care and unwanted treatment.

²⁵ Australian Institute of Health and Welfare 2018. Australia's health 2018. Australia's health series no. 16. AUS 221. Canberra: AIHW.

²⁶ <https://www.dementia.org.au/information>

Considerations for Redland City

Promote community awareness and understanding of dementia.

Ensure Council's buildings are accessible to people with dementia.

Advocate for increased access to carer respite services for the mainland and islands.

Promote the importance of advance care planning and offer a range of options for burial or cremation services in Redland City.



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1 Outdoor Spaces and Buildings

People of all ages can access and enjoy the city's community facilities and outdoor spaces.

The quality of the City's public buildings and the outdoor spaces are major influences on independence, mobility, and quality of life at every age. People of all ages tend to spend much of their time in the local neighbourhoods. They shop locally and are regular users of the City's libraries, customer service centres, community halls, arts and cultural facilities and community centres.

We recognise the normal ageing process can bring a range of physical and cognitive changes. These can affect sensory function, perception, mobility, muscular efficiency, coordination, memory and orientation. Although the degree to which these

are experienced differs between individuals. We will design the City's outdoor spaces and public buildings to be safe, and inviting for people of all ages to access and enjoy; whether it's for shopping, relaxation, exercise, walking, swimming, fishing, boating, or connecting with nature.

Accessible outdoor spaces encourages and assists people of all ages to remain physically active helping to improve longevity and quality of life. Ensuring buildings and spaces are accessible to older adults provides benefits to residents of all ages and abilities.



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What this means for the community:

- 1.1. Council's customer service centres, community facilities, libraries, arts and cultural facilities are welcoming and accessible to people of all ages and abilities.
- 1.2. It is easy for people of all ages to walk, wheel, cycle and be active in local neighbourhoods.
- 1.3. Outdoor spaces, streets and parks are safe, clean and graffiti free.

We will measure success by:

- Proportion of public buildings fully compliant with Disability Standards and Guidelines.
- Proportion of older adults who report their neighbourhood is safe and accessible for walking, mobility scooter or wheelchair.

Key Initiatives

Dementia Friendly Council – Review Council's Customer Service Centres, Redland City Libraries, Redland City Art Gallery and Redland Performing Arts Centre to identify opportunities to make it easier for people with dementia to navigate.

Public Toilets Program – Map the city's public toilets to assess accessibility, number, locations and distances in between. Undertake a program of renewal to ensure accessibility for people of all ages and abilities.

City Bench Program – Increase the amount of shaded seating available around the city's major walking routes, key walking circuits, pathways and centres to provide people of all ages with places to rest.



Objective	Actions	Council's role	Lead Council service area	Timeframe
1.1 Council's customer service centres, community facilities, libraries, arts and cultural facilities are welcoming and accessible to people of all ages and abilities.	1.1.1 Review Council's customer service centres, libraries, Redland Art Gallery and the Redland Performing Arts Complex for accessibility to comply with the <i>Disability Discrimination Act 1992</i> .	Deliver	City Operations (Facilities Services Unit)	Short Term
	1.1.2 Renew park seating to include arm and back rests in destination and community parks.	Deliver	City Infrastructure (Civic and Open Space Management)	Ongoing
	1.1.3 Provide information on the operation of safe and suitable buildings to lessors of Council's community and recreational buildings to ensure they are accessible for people of all ages and abilities.	Deliver	City Operations (City Sport and Venues)	Ongoing
1.2 It is easy for people of all ages to walk, wheel, cycle and be active in local neighbourhoods.	1.2.1 Incorporate the "Walkable Neighbourhoods Planning and Design principles into new housing developments".	Deliver	City Planning and Assessment (Development Assessment)	Ongoing
	1.2.2 Maintain footpath surfaces in smooth condition and respond to customer requests where new trip hazards are identified.	Deliver	City Operations (Roads, Drainage and Marine Maintenance)	Ongoing
	1.2.3 Upgrade the footpath and cycle network to connect neighbourhoods with public parks, recreational facilities and community purpose land in accordance with SEQ Principal Cycle Network Plan and the Local Government Infrastructure Plan.	Deliver	City Infrastructure Group (Traffic and Transport Planning)	Ongoing
	1.2.4 Renew pathway kerb ramps to comply with disability standards and improve footpath safety.	Deliver	City Infrastructure Group (Traffic and Transport Planning)	Ongoing
	1.2.5 Renew stormwater gully grates with bicycle friendly grates to improve street safety for cyclists and people using wheelchairs through an annual renewal program.	Deliver	City Infrastructure Group (Traffic and Transport Planning)	Ongoing
	1.2.6 Ensure new housing development incorporates Walkable Neighbourhoods Planning and Design and includes infrastructure and facilities to support active lifestyles.	Deliver	City Planning and Assessment (Development Assessment)	Ongoing
	1.2.7 Install resistance training exercise equipment for adults in destination parks (T1) and community parks (T2) across the city.	Deliver	City Infrastructure (Civic and Open Space Management)	Ongoing
1.3 Outdoor spaces, streets and parks are safe, clean and graffiti free.	1.3.1 Ensure planning provisions strengthen character of Redlands Coast and create attractive and engaging streetscapes through building scale, building elements, awnings and extensive street planting for all new development.	Deliver	City Planning and Assessment (Strategic Planning)	Ongoing
	1.3.2 Fund eligible events that support the activation of public spaces to reduce the risk of crime and enhance public safety through the Community Grants Program.	Deliver	Community and Economic Development (Strengthening Communities)	Ongoing
	1.3.3 Ensure Crime Prevention through Environmental Design (CPTED) principles are applied to new housing development to maximise safety and discourage antisocial behaviour.	Deliver	City Planning and Assessment (Development Assessment)	Ongoing
	1.3.4 Monitor local crime trends through engagement with State Government agencies and attendance at crime prevention networks.	Deliver	Community and Economic Development (Strengthening Communities)	Ongoing
	1.3.5 Take a zero tolerance to littering and illegal dumping to maintain the health, wellbeing and amenity of the community and the natural environment, and to minimise visual impacts.	Deliver	Environment and Regulation (Local Laws)	Ongoing

2 Transport

People of all ages find it easy to move about Redlands Coast.

Transport ensures older adults can move around the city to participate in activities, access services and enjoy all that Redlands Coast has to offer. Access to transport is essential for being able to age in place and retaining independence and quality of life in older age. The transport needs of people of all ages varies. While many people are healthy and active, regularly walking or cycling about the city, or travelling independently in their own vehicles, there are others who may continue to drive but tend to feel more comfortable travelling shorter distances, or restrict travel to daylight hours. Others no longer drive and are reliant on public transport or family and friends. There is another group who require

mobility assistance to attend medical appointments or to shop, who find using public transport difficult or confusing. This group tend to rely on community transport, or family and friends.

Redland City Council shares responsibility for transport with the state government and the private sector. The state government funds buses, trains and some ferries, the major road network and the rail network. Private providers operate buses, ferries and barges, taxis and community transport services. Redland City Council is responsible for local transport planning, designing, building and maintaining local roads, bus stops, footpaths, traffic management parking and street signage.



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What this means for the community:

- 2.1 Transport infrastructure responds to the needs of older adults.
- 2.2 The pedestrian and cycle network connects people to village centres, neighbourhoods and public transport.
- 2.3 The safety of older drivers, pedestrians, and people using wheelchairs, mobility aids and scooters is prioritised.

We will measure success by:

- Proportion of bus stops that meet Disability Standards and Guidelines.
- Number of reported traffic and scooter accidents involving older adults.

Key Initiatives

Connected Journeys Project – In partnership with people of all ages identify missing links in the local transport network to inform planning and advocacy for improved transport connectivity.

Community Transport Solutions – Partner with community transport providers to identify and explore opportunities for more convenient and accessible community transport options such as demand responsive transport or aged care living shuttle services.

City Wayfinding – Improve signage in the city to make it easier for cyclists and pedestrians to locate council services and community facilities.



Objective	Actions	Council's role	Lead Council service area	Timeframe
2.1 Transport infrastructure responds to the needs of older adults.	2.1.1 Consult with older adults in the development of Local Area Transport plans for the city's principal, major and specialist activity centres and key transport nodes.	Deliver	City Planning and Assessment (Transport Planning)	Medium Term
	2.1.2 Renew bus stops to the Disability Standards for Accessible Public Transport 2002 (Transport Standards).	Deliver	City Infrastructure Group (Traffic and Transport Planning)	Short Term
	2.1.3 Explore opportunities for recreational vehicle (RV) Parking in the Redlands.	Deliver	City Operations (Civic and Open Space Management)	Short Term
	2.1.4 Complete upgrades of ferry passenger terminals at Russell Island, Macleay Island, Lamb Island and Karragarra Island to be compliant with the Disability Standards for Accessible Public Transport 2002.	Deliver	City Infrastructure (Marine and Waterway Assets)	Medium Term
	2.1.5 Promote community transport options through Council's website.	Deliver	Community and Economic Development (Strengthening Communities)	Short Term
	2.1.6 Fund eligible initiatives that strengthen the sustainability of community transport providers through the Community Grants Program.	Deliver	Community and Economic Development (Strengthening Communities)	Ongoing
2.2 The pedestrian and cycle network connects people to village centres, neighbourhoods and public transport.	2.2.1 Extend the principal cycle network and the Moreton Bay Cycleway.	Deliver	City Infrastructure Group (Traffic and Transport Planning)	Short Term
	2.2.2 Ensure new housing developments are accessible for pedestrians and cyclists and to public transport.	Deliver	City Planning and Assessment (Transport Planning)	Ongoing
2.3 The safety of older drivers, pedestrians, and people using wheelchairs, mobility aids and scooters is prioritised.	2.3.1 Renew standard footpaths to a minimum width of 1.5 metres where allowable and shared paths to a minimum width of 2 metres to accommodate safe use of wheelchairs, mobility aids and scooters.	Deliver	City Infrastructure Group (Traffic and Transport Planning)	1-3 years
	2.3.2 Install pathway lighting in high priority areas to improve safety and security.	Deliver	City Infrastructure Group (Traffic and Transport Planning)	1-3 years
	2.3.3 Promote driver safety education and refresher courses for all drivers on Council's website.	Partner	Community and Economic Development (Strengthening Communities)	Short Term
	2.3.4 Deliver the Scooter Safety Education Program to Aged Care providers in partnership with the Volunteers in Policing Program.	Deliver	Community and Economic Development (Strengthening Communities)	Ongoing
	2.3.5 Attend the Redlands Traffic Advisory Group meetings to identify and monitor road safety issues with the Department of Transport and Main Roads and the Queensland Police Service.	Partner	City Infrastructure Group (Traffic and Transport Planning)	Ongoing
	2.3.6 Maintain local roads in good condition and ensure landscaping at intersections and roundabouts is kept low to improve visibility and enhance pedestrian and driver safety.	Deliver	City Infrastructure Group (Traffic and Transport Planning)	Ongoing

3 Housing

People of all ages can access a range of housing choices.

A home is important for security and stability at any age, especially in older age. The familiarity of the local neighbourhood contributes to connection to home and place, providing a sense of belonging, safety and wellbeing. In an age-friendly community, people of all ages can access housing that is affordable, safe and accessible to essential services and facilities.

The majority of people of all ages have a strong desire to 'age in place', either to remain living in their own home as they age, or to move to a more suitable dwelling so they can live comfortably and independently in the community, and continue to maintain connections with friends and neighbours.

The ability to remain living in the local community in older age is dependent on having access to suitable housing that can meet the changing needs of occupants across their lifespan, and which can be modified easily to support independence and to be accessible to essential transport, community and health services.

Redland City Council is committed to ensuring that city planning provides for a diverse range of housing product and location, where people can remain connected to neighbourhoods and live independently for as long as possible.



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What this means for the community:

- 3.1 A range of affordable housing options are available to meet the needs of older adults.
- 3.2 Housing is located in proximity to transport, shops, services and open space.
- 3.3 Housing is able to meet the changing needs of occupants across the life-span.

We will measure success by:

- Proportion of older adults who want to remain in their current residence and are confident they will be able to afford to do so.
- Availability of community services to support ageing in place, home maintenance, support and personal care.

Key Initiatives

Ageing In Place Project – Work with community and the State Government to identify and advance opportunities for people of all ages on the Southern Moreton Bay Islands to age in place.

Home for a Lifetime – Undertake advocacy to Australian Building Codes Board through the Local Government Association of Queensland (LGAQ) to incorporate universal design specifications into the National Construction Code to ensure that new housing is accessible to people of all ages and able to accommodate peoples changing needs across the lifespan.



Objective	Actions	Council's role	Lead Council service area	Timeframe
3.1 <i>A range of affordable housing options are available to meet the needs of older adults.</i>	3.1.1 Implement provisions set out in the Redland City Plan for affordable housing suitable for a diverse and changing community including families, single people, single-parent households, people with special needs and older adults.	Deliver	City Planning and Assessment (Strategic Planning)	Ongoing
	3.1.2 Deliver simplified assessment processes for development applications of a secondary dwelling to accommodate multi-generational living.	Deliver	City Planning and Assessment (Strategic Planning)	Ongoing
	3.1.3 Offer a concession on the General Rate to eligible pensioners.	Deliver	Financial Services (Financial Operations)	Ongoing
	3.1.4 Continue to advocate for needs of vulnerable older adults experiencing homelessness in Redland City with the Queensland Government.	Advocate	Community and Economic Development (Strengthening Communities)	Ongoing
3.2 <i>Housing is located in proximity to transport, shops, services and open space.</i>	3.2.1 Ensure new housing developments are accessible to transport, health and social services, public open space and recreational facilities in accordance with the Redland City Plan.	Deliver	City Planning and Assessment (Strategic Planning)	Ongoing
3.3 <i>Housing is able to meet the changing needs of occupants across the lifespan.</i>	3.3.1 Promote local home modification services and personal care services.	Partner	Community and Economic Development (Strengthening Communities)	Ongoing
	3.3.2 Fund eligible initiatives that strengthen the sustainability of organisations providing home modification programs and home maintenance in Redland City through the Community Grants Program.	Deliver	Community and Economic Development (Strengthening Communities)	Ongoing

4 Social Participation

People of all ages can participate in a range of community activities and events.

Connections with others is the cornerstone of security and wellbeing for people of all ages. Having someone to call on for support in a time of need, participating in community activities, social groups or hobbies with others can contribute to fulfilment, sense of purpose and connection to the wider community.

Ageing brings with it a range of transitions that can place older adults at increased risk of social isolation and loneliness. Adult children leaving home, retirement from full time work, loss of a driver's licence, the death of a partner or breakdown of a relationship, or moving to a new community can increase those risks. Other barriers to social

participation include poor health, hearing loss, difficulties with mobility or disability, or caring for others.

We are committed to the design of public spaces to encourage social interaction, improve transport connectivity, and to offering activities and opportunities where connections can be made. We will improve our communication so that it is easier for people of all ages to find support and opportunities to meet others. We will promote community organisations that support isolated and vulnerable older adults, and continue to deliver events and entertainment for different interests and abilities to support health and wellbeing.



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What this means for the community:

- 4.1 A variety of events and performances that appeal to a range of ages will be held throughout the year.
- 4.2 Opportunities for social connections between residents is encouraged and promoted.
- 4.3 City centres and outdoor spaces are designed to encourage social interactions and connections between residents and generations.

We will measure success by:

- Proportion of older adults among all reported visitors to Redlands Performing Arts Centre, Redland Art Gallery and local events.
- Availability of local recreation and learning programs specifically for older adults.

Key Initiatives

Social Events – Engage older adults to explore opportunities to improve Council's promotion of social events and activities available on Redlands Coast for people of all ages.

Resilient Communities – Develop a program of activities that target social isolation and vulnerability to enhance community resilience.



Objective	Actions	Council's role	Lead Council service area	Timeframe
4.1 A variety of events and performances that appeal to a range ages will be held throughout the year.	4.1.1 Offer a year-round balanced calendar of events that appeal to a wide audience and cross-sections of the community.	Deliver	Communications, Engagement and Tourism (Tourism and Events)	Ongoing
	4.1.2 Deliver an annual program of affordable, high quality cultural entertainment specifically for older adults.	Deliver	Community and Cultural Services (Creative Arts)	Ongoing
	4.1.3 Support artistic groups in the city that offer music, drama, dance and visual arts opportunities in which older adults can participate.	Advocate	Community and Cultural Services (Creative Arts)	Ongoing
	4.1.4 Deliver activities that engage older adults with a wide range of interests (E.g. author talks, book art, robotics for adults).	Deliver	Community and Cultural Services (Library Services)	Ongoing
	4.1.5 Provide meeting spaces to organisations that provide social opportunities for older adults.	Deliver	Community and Cultural Services (Library Services)	Ongoing
	4.1.6 Schedule shows and events to coincide with ferry timetables to enable residents of the Southern Moreton Bay Islands to attend.	Deliver	Community and Customer Services (Creative Arts)	Ongoing
4.2 Provide access to community halls and/ or tenure arrangements with not-for-profit organisations to support delivery of social activities for people of all ages.	4.2.1 Opportunities for social connections between residents is encouraged and promoted.		City Operations (City Sport and Venues)	Ongoing
	4.2.2 Provide opportunities for residents to connect with others in their local neighbourhoods through the visiting mobile library service.	Deliver	Community and Cultural Services (Library Services)	Ongoing
4.3 Outdoor spaces encourage social interactions.	4.3.1 Design new parks to facilitate social interactions and connections between residents and between the generations.	Deliver	City Infrastructure (Civic and Open Space Management)	Ongoing

5 Respect and Social Inclusion

People of all ages are respected and included in all aspects of community life.

Age-friendly communities value people of all ages and foster a culture of respect and inclusion. Respect and social inclusion are the basis on which an age-friendly community is built, and both influence the quality of life of older adults, and their experience of ageing. Older adults are more likely to participate in the community when they feel they are valued and respected.

We want Redlands Coast to be a place where people of all ages play an active role in all aspects of community life. Redland City Council is committed to demonstrating respect by creating environments that bring together people of all ages and cultural backgrounds; promoting strong community

connections, building trust, challenging ageism through our positive communications and depictions of ageing, and creating opportunities for shared activities.

Council will continue to recognise the talents, skills and valuable contributions that people of all ages make to Redlands Coast community. We will draw upon their wisdom and experience by providing opportunities to influence council's decisions. We will recognise the diversity of our older residents and work toward creating connections between the generations to build positive relationships and respect.



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What this means for the community:

- 5.1 People of all ages are respected and their contribution to the community is recognised and valued.
- 5.2 Council's services are inclusive of people of all ages.
- 5.3 People of all ages can share their knowledge and experiences with the community.

We will measure success by:

- Proportion of older adults who report high level of satisfaction with social relationships.

Key Initiatives

Research Partnerships – Partner with academia and industry to attract investment, testing and trialing of products and services that serve an ageing population.

Intergenerational Programs – Facilitate partnerships that foster meaningful connections between the generations.



Objective	Actions	Council's role	Lead Council service area	Timeframe
5.1 <i>People of all ages are respected and their contributions to the community are recognised and valued.</i>	5.1.1 Utilise positive images of older adults in relevant council publications to reflect the diversity of older adults in our community.	Deliver	Communications, Engagement and Tourism (Marketing, Digital and Design)	Ongoing
	5.1.2 Sponsor the annual Seniors Awards which recognise the significant contributions people of all ages make to Redlands Coast community.	Funding	Community and Economic Development (Strengthening Communities)	Ongoing
	5.1.3 Provide sponsorship opportunities for local community groups to deliver events that are aimed to thank local residents who volunteer their time to support Redlands Coast community.	Funding	Communications Engagement and Tourism (Tourism and events)	Ongoing
	5.1.4 Sponsor Senior's Week celebrations and activities.	Funding	Community and Economic Development (Strengthening Communities)	Ongoing
	5.1.5 Engage with Aboriginal and Torres Strait Islander community to recognise Elders in dual naming of open spaces in Redland City.	Deliver	Corporate Governance (Indigenous Partnerships and Programs)	Ongoing
	5.1.6 Deliver activities that generate understanding and respect between the generations (e.g. Grandparents day, story time).	Deliver	Community and Cultural Services (Library Services)	Ongoing
5.2 <i>Council's services are accessible to people of all ages.</i>	5.2.1 Provide equitable access to Council's services to residents of all ages, language, ability or ethnicity through implementation of Council's Customer Experience Policy.	Deliver	Community and Cultural Services (Integrated Customer Contact Centre)	Ongoing
	5.2.2 Continue to provide outreach library services to nursing homes and to residents who are not able to visit the library due to illness, disability, visual impairment or caring responsibilities.	Deliver	Community and Cultural Services (Library Services)	Ongoing
	5.2.3 Fund eligible initiatives that support people of all ages at risk of social exclusion through the Community Grants Program.	Deliver	Community and Economic Development (Strengthening Communities)	Ongoing
5.3 <i>People of all ages can share their knowledge, and experiences with the community.</i>	5.3.1 Provide opportunities for people of all ages to share their knowledge of local history with the community.	Deliver	Community and Cultural Services (Library Services)	Ongoing
	5.3.2 Facilitate connections between Aboriginal and Torres Strait Islander Indigenous Elders and local senior's organisations and seniors networks.	Deliver	Corporate Governance (Indigenous Partnerships and Programs)	Ongoing

6 Civic Participation & Employment

People of all ages can participate in work, volunteering and decision making.

Older adults are active participants in the community and contributors to Redlands Coast economy through employment and business ownership.

Economic participation is enhanced by access to education and entrepreneurship opportunities. We will encourage older entrepreneurs who are launching their own businesses as a way for them to earn an income and participate in the workforce. Continued involvement in local decision making throughout the lifespan strengthens connections to the community.

Participation in volunteering supports self-esteem, and provides a sense of purpose, fulfilment and wellbeing. Redland City Council recognises the important role that volunteers and volunteerism plays in building a strong and vibrant community. We are committed to providing positive volunteer opportunities and experiences for people of all ages within Council's service areas. We value the significant contributions that people of all ages make through volunteering and we are committed to continuing to offer a range of fulfilling and meaningful volunteering opportunities for people of all ages.



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What this means for the community:

- 6.1 Opportunities for life-long learning, retraining, entrepreneurship and skills development are available and accessible to people of all ages.
- 6.2 Council's planning and decision making is informed by the experiences of people of all ages.
- 6.3 Council offers a range of volunteering opportunities for people of all ages to share their skills, knowledge and experiences with the community.

We will measure success by:

- Proportion of older adults who report engaging in volunteer activity.
- Proportion of older adults who were enrolled in education or training, either formal or non-formal, in the past year.

Key Initiatives

Centre of Excellence in Education for the Ageing – Advance partnership opportunities for a Centre of Excellence for Education of the Ageing.

Age-friendly Ambassadors – Create a new program to recruit older adults to participate in Council's planning on key city projects.

Experience Bank – Partner with the community to identify opportunities to establish an "Experience Bank" for older adults to volunteer time to share their skills and experience to assist community groups.



Objective	Actions	Council's role	Lead Council service area	Timeframe
6.1 <i>Opportunities for life-long learning, retraining, entrepreneurship and skills development.</i>	6.1.1 Promote training opportunities for Aged Care Workforce through the delivery of the Regional Skills Investment Strategy.	Partner	Community and Economic Development (Economic Development)	Short Term
	6.1.2 Assist older adults seeking employment with curriculum vitae/ resume development and low cost printing and photocopying services.	Deliver	Community and Cultural Services (Library Services)	Ongoing
	6.1.3 Provide free public access to wireless internet (WiFi), computers and general computer help.	Deliver	Community and Cultural Services (Library Services)	Ongoing
	6.1.4 Deliver the Ask IT, digital literacy program to older adults.	Deliver	Community and Cultural Services (Library Services)	Ongoing
	6.1.5 Promote lifelong learning opportunities for older adults interested in self-employment and senior-entrepreneurship.	Deliver	Community and Economic Development (Economic Development)	Ongoing
	6.1.6 Develop a Council workforce plan to maximize the potential of workers across the lifespan.	Deliver	People, Culture and organisational Performance	Ongoing
6.2 <i>Council's planning and decision making is informed by the experiences of people of all ages.</i>	6.2.1 Engage with people of all ages on key Council projects.	Deliver	Communications, Engagement and Tourism (Media, Communications and Community Engagement)	Ongoing
6.3 <i>Council offers a range of volunteering opportunities for people of all ages to share their skills, knowledge, experiences with the community.</i>	6.3.1 Provide a variety of opportunities for people of all ages to volunteer in Council's arts and environmental programs.	Deliver	Environment and Regulation (Environment and Education) Customer and Cultural Services (Creative Arts)	Ongoing

7 Communication and Information

People of all ages find it easy to find information about services, events and activities.

The internet and digital technology has rapidly changed the way information is communicated, and how services are delivered with many now online.

Although many people of all ages do access the internet, there are many others who are not yet online. We recognise that people of all ages often prefer to receive information through direct contact such as telephone calls, in person through our customer service centres, or in printed form.

In an age-friendly community it is easy to stay up to date with community news, find information

about local events, businesses and services and volunteering opportunities.

Redland City Council will communicate information about Council's services, events and activities in a range of formats to meet the needs of older adults with varying capacities, including people with vision and hearing loss. Council will work to increase access to the internet and digital technologies to ensure all residents are able to access Council's services and information in a range of formats.



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What this means for the community:

- 7.1 People of all ages can access information they require when they need it.
- 7.2 Council's communications are inclusive of people of all ages and abilities.
- 7.3 Events, activities and volunteering opportunities for seniors are promoted widely.

We will measure success by:

- Proportion of older people living in a household with internet access at home.
- Proportion of older people who report they are able to access information.

Key Initiative

"Hear Here Council!" – Implement the "Hear Here Council" training package to improve Council's communication with customers with hearing loss.



Objective	Actions	Council's role	Lead Council service area	Timeframe
7.1 <i>People of all ages can access information they require when they need it.</i>	7.1.1 Provide a range of library resources suitable for people with visual impairment and hearing loss (e.g. e-Audio, music, eBooks, large print, audio books).	Deliver	Community and Cultural Services (Library Services)	Ongoing
	7.1.2 Provide free public access to computers, internet and WiFi at Redland City Libraries.	Deliver	Community and Cultural Services (Library Services)	Ongoing
	7.1.3 Provide spaces for community groups and organisations to offer senior's information to the community.	Deliver	Community and Cultural Services (Library Services)	Ongoing
	7.1.4 Deliver adult literacy and numeracy classes.	Deliver	Community and Cultural Services (Library Services)	Ongoing
7.2 <i>Council's communications are inclusive of people of all ages and abilities.</i>	7.2.1 Provide Hearing Loop technology in Redland City Libraries, Council's Customer Service Centres, and Redland Performing Arts Centre.	Deliver	City Operations (Facilities Services Unit)	Ongoing
7.3 <i>Events, activities and community services for seniors are promoted widely.</i>	7.3.1 Provide opportunities to community organisations and groups who support seniors to promote services and information in libraries.	Partner	Community and Cultural Services (Library Services)	Ongoing
	7.3.2 Publish updates on Council's initiatives, events and activities and community consultation projects through Redlands Coast Pulse Newsletter and the What's On Calendar.	Deliver	Communications, Engagement and Tourism (Tourism and Events)	Ongoing

8 Community Support and Health Services

People of all ages can access a range of services to support health and wellbeing.

Health needs often become more complex in older age, so access to these services is essential for wellbeing, and assists with maintaining independence for as long as possible.

Community support and health services are funded through a range of agreements with the Commonwealth and State Governments. Redland City Council plays an important role in planning, advocating, and influencing the number, range and location of these services within Redland City.

In an age-friendly community, residents can access support and health services to maintain their physical and mental wellbeing.

Council is committed to working with local health care providers to improve access to health services and health information. We will continue to build community resilience and ensure disaster management planning recognises the vulnerabilities and capacities of older adults.



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What this means for the community:

- 8.1 Disaster planning recognises and responds to the vulnerabilities and capacities of older adults.
- 8.2 An adequate range of community services are available to support health and wellbeing.
- 8.3 Residents can access end of life support, advance care planning and a choice of burial or cremation options.

We will measure success by:

- Proportion of older people who report that they know who to call if they need information about their health concerns and relevant services in their community.

Key Initiatives

Community Services Supply Analysis – Work with Griffith University's Regional Innovation Data Lab to undertake mapping of community services in Redland City to identify gaps in the community services system to inform future planning.

Investment in Health Services – Advocate for development and expansion of local health services (including general practitioners and specialist services) in appropriate locations to address current per capita under-supply.

Multi-purpose Community Centres – Undertake social infrastructure planning for multi-purpose community centres to support the health and wellbeing of older adults.



Objective	Actions	Council's role	Lead Council service area	Timeframe
8.1 <i>Disaster planning recognises and responds to the vulnerabilities and capacities of people of all ages.</i>	8.1.1 Undertake disaster planning and response activities with the Aged Care Providers Network and the Redlands Seniors network.	Deliver	Community and Economic Development (Strengthening Communities)	Ongoing
	8.1.2 Partner with Red Cross to deliver the Community Champions Program on the Southern Moreton Bay Islands to lead a community response for planning, preparation, response and recovery for the local community.	Partner	Corporate Governance (Disaster Planning and Operations)	Ongoing
8.2 <i>An adequate range of resources and community services are available to support health and wellbeing.</i>	8.2.1 Advocate for increased government funding for services for seniors to provide for the needs of the city's ageing population.	Advocate	Community and Economic Development (Strengthening Communities)	Ongoing
	8.2.2 Attend seniors' networks to remain informed of current service trends and issues to support sustainability of services and networks.	Partner	Community and Economic Development (Strengthening Communities)	Ongoing
	8.2.3 Advocate for carer respite services on the Southern Moreton Bay Islands.	Advocate	Community and Economic Development (Strengthening Communities)	Ongoing
	8.2.4 Progress opportunities for a new multipurpose community hub in Cleveland to support coordinated community service delivery activities, programs and services to address social needs including needs of an ageing population.	Deliver	Community and Economic Development (Strengthening Communities)	Short to Medium
	8.2.5 Provide the Words for Wellbeing program to facilitate community access to useful, evidence-based self-help resources recommended by health professionals and organisations directly involved in healthcare to assist people to better understand their health.	Deliver	Community and Cultural Services (Library Services)	Ongoing
8.3 <i>End of life support, advance care planning and a choice of burial or cremation options are available.</i>	8.3.1 Undertake planning and operational works to expand Redland City Council's Cemeteries to ensure sufficient, accessible, affordable burial, cremation and memorial options through Council's annual capital works program.	Deliver	City Operations (City Sport and Venues)	Short to Medium
	8.3.2 Acknowledge Sorry Business and engage with the Redlands Indigenous community to ensure that cultural burial practices are acknowledged.	Partner	Corporate Governance (Indigenous Partnerships and Programs)	Ongoing
	8.3.3 Promote advance care planning and recognise annual Advance Care Planning Week.	Partner	Community and Economic Development (Strengthening Communities)	Ongoing

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14.6 WEINAM CREEK CAR SHARE INITIATIVE - EXPRESSION OF INTEREST

Objective Reference: A5327833

Authorising Officer: Louise Rusan, General Manager Community & Customer Services

Responsible Officer: David Jeanes, Group Manager City Planning and Assessment

Report Author: Ben Clarke, Transport Planner

Attachments:

1. [Weinam Creek Car Share Trial – Summary Report](#) ↓
2. [Weinam Creek Car Share Initiative - EOI document](#) ↓

PURPOSE

To present the proposal to initiate an Expression of Interest (EOI) for the purpose of implementing a long-term car share scheme at the Redland Bay Marina, Weinam Creek.

BACKGROUND

In August 2020 Council initiated a car share trial at the Redland Bay Marina. The trial was conducted from August 2020 to April 2021 and an existing local car share operator was selected to provide the trial service.

During the trial, Council officers monitored the progress of the initiative in order to determine if a permanent initiative was viable. The assessment criteria to determine the viability of a permanent initiative included general community feedback as well as car share vehicle usage and trial enforcement.

A summary report for the trial is attached (see Attachment 1). Over the course of the trial, local community feedback was generally supportive and the operator reported a consistent increase in usage and registrations as a result of having dedicated car parks in close proximity to the ferry terminal.

ISSUES

Based on feedback from the public and the operator during the trial, there were issues with parking enforcement and ensuring the spaces for car share vehicles only. It has been recommended by Council's local laws team to consider options to assist compliance, such as hatched line marking over the selected parking spots, or excluding public use with collapsible bollards or a boom gate. As part of the EOI and or tender documentation, it is requested that proposals include the means of ensuring exclusive use of the spaces to suit the operation that may be via a lease, licence or permit arrangement.

The EOI documentation outlines Council seeking applications that propose a suitable number of spaces, site location in close proximity to Redland Bay Marina and means of ensuring parking compliance at the proposed site. It is proposed that the scheme will operate for approximately 2 years and subject to responses from the EOI.

STRATEGIC IMPLICATIONS

Legislative Requirements

The EOI and Tender process will be conducted in accordance with Chapter 6 of the *Local Government Regulation 2012*.

Risk Management

Due to COVID-19 the car share provider was required to implement additional protocols to ensure hygiene and safety standards. This may have detracted from usage in the short-term, but is not considered a large risk moving forward long-term. The EOI process will require proponents to identify, remove and or manage associated risks.

As part of the trial's consultation, a small portion of respondents had concerns with giving up priority car parks for car share. Therefore, it is key we communicate the benefits of car share on parking demand as part of any long-term use through public notification, which will be prepared following an EOI and/or tender process.

Financial

Redland City Council fees and charges are to be appropriately charged for the number of spaces and any extra maintenance or setup costs. Council's Property team has advised that rates similar to the Weinam Creek secure parking facility Fees and Charges are reasonably transferrable. The relevant Fees and Charges (2020-21 financial year) for the secure parking facility is \$325.40 per quarter for each car bay, plus a \$295.82 one-time fee for the security bond.

People

The Transport Planning Unit will oversee the EOI and tender process, with assistance from the Property and Procurement teams. The administration of an approximate two (2) year exclusive use and or lease will be with the Property team. City Assets Group will continue to manage the carpark, as well as any additional infrastructure associated with the setup.

Environmental

There are no anticipated environmental impacts caused by the car share initiative.

Social

There are no anticipated social impacts caused by the car share initiative.

Human Rights

There are no anticipated human rights impacts caused by the car share initiative.

Alignment with Council's Policy and Plans

Corporate Plan 2018-2023:

- Green Living - 2.5 – Transport planning reflects a desire to maximise economic, environmental and liveability outcomes, through reducing parking demand and providing island residents with an alternative to a mainland vehicle.
- Wise planning and design - 5.2 – Redland City's character and liveability are enhanced through maximising opportunities through the catalyst Weinam Creek Priority Development Area project.

CONSULTATION

Consultation with the following Council departments and teams has occurred:

Consulted	Consultation Date	Comments/Actions
Service Manager, Local Laws	21 January 2021	Paint or some form of visual cue or physical barrier will help with compliance and ensuring exclusive use.
Senior Property Officer	21 January 2021	Land use / long-term lease can be organised following EOI and tender process. Best to base off a similar rate as existing secure parks.
Service Manager, Risk and Liability	22 January 2021	Boom gate or physical barrier is likely required to ensure the exclusive use of the leased car parking spaces. Options for parking arrangements may be requested through EOI process. Trial must end prior to EOI and tender process being conducted.
Senior Advisor, Communications and Community Engagement	11 February 2021	Updates to YourSay and media release support will be provided.
Procurement Officer	22 February 2021	EOI process will give Council officers the option to identify suitable suppliers, who can be subsequently be invited to a closed tender process.
Senior Traffic Engineer	25 February 2021	Line marking work and/or boom gate is possible and appropriate. This setup cost can be attained by the relevant department as a requirement of the exclusive use / lease.
Development Manager (Redland Investment Corporation)	1 April 2021	Redland Investment Corporation will continue to consider how car share can be integrated into the master plan for the Weinam Creek Priority Development Area.

OPTIONS

Option One

That Council resolves as follows:

1. To note the Weinam Creek Car Share Trial at the Redland Bay Marina concluded on 18 April 2021.
2. To support an Expression of Interest and subsequent tender process for the Weinam Creek Car Share Scheme at Redland Bay Marina.
3. To delegate authority to the Chief Executive Officer under s.257(1)(b) of the *Local Government Act 2009* to negotiate, make, vary and discharge the contract and associated documents for the Weinam Creek Car Share Scheme.

Option Two

That Council resolves as follows:

1. To note the Weinam Creek Car Share Trial at the Redland Bay Marina concluded on 18 April 2021.
2. To not conduct an Expressions of Interest and proceed straight to a tender process for the Weinam Creek Car Share Scheme at Redland Bay Marina.
3. To delegate authority to the Chief Executive Officer under s.257(1)(b) of the *Local Government Act 2009* to negotiate, make, vary and discharge the contract and associated documents for the Weinam Creek Car Share Scheme.

Option Three

That Council resolves as follows:

1. To note the Weinam Creek Car Share Trial at the Redland Bay Marina concluded on 18 April 2021.
2. To not support an Expression of Interest and/or tender process for the Weinam Creek Car Share Scheme at Redland Bay Marina.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. **To note the Weinam Creek Car Share Trial at the Redland Bay Marina concluded on 18 April 2021.**
2. **To support an Expression of Interest and subsequent tender process for the Weinam Creek Car Share Scheme at Redland Bay Marina.**
3. **To delegate authority to the Chief Executive Officer under s.257(1)(b) of the *Local Government Act 2009* to negotiate, make, vary and discharge the contract and associated documents for the Weinam Creek Car Share Scheme.**

WEINAM CREEK CAR SHARE TRIAL

Summary Report (March 2021)

Weinam Creek Car Share Trial – Summary Report (March 2021)

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Weinam Creek Car Share Trial – Summary Report (March 2021)

1. Introduction

The Weinam Creek Car Share Trial at Redland Bay Marina was initiated by Council on 25 August 2020 for the purpose of testing the viability and suitability of a car share initiative at Redland Bay Marina. The trial involved four car spaces near the ferry terminal being used for car share vehicles only (see appendix D for location).

Presently, there is a high demand for car parking at Redland Bay Marina, Weinam Creek, as the existing public transport connections do not offer viable transport options for the community. As such, the implementation of a long-term car share initiative may assist in alleviating the existing supply and demand issues as well as offering a suitable transport option for the community.

Currently, a large portion of Sothern Moreton Bay Island residents have a 'mainland car'. This has resulted in a large amount of vehicles being parked long-term on valuable foreshore space. Anecdotally, most mainland cars are not used on daily basis. Therefore, car share could enable people a more economical solution for sporadic mainland vehicle use.

The table below outlines the approximate private vehicle costs for each type of car and shows that the cheapest car to own has an average weekly cost over \$100. Based on this information, the least expensive vehicle would cost approximately \$84 and the most expensive car would cost \$283 for 200km of travel. Car share may offer island residents a cheaper alternative to owning a mainland vehicle.

Table 1: Private vehicle expenses

Vehicle Category	Cents/km	Average \$ per week
Micro	41.8	\$120.62
Light	46.2	\$133.38
Light Prestige	64.1	\$184.86
Small	55.2	\$159.21
Small Prestige	78.4	\$226.03
Medium	70.1	\$202.16
Medium Prestige	99.2	\$286.05
Large	86.9	\$250.73
Large Prestige	141.7	\$408.68
Sports	82.7	\$238.45
People Mover	83.4	\$240.47
SUV Small	59.9	\$172.85
SUV Small Prestige	84.0	\$242.21
SUV Medium	71.9	\$207.31
SUV Medium Prestige	103.2	\$297.66
SUV Large	80.7	\$232.64
SUV All Terrain	99.0	\$285.48
2wd utility	75.4	\$217.63
4wd utility	84.8	\$244.55
Electric	118.2	\$340.80

Source: Private vehicle expenses, RACQ, 2018

Weinam Creek Car Share Trial – Summary Report (March 2021)

2. Purpose

The purpose of this report is to provide an overview of the Weinam Creek Car Share Trial, including community consultation and assessment of key success indicators of the trial.

3. Background

Council were approached by a local car share provider (Bay Islands Car Share) to obtain conveniently located car spaces close to the Redland Bay Marina ferry terminal to offer island residents a more convenient car share solution. It was decided by the Transport Planning Unit (TPU) that this was a valuable initiative for Council to lead, as it can demonstrate a more efficient use of car parking space, by providing island residents with an alternative to owning a 'mainland vehicle', thus reducing parking demand.

A project group (including representatives from TPU, Property, Local Laws, City Infrastructure Group (CIG) and Economic Development) met regularly from mid-2019 to develop a six month trial for four car spaces at Weinam Creek.

It was determined by the project group that for the purpose of a 6 month trial, it was appropriate to allow Bay Islands Car Share to be the operator for the trial, without undergoing competitive process of application. The short-term trial would allow Council to analyse collected data and determine the future viability and consideration in future transport planning for Redland Bay Marina and other similar areas around the Redlands. Any future car share scheme after the trial would go through an EOI and tender process to appoint a longer-term lease of car park spaces.

Property and Legal worked closely with the State Government (DNRME) to determine that a Permit to Occupy ('Trustee Permit') is appropriate for the short-term trial, as it is consistent with the terms of the Council lease over the Redland Bay Marina carpark. TPU worked closely with the Property team to finalise a Trustee Permit, which was reviewed by Legal Services.

CIG as the car park asset owner confirmed the signage plan and installation for the trial. Local Laws monitored the spaces throughout the trial and following a grace-period, infringed unauthorised vehicles parking in the car share spaces. The operator also has contingencies in place for when spaces are illegally occupied.

4. Consultation Objectives and Overview

The overarching objective of community consultation was to provide information about the short term car share trial and collect broader community feedback regarding the car share concept and its suitability to Redland Bay Marina.

The community consultation was solely through Council's yoursay page, which received 365 visits and 55 survey responses between July 2020 and March 2021 (see appendix A). Selected feedback was also captured and relayed to Council sporadically by the Operator (see appendix B).

At the car share spaces, corflute signage was provided notifying the public of the initiative with reference to Council's yoursay project page.

Weinam Creek Car Share Trial – Summary Report (March 2021)

5. Consultation feedback summary

Almost all the survey respondents of the survey live on the islands (only 3 out of 55 were from the mainland). 14 of the 55 respondents were users of the car share vehicles. Overall, the survey respondents were heavily in favour of the trial. Many wanted to see the initiative continued and expanded following the trial.

The table below summarises the information and detailed feedback collected through the survey engagement:

Table 2: Overriding themes of the detailed Yoursay survey feedback

Theme	Description
Number of spots	More carshare vehicles (and spaces) wanted.
Location	The convenient location of carshare spaces is key to its ongoing success.
Leasing	Spaces should be charged appropriately.
Fuelling	Electrifying the fleet using solar is an opportunity.
General feedback	More parking is needed for Weinam Creek. Shorter-time parking closer to ferry.

6. Trial usage data summary

Data provided by the Operator throughout the trial (refer to appendix C) shows a 100% increase in registrations and a 60% increase in usage of the car share vehicles from the time of the trial's implementation, indicating that there is a clear correlation between uptake and location of spaces.

Notably, the Operator had an established business model already in place near the Marina, however the priority parking spots seem to have made a very positive impact, according to the Operator.

As of March 2021, there are approximately 225 car share members. Also, average usage (number of trips per week) has increased to 40 trips per week.

7. Conclusion

The Weinam Creek Car Share Trial successfully tested the viability of a car share initiative for Redland Bay Marina. Overall, the trial received generally supportive feedback from the community and the Operator reported a doubling in car share members and a 60% increase in trips per week (approximately 40 car share trips per week as of March 2021). The trial has demonstrated the viability of the initiative in a longer term arrangement. It is recommended that longer-term car share initiatives be progressed for Weinam Creek and other similar locations in the city (such as Victoria Point).

Weinam Creek Car Share Trial – Summary Report (March 2021)

8. Appendices

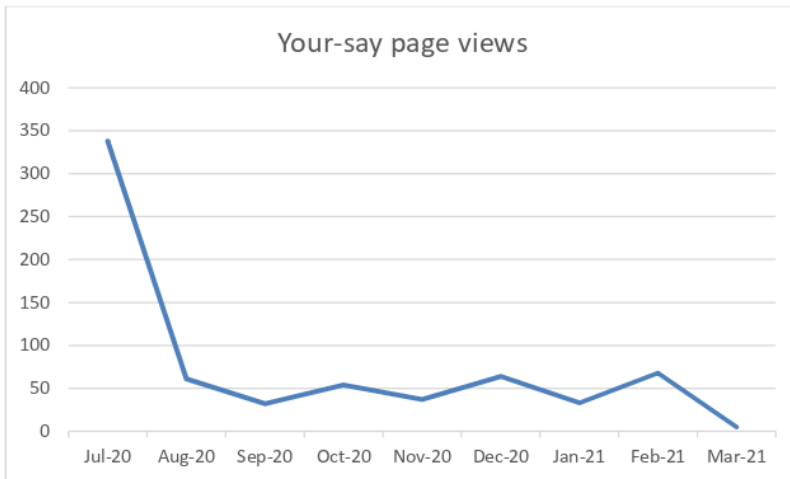
Appendix A: Yoursay survey results

Note: Information as of 16 March 2021.

Yoursay Project Page Highlights

Project Highlights	
Total Visits	365
Photo Views	25

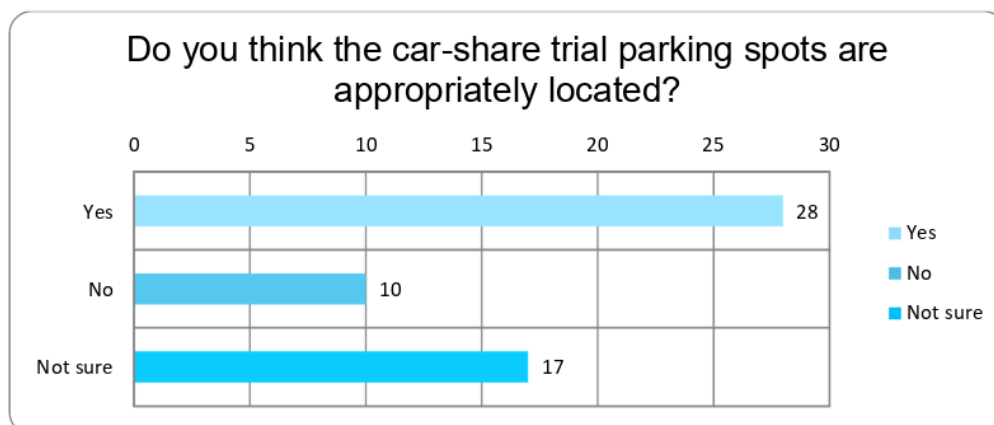
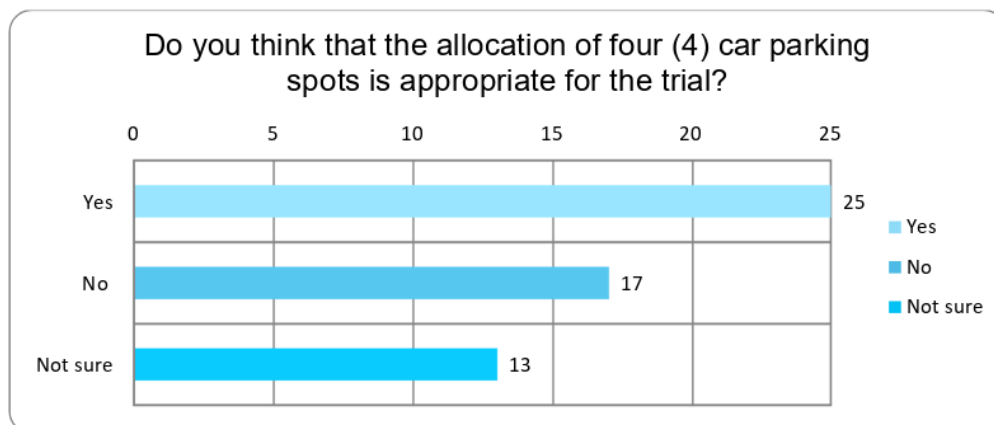
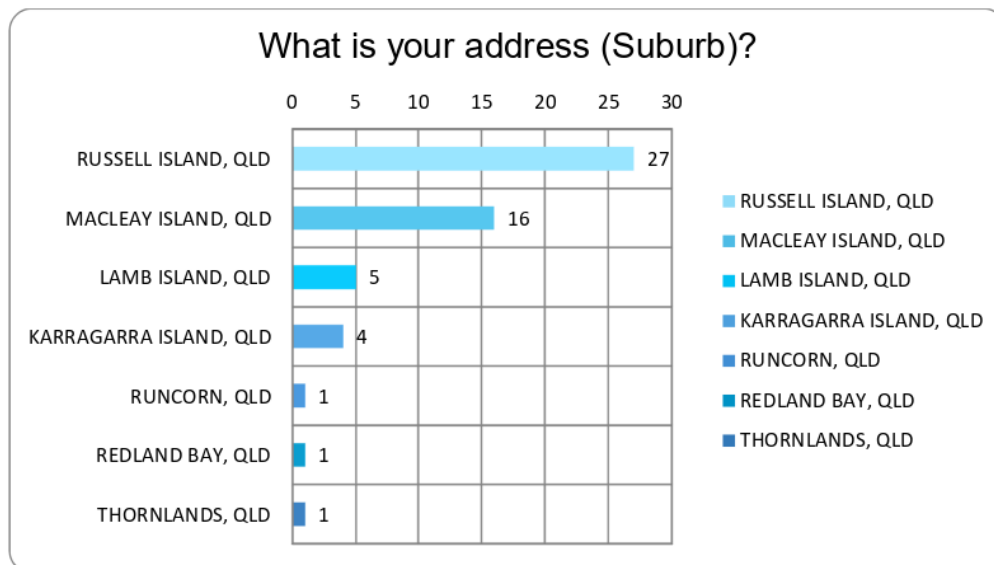
Yoursay Project Page Visitation Summary



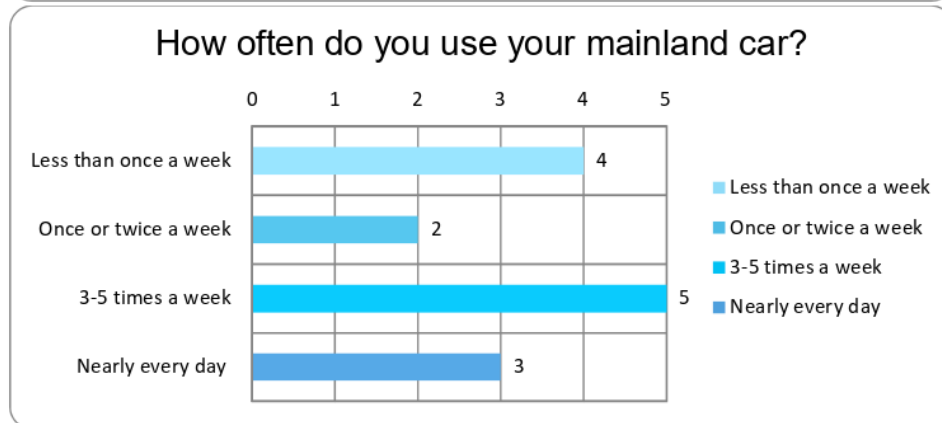
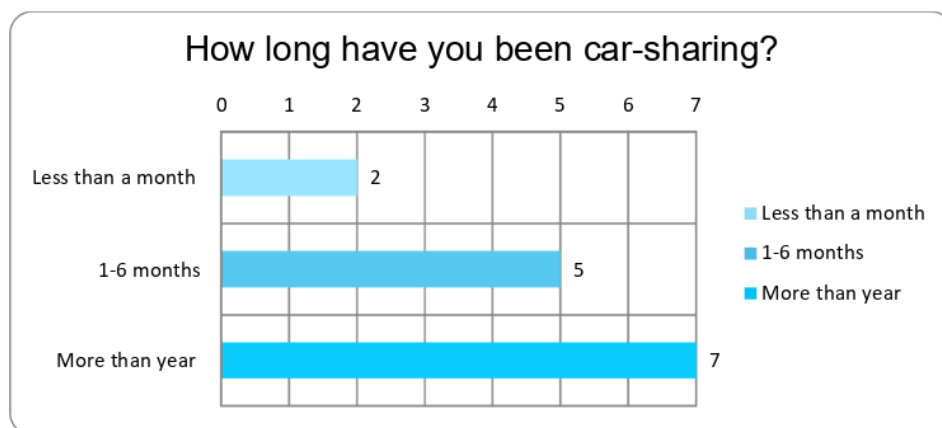
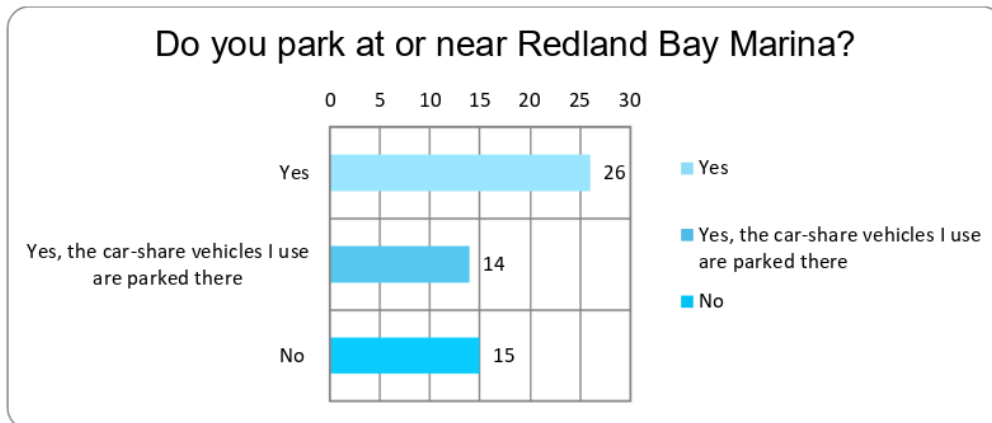
Note: Yoursay page went live on 6 July 2020.

Weinam Creek Car Share Trial – Summary Report (March 2021)

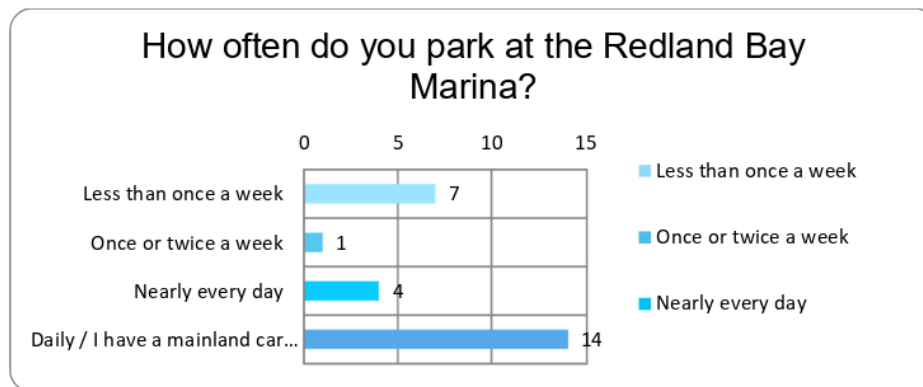
Relevant Survey Information and Collected Data



Weinam Creek Car Share Trial – Summary Report (March 2021)



Weinam Creek Car Share Trial – Summary Report (March 2021)



What else does Council need to consider when deciding what to do when the trial ends?

Respondent	What else does Council need to consider when deciding what to do when the trial ends?
1.	The opportunity for electrification of the car-share (provision of charging stations) combined with solar generation at the site would be a sign of a progressive council; likely outside of the scope of the current proposal, yet worthy of investigation given the short trips commonly taken by residents.
2.	Need to check take up of the idea. A car sharing enterprise already exists at the marina. Collaborate with them for ideas and concerns. Need a system to clean cars between uses
3.	Think of the convenience for islanders
4.	Consider all feedback and provide a practical, clear operational plan.
5.	Council could determine whether or not to increase the spots if it is proven that car-share has freed up some parking spots that would otherwise be taken by islanders with a mainland vehicle.
6.	Allowing for expansion and future growth of the car sharing options
7.	fuelling
8.	Don't do the trial or anything else unless the profit-centred private enterprise pays fair market value for the space it is using.
9.	Please tell us what the trial is about and how it works before asking these questions. I have heard nothing about this until someone mentioned it on fb. Where do I get more information? Nothing on the local fb sites, nothing on the ferry noticeboards, no flyers sent around. How do we find out?
10.	Increasing the number of share vehicles. Implementing electric bus services on the islands
11.	1. More spaces needed? 2. Cost reduction compared with hiring a car? 3. Overnight or 2 day hire allowed?
12.	Depends on how many car share operators exist. We use bay island car share - 4 spaces is sufficient for their current fleet but more would be needed if more car shares exist or are added.
13.	Consider the data on how many times the cars were used, how many times people were unable to share a car because they were all in use and consider the average amount of time the cars were used.
14.	Wider promotion of this trial, access to this survey results, access to usage results

Weinam Creek Car Share Trial – Summary Report (March 2021)

15.	Possibly continue if the trial has been successful
16.	Make this permanent asap
17.	Consult with island residents
18.	No comment
19.	It should get over the elephant in the room and negotiate with the State Federal government and private enterprise means whereby people can park their cars at home. le bridges and shorthaul barge routes.
20.	It may need more spaces
21.	A shuttle bus to Moore's park
22.	No comment
23.	That we all need to have access off the islands for work. For students that either go to high school, TAFE or university. Or for shopping groceries and to go too Bunnings that means we need a car on the mainland.
24.	Council has considered long enough (10 years) and now needs to build more car parks now for commuters or avail themselves to other forms of accessibility to the islands. Placing their heads in the sand will not make the problem of parking disappear.
25.	If successful will the carshare stay close to terminal or be at Moore's car park so will still have 10-15 min walk to terminal 🗣️
26.	Will it be council operated or the existing business that already operates there?
27.	buy up properties around the marina that are already offering car park with some only taking cash is questionable so it keeps it all honest. Hurry up and build multi story car park.
28.	Please give it more time
29.	Promote the service and help get it up and running - it's definitely needed. Also include a driver option along with self-drive.
30.	find out if it is used enough to make it permanent.
31.	The Car Share service is a business, and accordingly, should incur the same costs of accessing a guaranteed parking space that all other car owners incur. If this is not feasible for the business, they will need to consider passing the cost on to the people using the service. As the population and visitation on the Bay Islands steadily increases, the reduction of 40 vehicles, (as claimed as a result of the Car Share Service) will be insignificant and I believe have very little impact on reducing the demand for public parking.
32.	TO make a permanent private car park for each resident in mainland and also in the island. Parking car problem getting worse now , most of the time couldn't find a parking spot .
33.	That there is a very good likelihood it will be a resounding success and more spaces will need to be allocated. If they dont allow it to continue , parking congestion will increase again. Lighting could always be improved for safety. Access to water nearby for carwashing would help the business as well as for all who keep a mainland car. You could encourage other islanders with mainland cars to contribute their car to the program with the incentive for sharing their car being a guaranteed parking spot. I understand insurance and maintenance would have to be consistent so might not work, but worth investigating.
34.	Maybe adding more free parking when the multistory carpark opens.
35.	No comment

Weinam Creek Car Share Trial – Summary Report (March 2021)

36.	If the Service increases in demand - then I think that it would be appropriate to add additional spots as additional cars may be required. If the quoted ratio is correct of 10 cars being sold by islanders for every car available then this is a significant number of extra car spaces being available
37.	A great deal more parking on Macleay and Redland Bay
38.	Gain feedback- let people know impact on environment plus \$ savings
39.	<p>Allocated a few more parks for car share close to the ferry terminal , perhaps install up/down lockable bollards in the spaces so they are reservedmaybe put a park bench at the parking for disabled to sit whilst the driver organises entry, etc ...install security cameras for safetyinstall lighting at the allocated car spaces - the reason for this is the rental cars are unfamiliar, it takes more time to orienteer them, and lighting , seating and security is essential I note though that Council confirms that four spaces have been set aside , but it does not state if they are paid for (or not)this issue has caused all manner of division with some island residents claiming council has given them for free clear communication sent to the residents to quell the rumours and dissidents is required I've not long moved to the islands, but I have family who have resided on Russell, Lamb and Karra in excess of 20 years, so I've heard extensively of the parking gripes , similar to those appearing on community Facebook threads.....I've used car share twice since arriving 6 weeks ago, and I love it ...I've told my family about the service ...my Russell Island family is now planning to sell their mainland car and use car share too ...sure takes away a lot of the costs and hassles ...and that's one Carpark freed up (at least) I urge council to support this fabulous initiativeit's vital to enriching the quality of island lifethank you 🙏</p>
40.	The inconsiderate drivers that keep taking the car share parks!!
41.	<p>People are complaining about other cars being in the allotted parks when they return. I think that having fold/up and down bollards would be good to keep the carparks free of other parkers. ie: Parking-Protector-620MM__97982.1494815434.190.285 please copy and paste the link, the cost is pretty good, and would save the car share customers a lot of unnecessary worry and stress</p>
42.	Maybe a gated area?
43.	<p>Having a car-share scheme available at the ferry terminal makes so much sense on many levels - it reduces the amount of unnecessary cars being kept permanently at the marina, and therefore reduced need for parking infrastructure. It saves on costs both for individuals and council. It provides environmental benefits through shared use of resources. Council should continue to support this initiative and even look at financially subsidising schemes like this to encourage greater use of them. The issue of people parking illegally in the car share needs to be addressed. Fines are obviously not enough of a disincentive as it was a continual problem. Perhaps the car share spaces need to be a tow-away zone?</p>
44.	This is an invaluable service for island residents providing access to services medical needs and shops etc without the need for having a car on the mainland and issues with parking and leaving cars unattended

Weinam Creek Car Share Trial – Summary Report (March 2021)

45.	Please make this a permanent arrangement. I am really grateful for this trial it has made life so much easier when having to travel on the mainland. As stated already a lot of people that live on the Islands are elderly and it is difficult to walk a long way so it is fantastic that the car share car parks are relatively close to the ferries. (It is a shame that other people keep parking in the car share car parks.) But the last 3 times I used the car share service the cars where parked in the trial car parks and that was excellent. It also means I don't have a second car at Redland Bay and neither do all the others that use the car share so that will make less car parking problems for all.
46.	User pays
47.	Closer to terminal the better. It's becoming so popular I just hope there will be enough cars.
48.	Council definitely needs to continue the car share. Brilliant idea!!!! But if it does continue, tow away signs need to be put up for those parked incorrectly. But PLEASE continue car share. So convenient, affordable and very echo friendly! We love it is!
49.	This will be a growing business for sure. We have already decided to sell one of our cars and take advantage of this service however the parking area must remain convenient and accessible to the entrance to the ferry terminal. Before COVID we had two cars parked on the mainland and had one on the island. When our daughter visited from overseas she used the car share service for her mainland activities as she does not drive a manual car. The cars we kept on the mainland were manual cars.
50.	This company has invested money, time and goodwill in creating a viable means for Islanders to drive to places without the cost of keeping a car on the mainland and reduced the car parking at the marina. Their system works so there's no need for Council to stuff it up with heavy regulations. Definitely increase the parking for more hire cars parking spaces for this company. Police/fine/remove cars parking in the designated spaces.
51.	I have seen a report that in Sydney, car share can reduce the number of privately owned vehicles by 10 for each car share vehicle accommodated. This could provide significant space savings with the current incredible population growth.
52.	Change the parking limits close to the ferry terminal to maximum 3 day parks and all long term parking moved to Moore's Road car park. Close proximity parks should be for frequent turnover 24 hrs and some 3 day to allow access to more users. Workers going to Mainland and Islands frequently seeking parks that have a car in the space for extended periods
53.	It needs to consider that building more parking lots is not the answer (or the only answer) to the parking issues faced by islanders.
54.	Bring down the car ferry costs. They are a ripoff.! or provide a better frequent service not a monopoly.
55.	Creating extra card entry/exit areas in near water bus terminal

Weinam Creek Car Share Trial – Summary Report (March 2021)

Appendix B: Operator feedback

All feedback is summarised.

September 2020

- Uptake is going well.
- Interview with Mark Edwards was published in local Friendly Bay Islander magazine (see figure below).
 - All 4 parks were illegally occupied on the day. Photoshoot happened elsewhere, but the response was still positive.
- 18 new members have signed up since the beginning of the trial.
 - That represents a user base growth of 11.5% in 6 weeks.
- Already considering need additional vehicles to cater to the increased demand.
 - The one major obstacle to this is securing more parking.
- Parking behaviour is improving but does remain an issue.

BAY ISLANDS CAR SHARING SET TO CHANGE MAINLAND CAR PARKING WOES AND EXPENSIVE TWO-CAR COSTS

Bay Islands Car Sharing is a new business at our mainland car parks that has the potential to have a huge impact on the car parking overload that impacts the majority of island residents.

It is the brainchild of Russell Island resident Aaron Pipkorn and has been in a slow burn pattern of development, until now.

Bay Islands Car Sharing has been identified by Redland City Council as a business that could play a huge role in lessening the burden of car parking at mainland car parks, whilst potentially saving many islanders thousands of dollars including the cost of a 'second' family car.

An additional burden of living on our island group is that islanders need a second car parked at council mainland car parks for mainland use, due to the high cost of barge transport for regular car transport.

Aaron and his Bay Islands Car Sharing business and Redland City Council, believe this new concept could have a major impact on future mainland car parking requirements.

That is why council has entered into a car-share trial with Bay Island Car Share over the next six months to see just what impact the service will have. With over 150 members already, the business has the potential to save islanders a huge amount of money.

Aaron told The Friendly Bay Islander that the cost of buying, maintaining and (in some cases) paying for a car parking spot at mainland car parks is a 'huge cost' to island residents.

"By sharing a car, islanders will be able have the use of a good, reliable car at a fraction of the cost of owning a second vehicle at mainland car parks." Cr Mark Edwards is a huge fan of the car sharing concept.

"This has the potential to save islanders a great deal of money. They won't have to worry about how their 'second car' is faring on the mainland and all the costs that go with that."

Similar services in Australia's major cities have shown that for every car share vehicle in the network, there will be 10 fewer privately owned

vehicles looking for a car park at the marina.

Bay Island Car Sharing is offering its services to residents of the four Southern Bay Islands at Weinam Creek.

Redland City Council has made a four-car area available not far from the terminal for the Bay Island Car Share trial.

The allocated parks are now marked 'no-standing' zones and council parking officers will be enforcing the new regulations on any unauthorised vehicles parking in the Car Share Zone.

To join up to Bay Islands Car Share, all you have to do is go to their website www.bayislandscarshare.com.au

To have a car to use for your mainland transport needs, membership cost is just \$10 month. Car hire is from \$6 per hour plus 40 cents per km or \$55 a day incl. 100km depending on which car is selected.

Prices range from \$6 per hour for the smallest vehicle to to \$9 per hour for the largest. All are good late model vehicles.

Fuel is included in the pricing and the vehicles are available from the reserved car parking spaces not far from the jetty terminal.

Once you have made your booking, you make your way to the vehicle and, using an individual and changeable code, you extract the vehicle's keys from the safe container attached to the rear driver's side window, and off you go.

It is easy to book online and the pricing includes comprehensive insurance. There is no lock-in contract and you can cancel at anytime.

CAPTION - Aaron with Cr Mark Edwards announcing the Bay Islands Car Sharing trial.



Figure: Friendly Bay Islander (September 2020)

*Weinam Creek Car Share Trial – Summary Report (March 2021)*October 2020

- Public parking behaviour is improving which is great.
- The cars are being used more frequently.
 - Most recent week was just shy of 1 booking per car per day.
 - Some days the car have been driven by 4 different members on the same day.
- Still continuing to add members and considering the need for additional vehicles

December 2020

- Membership and weekly demand is increasing
- Total trips taken and total distance travelled has significantly increased since April.
- Feedback received is overwhelmingly positive.
- Only negative feedback is lack of parking due to non-authorized vehicles using the designated car share spots

*Weinam Creek Car Share Trial – Summary Report (March 2021)***Appendix C: Registration and usage data**

Car share usage data supplied by the operator from April 2020 to March 2021.

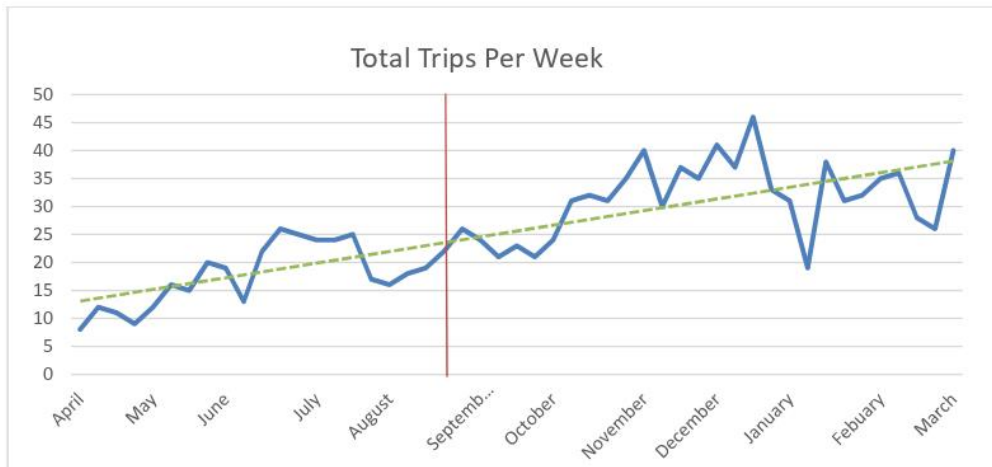
Please note, orange depicts before the trial began, and green shows since the start of the trial in late August 2020. The purpose of this is to demonstrate the impact of priority parks as part of the trial.

Date		Number of Trips
3-9/4/20	April	8
10-16/4/20		12
17-23/4/20		11
24-30/4/20		9
1-7/5/20	May	12
8-14/5/20		16
15-21/5/2020		15
22-28/5/20		20
29-4/6/20	June	19
5-11/6/20		13
12-18/6/20		22
19-25/6/20		26
26-2/6/20		25
3-9/7/20	July	24
10-16/7/20		24
17-23/7/20		25
24-30/7/20		17
31-6/8/20	August (before trial)	16
7-13/8/20		18
14-20/8/20		19
21-27/8/20	August (trial start)	22
28-3/8/20		26
4-10/9/20	September	24
11-17/9/20		21

Weinam Creek Car Share Trial – Summary Report (March 2021)

18-24/9/20		23
25-1/9/20		21
2-8/10/20	October	24
9-15/10/20		31
16-22/10/20		32
23-29/10/20		31
30-5/10-11/20		35
6-12/11/20	November	40
13-19/11/20		30
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12-18/2/21		36
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5-11/3/21	March	40

Weinam Creek Car Share Trial – Summary Report (March 2021)



Islands membership breakdown

Russell Island	123
Macleay Island	83
Lamb Island	11
Karragarra Island	8
TOTAL	225

Note: Was 112 members at the start of the trial. Therefore, there has been a doubling (100%) increase.

Weinam Creek Car Share Trial – Summary Report (March 2021)

Appendix D: Trial site location



Expression of Interest – Weinam Creek Car Share Initiative
Reference No: E-1995-20/21-CPA



Redland
CITY COUNCIL

EXPRESSION OF INTEREST
REF: E-1995-20/21-CPA

FOR

REDLAND CITY COUNCIL

WEINAM CREEK CAR SHARE INITIATIVE

CLOSING DATE: 28 MAY 2021

Expression of Interest – Weinam Creek Car Share Initiative
Reference No: E-1995-20/21-CPA

Redland City Council

ABN 86 058 929 428

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Redland City Council

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Document Status					
Rev No.	Author	Reviewer	Approved for Issue		
			Name	Signature	Date
1	Ben Clarke	Tim Mitchell			

Expression of Interest – Weinam Creek Car Share Initiative
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Expression of Interest – Weinam Creek Car Share Initiative
Reference No: E-1995-20/21-CPA

1 INTRODUCTION

Redland City Council (Council) is seeking an expression of interest to implement a car share initiative at the Redland Bay Marina. The Redland Bay Marina is the key interchange for the Southern Moreton Bay Islands and the mainland of Redlands Coast. Annually there are more than one (1) million passenger trips on the ferries, with the majority of connections made by private vehicles.

Presently, there is a high demand for car parking facilities, connecting to the public transport connections to the islands. As such, the implementation of a permanent car share initiative will assist in alleviating the existing supply and demand issues as well as offering a suitable transport option for the community.

1.1 Opportunity

Council is seeking proposals from providers of car share services to support the delivery of a car share scheme at Redland Bay Marina to the community over a two (2) year lease.

This EOI is not an offer by Council to financially or operationally assist businesses in the setup, establishment and or ongoing operation or maintenance of the project or activity.

It is simply an invitation to demonstrate your interest whereby the party expressing interest can submit ideas and business cases to Council for consideration. Council can then determine whether we have interest in your submission and if so we then may invite you to tender for a more definitive project.

1.1 EOI Process and Timelines

Interested parties are required to submit proposals that meet the project's objectives and project requirements. Redland City Council will evaluate submissions which will inform future decisions relating to the project.

Key dates for the EOI are outlined below.

Table 1 - EOI Timetable

Key Activity	Target Date / Period
EOI Phase	
Release of EOI	26 April 2021
Clarification closing time and date	21 May 2021
EOI closing time and date	28 May 2021
Review of proposals	11 June 2021

Redland City Council reserves the right to amend the timetable at any stage.

2 OUTCOMES

The overarching objective of this project is to implement a successful car share initiative that provides a viable transport option for the Southern Moreton Bay Islands community. The car share initiative supports the vision and objectives outlined in the Redlands Coast Transport Strategy, by providing viable transport opportunities and initiatives to the community.

It is expected that the proponent of the car share initiative will be responsible for all of the following components of the trial, including, but not limited to:

- Managing car share vehicles, inclusive of ensuring road worthiness

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- Membership
- All insurances, public liability and any other costs related to the initiative
- Maintaining integrity and functionality of car share initiative
- Ensuring a COVID-safe practice
- Reporting to Council or any other identified authority

This EOI process is expected to identify suitable providers for Council who are able to enter into an Operating Agreement(s) for the provision and operation of a car share scheme at Redland Bay Marina.

It is requested that proposals include a number of spaces, site location in proximity to the Redland Bay Marina and recommend means of ensuring exclusive use of the spaces to suit the operation.

Council will determine the quantity of spaces that will be allocated to the car share initiative between the operators at its sole, absolute discretion. Relevant Redland City Council fees and charges will be applicable, based on the quantity of spaces and any maintenance or set up costs for the initiative.

3. BACKGROUND

The Redland Bay Marina is located at Weinam Creek, Redland Bay and is the key transport connection between the Southern Moreton Bay Islands and the Redlands Coast mainland.

The Southern Moreton Bay Islands consists of Russell Island, Macleay Island, Karragarra Island and Lamb Island. There is a total population of 6,780 (2019 ABS ERP) and this population relies solely on water-based transport to access the mainland via Redland Bay Marina. According to Go-Card data, there is currently more than one (1) million movements annually through the Redland Bay Marina ferry terminal, which is likely to increase with projected population growth.

The Redland Bay Marina is identified as a Priority Development Area (PDA) and as such is subject to a master planning process. This project is being led by the Redland Investment Corporation (RIC) and the allocation of car share dedicated car parks will also be part of the PDA process.

4. SUBMISSION PROCESS

The following process will occur:

- All those who have expressed interest shall receive a notice of confirmation.
- Council will then identify which ideas, out of those received, focus and appear to deliver what Council require and desire for the project which have further development potential, and these will then be explored in consultation with the parties identified.
- The parties identified above after further consultation shall then be short listed for tendering purposes.
- A suitable tender document shall then be prepared by Council and those parties short listed shall be invited to tender.

EOI submissions shall be measured against the required information requested in Appendix A, B and C.

4.1 Lodgement of Submissions

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Proponents seeking clarification of any of the requirements of this EOI prior to the Closing Time may only do so by lodging their clarification online.

Important Note:

- Any or all clarification must be lodged no later than 21 May 2021. Any clarification request lodged after this date will not be acknowledged;
- only **written** instructions, clarification, and or directions from Council will be considered as legally binding; and
- any and all oral instructions, clarification, and or directions from Council including but not limited to silence by Council is considered **invalid** and **will not** form part of any subsequent Contract that may be entered into.

Proponents are required to submit their EOI electronically using the VendorPanel online portal.

A guide on how to upload documents to this site is available online and the file size of each document must be kept below 15MB.

It is to be noted that proponents must allow themselves sufficient time to upload their submissions as the electronic tender box closes strictly on the date and time specified below.

By uploading submissions electronically, it is deemed that proponents have read, understood and accepted the terms and conditions.

Any difficulties uploading files should be reported urgently to VendorPanel on 03 9095 6181.

Expression of Interest Submissions must be received electronically by Redland City Council before:

4:00pm

On

28 May 2021

4.2 Contact Person

All requests for information in relation to this EOI are to be registered through vendor panel via the links used to download this document.

4.3 Evaluation of EOIs

Upon closure of the EOI process the following will occur:

- All respondents shall receive a letter of confirmation;
- Council will then identify which ideas, out of those received, focus and appear to deliver what Council require and desire for the project which have further development potential, and these will then be explored in consultation with the parties identified.
- The parties identified above after further consultation shall then be short listed for tendering purposes.
- A suitable tender document shall then be prepared by Council and those parties short listed shall be invited to tender.

Expression of Interest – Weinam Creek Car Share Initiative
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5 MISCELLANEOUS

DISCUSSION WITH PARTIES EXPRESSING INTEREST

Redland City Council [RCC] may, if it deems appropriate and or necessary, engage in discussion and or consultation with any short listed party for the purpose of clarifying any issues relating to their EOI submission.

CONFIDENTIALITY

All intellectual property shall be treated as strictly commercial in confidence by RCC.

RCC do reserve the right at its sole and absolute discretion to include any and all concepts as submitted by any short listed parties within any submission prepared in relation to the project in accordance with the above.

COSTS BORNE BY PARTY EXPRESSING INTEREST

Any and all costs, expenses and other incurred by any person and or party developing, preparing and submitting an EOI, including but not limited to attendance at meetings, discussions, workshops and the submission of additional information as requested from RCC and or the clarification of the EOI, will be borne entirely and exclusively by the person and or party submitting the EOI.

RCC is mindful of the costs associated with the development of such responses and as such suggests reasonable steps be taken to minimise these costs. In the first instance, please submit proposals in a simplified format.

ABSENCE OF OBLIGATION

No legal or other obligation shall arise between any person and or party submitting an EOI and RCC unless and until a full EOI process has been conducted and a Contract Agreement has been signed. In particular, RCC may elect at its sole and absolute discretion not to proceed with the process and is not obliged to proceed with any proposal or conclude any agreement.

CONTRACT AGREEMENT: Council's standard Purchase Order Terms and Conditions

At its sole and absolute discretion Council may choose to enter into a written Contract with the successful proponent or a shortlisted proponent on the basis negotiated between them in writing using Council's standard Purchase Order Terms and Conditions available from Council's website at www.redland.qld.gov.au

OBLIGATION OF DISCLOSURE

In an assessment of any offer made under the Right to Information Act 2009 (Qld) any information endorsed "in confidence" by a proponent will be assessed for non-disclosure in accordance with the terms of the legislation. Information will not be disclosed unless there is legislative authority to do so.

Information Privacy Act 2009 – Redland City Council is collecting your personal information the purposes to this EOI. This information will only be used by authorised Council officers for the purpose of and ensuring our records are accurate. Your information will not be given to any other person or agency unless you have given us permission or we are required by law to do so.

This brief is intended to provide interested parties with background information to this project. Whilst every care has been taken in the preparation of the information contained in this brief, and it is believed to be accurate, the Council gives no warranty, expressed or implied, as to the accuracy of completeness of any information contained in this brief or which may be provided in association with it, in writing or oral, or whether provided on or before the date of this brief or in the future by the Council, its officers or agents in relation to this brief, the site or

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the project;

Neither the Council nor any of its consultants accept any responsibility to any organisation or other third parties under the law of contract, tort or otherwise for any loss or damage which may arise from anything contained in this brief, any matter deemed to form part of this brief, the supporting information or documents referred to in this brief or any information supplied on behalf of the Council;

All information given to an organisation and ultimately the preferred proponent by the Council or its respective officers or agents will be given on an “all care and no responsibility” basis;

This brief and attachments are not intended to be exhaustive or to replace the need for interested parties to make their own enquiries. It is incumbent on each organisation and ultimately the preferred proponent to make its own enquiries, examinations, investigations, interpretations, deductions and conclusions and rely on its own information and verification of information provided. The information is provided on the basis that it is not binding on the Council;

The Council reserves the right not to proceed with the project and to decline to discuss the project further with any parties. No reimbursement of costs will be paid to persons or organisations preparing submissions in relation to this brief; and

No unsuccessful organisation will be entitled to any redress against the Council or in the event that the Council permits any amendments or additions to any submission or enters into any agreement in relation to the project with any other person whether an organisation or not.

Expression of Interest – Weinam Creek Car Share Initiative
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APPENDIX A – EOI APPLICATION FORM

Registered Entity Name of Business

Trading Name of Respondent :

ABN

ACN

Registered address:

Principal place of business:

Name of contact for this EOI:

Street address:

Postal address:

Telephone:

Facsimile:

E-mail:

Date and place of incorporation:

If applicable, list the names and addresses of shareholders holding 20% or more of the issued share capital:

Parent Company:

Specify the nature and scope of foreign ownership of the company (If applicable):

We hereby:

- Acknowledge and represent that in the preparation of this Expression of Interest Submission, the Registrant has not relied on any information provided to us in any form by the RCC or its agents;
- Waiver any right to recover costs associated with the preparation of this Expression of Interest;
- Waiver any right of appeal against any decision arising from the Expression of Interest process;
- Warrants that the Registrant has not engaged in any collusive conduct in the preparation of this Expression of Interest.

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APPENDIX B EOI FUNCTIONALITY/CAPABILITY FORM

Respondents are to provide the following information:

Points to be considered	Provided (Y/N)	Comments
Outline of Activity		
Uniqueness of Activity		
Visually how your activity will look (how much space)		
Nominated asset / land required is clearly stated (number and location of spaces)		
Lead times in getting your activity operational		
Examples of Similar concepts operating around the world		
Barriers to establishment		
Infrastructure requirements if needed (and associated costs)		
Regulatory approvals if needed		
Market research / Demographics		
High / Low Season		
Marketing / Advertising strategy		
Corporate sponsorship potential		
Media Possibilities (PR)		
Previous experience in operating the activity		
Expected Number of Employees <ul style="list-style-type: none"> • 1st 12 months • 2-5 years 		
Growth strategies long term		

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APPENDIX C – EOI INDICATIVE COST FORM

Function	Comments
Costs should be separately identified but not limited to :	
Purchasing / Building / Infrastructure / Equipment / Capital investment required to establish	
Applicants ability to fund	
Equipment Maintenance fees (annual and otherwise)	
Land Lease payments / Access agreements	
Insurance Public Liability Comprehensive Motor Insurance	
Lead time costs (eg staff costs for set up / implementation period)	
Advertising / Marketing	
Staff Training	
Other	

15 REPORTS FROM INFRASTRUCTURE & OPERATIONS

Nil

16 NOTICES OF INTENTION TO REPEAL OR AMEND A RESOLUTION

In accordance with *s.262 Local Government Regulation 2012*.

17 NOTICES OF MOTION**17.1 ENVIRONMENTAL CORRIDORS PROTECTION**

Objective Reference: A5328430

Attachments: Nil

In accordance with section 6.16 of *Council Meeting Standing Orders*, at the General Meeting scheduled for Wednesday, 21 April 2021, notice is hereby given that Cr Wendy Boglary intends to move the motion as follows:

MOTION

That Council resolves as follows:

- 1. To undertake an urgent review regarding options to provide an enhanced level of statutory land use planning protection to environmental corridors located within the Regional landscape and Rural Production area as identified in the Wildlife Connections Plan 2018–2028.**
- 2. To request officers undertake the following:**
 - a) Prepare a report to Council outlining the findings of the review, as well as recommended changes to City Plan by the end of June 2021.**
 - b) Prepare a major amendment pursuant to Part 4 of the Minister’s Guideline and Rules under the *Planning Act 2026*, if required, incorporating the proposed changes to City Plan as supported by Council by the end of August 2021.**
 - c) Consult with each divisional councillor regarding changes to City Plan that may be recommended.**

BACKGROUND

The need to protect our corridors has been identified in past Planning Instruments which is why such large tracks of conservation land and corridors remain today for this generation of Redlanders to enjoy and value.

Recently the need to protect corridors was acknowledged in the urban areas of our City. This motion is requesting the same investigation to review the value of protection of Wildlife Corridors in our rural landscape to commence.

Presently in the City Plan there is the Environmental Significant Overlay and the State Government Koala Mapping. Under the Environmental Significant Overlay 2500m² can be cleared (even on land that until the 2018 City Plan had been zoned conservation) and under the State Government Koala Mapping 500m² can be cleared.

Thus, even though there are these two layers, there is a small section of valuable land required for corridor links that is left totally unprotected. These corridors as quoted in our previous Redlands Planning Scheme are vital for the sustainability of our wildlife species and as they become fragmented they lose their worth.

This is a decision for the long term vision of Redlands environment and economic future hence, I am seeking support today to commence the same process that recently occurred for our urban areas.

17.2 ASSESSMENT BENCHMARKS FOR ARTIFICIAL WATER BODIES

Objective Reference: A5328445

Attachments: Nil

In accordance with section 6.16 of *Council Meeting Standing Orders*, at the General Meeting scheduled for Wednesday, 21 April 2021, notice is hereby given that Cr Paul Gollè intends to move the motion as follows:

MOTION

That Council resolves to request officers to undertake the following:

- 1. To prepare a report to Council by the end of July 2021 which:**
 - a) Provides options and recommendations related to assessment benchmarks in the City Plan for artificial waterbodies and buffers to waterways (for the purposes of flood protection).**
 - b) Evaluates the pros and cons of making reconfiguring a lot impact assessable where all land within the Recreation and Open Space zone is not proposed to be contained within a single lot.**
- 2. To prepare a major amendment as part of the next general amendment package, pursuant to Part 4 of the Minister's Guideline's and Rules under the *Planning Act 2016*, if required, incorporating the proposed changes to City Plan as supported by Council.**

BACKGROUND

Background for 1a

In former agricultural, now developed landscapes such as the Redlands, natural habitat is often only available in small, isolated patches or corridors consisting of dry creek lines, historic dams, wetlands, and riparian bushland.

These changing landscapes are unable to support their full complement of native plants and wildlife, and those that have survived may have trouble.

Many species of native animals are not migratory or nomadic and may have small territories requiring a mixture of bushland habitat and open grassland areas for feeding and protection, relying on manmade water bodies such as historic farm dams.

Other mammals such as the flying fox look for roosting sites along creek lines and dams and often the human interaction creates long term issues.

As residential development continues through the South East Queensland Regional Plan, corridor habitats are being deemed as creek line corridors, impacting native species habitation due to buffers only being 50 metres either side of the centre line of the water body.

The long-term survival of native species depends on the movement of genes from one population to another over many generations. Where corridors are broken or freshwater bodies are impacted by back filling or the removal of established freshwater ecosystems such as historic farm dams, populations of native plants and animals (even those living in protected habitats) may become isolated and may eventually become inbred and this can lead to local or regional extinctions.

Natural re entrants in the Redlands, historically have been used to capture freshwater for livestock and irrigation through the construction of dams. However, as food production has departed, those historic freshwater dams now form large important ecological waterways complimenting wildlife corridors. Historic farm dams are often the only freshwater source available for native species as creek lines become impacted through drought and urban residential development.

Wildlife corridors consisting of creek lines and captured freshwater bodies to include re entrants shaped to catch fresh water, should be wider consisting of a buffer from centre of waterline 200 metres either side. Corridors should reflect 3 key elements, water, remnant bushland habitat and open grassed feeding areas. In general, the wider the corridor, or the larger the patch, the more resilient it will be, and the greater its habitat value, giving a wider range of species the chance of survival.

Establishing wide corridors in core areas free from edge effects will provide enough resources for native species to survive. Edge effects are described as the human interaction, which also consists of water flow from established dwellings washing into creek lines and freshwater dams, impacting water quality.

A recent ecological report provided by a developer and accepted by council in the justification of back filling natural wetlands to accommodate lots, footpaths and road networks suggested, the area was an old farm dam not connected to existing wetlands and a mosquito infested breeding ground for cane toads, justifying the action to back fill the area.

This was not factual, and the existence of many varied species of birdlife and mammals are present, with the dividing line between councils managed wetlands and the alleged farm dam, being a barbwire fence line, dividing private and council ownership.

The water body is in fact one continuous area flowing down into the bay, fed naturally by existing creek lines and overland flow forming a riparian corridor. The creek line and main water body is approximately 25 metres or less from existing urban residential structures and has areas already experiencing subsidence.

Some residents living in that area, have expressed concerns over subsidence as residential yards begin to sink. Put simply, subsidence is the downward shifting of the ground. If a structural engineer tells you your home is suffering from subsidence, what they are really telling you is that your home is sinking. Many of the homes in that area have been raised through back filling and retaining walls, creating an artificial means of levelling an area away from natural water flow areas, to create building lots. However, this has not prevented water impacts to streets and homes.

A report regarding the 2011 floods drafted by Macquarie University stated, the fundamental question that needs addressing is not the insurability of flood risk, but how best to deal with the legacy of poor land-use planning decisions that has left some homeowners in locations now designated as high risk. Development in low-lying areas, for example, has occurred despite the history of flooding and has resulted in large concentrations of properties being left exposed.

How to reduce this exposure to flooding should be the key policy objective. Flood risk management should aim to reduce a community's flood risk to acceptable levels, either by reducing exposure to flooding by prudent land-use planning, or by reducing the vulnerability of people and property to flooding. The authors believe that nothing will change until local councils are held accountable for bad land-use planning decisions.

Insurance is not an alternative to risk management; it is a means of transferring the residual risk once risk management measures have been put in place. To actively contribute to flood risk management, insurance must act to reduce the number of homes at risk. The only mechanism available is to ensure and thereby encourage homeowners and local councils to undertake appropriate mitigation efforts and enact risk-informed land-use planning practices.

Development must either be prevented or allowed only in a flood-resilient manner. A recent study of publicly available flood risk information on local government websites identified that less than 50% of local councils provide flood risk information. Of those with a recognised flood risk, only 67% provided flood maps online.

Wetlands in Australia, more locally in the Redlands help to improve water quality supplied to downstream environments in several ways. By spreading out and slowing down flows they reduce erosion and prevent sediment being transported downstream where it might affect the ecology and productivity of other environments, in particular estuaries, seagrasses, and the bay.

When wetlands, dams and creek lines are preserved and healthy, their soils and vegetation can capture, process and store nutrients and/or contaminants, and if the natural rhythms and flows of the wetland are undisturbed, the release of potential stressors such as sediments, nutrients, acids and/or metals from the soil and urban development can be prevented. Healthy wetlands can assist in removing harmful bacteria, and wetlands can also be important in the management of urban stormwater and effluent by improving the removal of nutrients, suspended material, and pathogens from water prior to its return to the environment.

Wetlands, historic farm dams and riparian corridors in the Redlands are threatened by earthworks where developers have been allowed to back fill natural overland flow paths, drastically changing the landscape. Drainage and water extraction from urban development are all activities which now pose threats to private properties through flooding, further impacting wildlife corridors, depleting, and changing natural overland flows.

Far from being useless, disease-ridden places, wetlands, historic farm dams and natural creek lines provide values that no other ecosystem can. These include natural water quality improvement, flood protection, shoreline erosion control, wildlife habitat and opportunities for recreation and aesthetic appreciation.

More importantly these freshwater areas, consisting of overland flow, offer life to an already stressed range of native species.

Background for 1b

Currently in City Plan, the level of assessment for Reconfiguring a Lot (RaL) on a property containing a split zone such as the Recreation and Open Space (ROS)/ Low Density Residential (LDR) is code assessable. In line with the amendment implemented as part of Minor Amendment Package 01/2014 to the former Redland Planning Scheme 2006 (attached), this amendment seeks for the level of assessment to be increased to impact assessment where land within the ROS zone is not proposed to be contained within a single lot. The reason for considering this amendment is two-fold. Firstly, the level of assessment would serve to discourage a private landowner from creating additional lots in the Recreation and Open Space Zoned portion of the lot. Secondly, where an applicant did propose to create lots in the Recreation and Open Space Zoned part of the lot (i.e. in areas where the community would not reasonably expect for new lots to be created), the community would be given the opportunity to make submissions that would be considered as part of the development assessment process. This amendment is not intended to apply where the RaL is being undertaken by Redland City Council.

18 URGENT BUSINESS WITHOUT NOTICE

In accordance with s.6.17 of Council Meeting Standing Orders, a Councillor may bring forward an item of urgent business if the meeting resolves that the matter is urgent.

Urgent Business Checklist	YES	NO
To achieve an outcome, does this matter have to be dealt with at a general meeting of Council?		
Does this matter require a decision that only Council make?		
Can the matter wait to be placed on the agenda for the next Council Meeting?		
Is it in the public interest to raise this matter at this meeting?		
Can the matter be dealt with administratively?		
If the matter relates to a request for information, has the request been made to the CEO or a General Manager Previously?		

19 CONFIDENTIAL ITEMS

COUNCIL MOTION

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 254J of the *Local Government Regulation 2012*:

19.1 Redland Investment Corporation Financial Report for Period Ending 31 December 2020

This matter is considered to be confidential under Section 254J(3)(g) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.

Overview

To present Redland Investment Corporation's (RIC) management accounts to Redland City Council (Council) as required by the Service Level Agreement between RIC and Council.

19.2 Alexandra Margaret Shaw and Tea Cup Cottage Pty Ltd v Redland City Council (Planning and Environment Court Appeal 41/2021 and 42/2021)

This matter is considered to be confidential under Section 254J(3)(e) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with legal advice obtained by the local government or legal proceedings involving the local government including, for example, legal proceedings that may be taken by or against the local government.

Overview

To provide Council with an update on Planning and Environment Court appeal matters and set out the relevant information to enable Council to consider its position in the appeals.

19.3 Griffith Capital Pty Ltd v Redland City Council (Appeal 505 of 2021) - Material change of use for childcare at 13 & 15 Ziegenfusz Road, Thornlands

This matter is considered to be confidential under Section 254J(3)(e) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with legal advice obtained by the local government or legal proceedings involving the local government including, for example, legal proceedings that may be taken by or against the local government.

Overview

To provide Council with an update on Planning & Environment Court Appeal matter.

20 MEETING CLOSURE