

Redland
CITY COUNCIL

AGENDA

GENERAL MEETING

Wednesday, 18 June 2025
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 - 21 May 2025

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:

May participate in a decision about the matter at the meeting, including by voting on the matter;
or

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:

Immediately inform the person who is presiding at the meeting about the belief or suspicion; or

As soon as practicable, inform the Chief Executive Officer of the belief or 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:

The name of the Councillor who may have a prescribed or declarable conflict of interest in the matter;

The particulars of the prescribed or declarable conflict of interest;

If another Councillor informs the meeting of a belief or 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.

Whether the Councillor participated in deciding the matter, or was present for deciding the matter;

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.*

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 DRAFT BIRKDALE COMMUNITY PRECINCT LOCAL GOVERNMENT INFRASTRUCTURE DESIGNATION CONSULTATION REPORT**

At the General Meeting 13 September 2023 (Item 14.1 refers), Council resolved as follows:

1. *To endorse the Birkdale Community Precinct Local Government Infrastructure Designation Consultation Summary Report, including responses to submissions.*
2. *To note that officers will continue to progress amendments to the Birkdale Community Precinct Local Government Infrastructure Designation based on the Consultation Report, and that a report seeking Council endorsement to make the designation will be brought to a future meeting of Council.*
3. *To thank the community for its participation in the consultation.*

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

7.2 SERVICE REVIEW AND RESTRUCTURE

At the General Meeting 19 March 2025 (Item 8.2 refers), Council resolved as follows:

That Council resolves to:

1. *Establish an advisory group, including the Mayor and Chief Executive Officer, to guide the review process with regular report back to Council.*
2. *Ensure the review is evidence based and draws on best practice models of local administration, including innovative delivery models drawing on the latest knowledge and technology.*
3. *The Terms of Reference will come back to Councillors.*
4. *With the intent to commission a comprehensive external review of all Redland City Council services (both internal and external), organisational structure and delivery models to ensure that Council is appropriately resourced to deliver what the community needs in the most efficient way possible.*

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

7.3 BIRKDALE COMMUNITY PRECINCT

At the General Meeting 16 April 2025 (Item 18.2 refers), Council resolved as follows:

1. *To acknowledge the Birkdale Community Precinct (BCP) is a site of special community interest containing recognised cultural, environmental and heritage values and note community interest in the planning, financial viability, and long-term stewardship of the site.*
2. *To request a report be brought to a future General Meeting, providing clarity and assurance on the following matters:*
 - a. *Project Delivery:*
Identify which elements of the Birkdale Community Precinct Master Plan are currently proposed for delivery in the lead-up to the Brisbane 2032 Olympic and Paralympic Games.
 - b. *Financial Modelling and Legacy Planning:*
Document the process, research, external expertise and methodology applied to the design, planning and future operations of the proposed Redland Whitewater Centre and Birkdale Swimming Lagoon.
 - c. *Cultural, Environmental and Heritage Management:*
Clarify how Council will ensure that site works will be undertaken consistent with best-practice land stewardship principles, including an update on the status of the Federal Conservation Agreement and Environment Protection and Biodiversity Conservation Act 1999 referral.
 - d. *Consultation and Co-Design:*
To realise the social value propositions that are possible for this intergenerational precinct, and to build on the work of the successful piloted community partnerships program, complete the Birkdale Community Precinct Activation Framework to encourage ongoing community stewardship and participation in master plan implementation.

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

7.4 BENCHMARKING WITH NORTHERN QUEENSLAND COUNCILS ON VEGETATION POLICIES

At the General Meeting 16 April 2025 (Item 18.1 refers), Council resolved as follows:

1. *That suitable officers from Council's Parks and Conservation Team work with their counterparts from North Queensland councils to understand and learn about the vegetation policies and practices they have in place to mitigate the impact of extreme weather events.*
2. *That a report be brought to Council outlining learnings from other local government areas and how these learnings can be adopted into our practices.*

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

7.5 INDOOR SPORTS FACILITIES PLANNING

At the General Meeting 13 September 2024 (Item 16.1 refers), Council resolved as follows:

1. *To endorse officers to investigate opportunities for a new indoor sports facility to be established in Redlands Coast as a legacy outcome in the lead up to the Brisbane 2032 Olympic and Paralympic Games.*
2. *To endorse the development of an Indoor Sports Facility Action Plan for the Redlands Coast identifying priority locations, funding requirements and opportunities for refurbishing existing facilities to obtain a minimum of six indoor courts.*
3. *To endorse the development of a feasibility study on the priority site(s) identified by the indoor sports court action plan.*
4. *To bring a report to Council on the outcomes of Brisbane 2032 Olympic and Paralympic Games indoor sports facility investigation and the Indoor Sports Facility Action Plan.*

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

7.6 PETITION - CR SHANE RENDALLS - REQUEST FOR COUNCIL TO REVERSE THE FULL COST RECOVERY POLICY FOR MORETON BAY MARINE FACILITIES

At the General Meeting 20 November 2024 (Item 10.2 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.

7.7 TROPICAL CYCLONE ALFRED EVENT

At the General Meeting 19 March 2025 (Item 13.1 refers), Council resolved as follows:

That Council resolves as follows:

- 1. To note Council's preparedness and response to the Tropical Cyclone Alfred event.*
- 2. To endorse continued advocacy to the Federal and State governments for ongoing support during the recovery phase.*
- 3. To note Council will publicly thank partner agencies, Council staff and volunteers for providing support to the Redlands Coast community before, during and after the Tropical Cyclone Alfred event.*
- 4. To bring a report for consideration to the April 2025 General Meeting relating to Council's recovery approach to the Tropical Cyclone Alfred event.*

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

7.8 CR PETER MITCHELL - PROGRESSION OF CLEVELAND TOWN CENTRE REVITALISATION PROJECT

At the General Meeting 21 May 2025 (Item 17.1 refers), Council resolved as follows:

That Council resolves to amend Council Resolution 2021/159 to amend point 5 of the resolution, by removing the words 'but not start new' and authorise as follows:

- 1. That Redland Investment Corporation and Council progress the Cleveland Town Centre Revitalisation Project on behalf of Council.*
- 2. That the project be managed in accordance with the joint governance arrangements with Council listed in the background of the motion.*
- 3. That a report be brought back to Council by the end of July 2025 on the Project Functional scope and resourcing requirements.*

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

7.9 COMMUNITY ENGAGEMENT FRAMEWORK

At the General Meeting 21 May 2025 (Item 13.5 refers), Council resolved as follows:

That this item lie on the table.

This item will remain in matters outstanding until it is taken off the table by resolution at a General Meeting of Council under Item 11 – Motion to amend the order of business.

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

In accordance with s.6.10 Council Meeting Standing Orders:

1. In each meeting (other than special meetings), a period of 15 minutes may be made available by resolution to permit members of the public to address the local government on matters of public interest relating to the local government. This period may be extended by resolution.
2. Priority will be given to members of the public who make written application to the CEO no later than 4.30pm two days before the meeting. A request may also be made to the chairperson, when invited to do so, at the commencement of the public participation period of the meeting.
3. The time allocated to each speaker shall be a maximum of five minutes. The chairperson, at his/her discretion, has authority to withdraw the approval to address Council before the time period has elapsed.
4. The chairperson will consider each application on its merits and may consider any relevant matter in his/her decision to allow or disallow a person to address the local government, e.g.
 - a) Whether the matter is of public interest;
 - b) The number of people who wish to address the meeting about the same subject
 - c) The number of times that a person, or anyone else, has addressed the local government previously about the matter;
 - d) The person's behaviour at that or a previous meeting; and
 - e) If the person has made a written application to address the meeting.
5. Any person invited to address the meeting must:
 - a) State their name and suburb, or organisation they represent and the subject they wish to speak about;
 - b) Stand (unless unable to do so);
 - c) Act and speak with decorum;
 - d) Be respectful and courteous; and
 - e) Make no comments directed at any individual Council employee, Councillor or member of the public, ensuring that all comments relate to Council as a whole.

10 PETITIONS AND PRESENTATIONS**10.1 PETITION - CR WENDY BOGLARY - OBJECTION TO PROPOSED DEVELOPMENT APPLICATION FOR 17 MCCARTNEY STREET ORMISTON**

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

That the petition is of an operational nature and be received and referred to the Chief Executive Officer for consideration.

10.2 PETITION - CR PAUL GOLLE - ADOPT ANTI-DISCRIMINATION INTO ANTI-BULLYING CAMPAIGN

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

That the petition is of an operational nature and be received and referred to the Chief Executive Officer for consideration.

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 MAY 2025 MONTHLY FINANCIAL REPORT

Objective Reference: A12119499

Authorising Officer: Sandra Bridgeman, Executive Group Manager Financial Services & Chief Financial Officer

Responsible Officer: Sandra Bridgeman, Executive Group Manager Financial Services & Chief Financial Officer

Report Author: Udaya Panambala Arachchilage, Corporate Financial Reporting Manager

Attachments: 1. May 2025 Monthly Financial Report [↓](#)

PURPOSE

To note the year-to-date financial results as at 31 May 2025.

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

2024-2025 second budget review

Council adopted its second revised budget at the General Meeting on 21 May 2025 and the updated budget values are reflected in this report.

Interim audit 2024-2025

During May 2025 Queensland Audit Office, conducted the 2024-2025 interim audit. This visit affords the opportunity to test the effectiveness of the key controls identified in the audit planning phase of the audit, to review transactions accounted for in the statement of comprehensive income for the period from 1 July 2024 to 30 April 2025, and to review and provide feedback over proforma financial statements. The interim management report will be reviewed as part of the 2024-2025 year-end audit.

Estimated Statement of Financial Position 2024-2025

Council officers are currently preparing the Statement of Estimated Financial Position 2024-2025 to be tabled at the Special Budget Meeting. The estimated financial position is based on Council's actual financial position (as at 30 April 2025) and projected financial results for the months of May and June 2025.

STRATEGIC IMPLICATIONS

Council has either achieved or favourably exceeded the following key financial sustainability ratios as at the end of May 2025.

- Operating Surplus Ratio
- Operating Cash Ratio
- Unrestricted Cash Expense Cover Ratio
- Asset Consumption Ratio
- Leverage Ratio
- Net Financial Liabilities Ratio

The Asset Sustainability Ratio did not meet the target at the end of May 2025 and continues to be a stretch target for Council with renewal spends of \$30.28M and depreciation expense of \$70.21M 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.

The Council-Controlled Revenue, Population Growth, and Asset Renewal Funding Ratios are reported for contextual purposes only. Population Growth and Asset Renewal Funding Ratios will not materially change from month to month.

Legislative Requirements

The May 2025 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 May 2025 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 May 2025.

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 from 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 *Our Future Redlands – A Corporate Plan to 2026 and Beyond*:

Efficient and effective organisation objectives

- 7.1 Improve the efficiency and effectiveness of Council's service delivery to decrease costs, and enhance customer experience and community outcomes.
- 7.4 Demonstrate good governance through transparent, accountable processes and sustainable practices and asset management.

CONSULTATION

Consulted	Date	Comment
Council departmental officers	Year to date 31 May 2025	Consulted on financial results and outcomes.
Financial Services Group officers	Year to date 31 May 2025	Consulted on financial results and outcomes.
Executive Leadership Team and Senior Leadership Team	Year to date 31 May 2025	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 May 2025 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 May 2025 as presented in the attached Monthly Financial Report.



Monthly Financial Report

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Monthly Financial Report

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 May 2025. The year to date annual revised budget referred to in this report incorporates the changes from the second budget review adopted by Council on 21 May 2025.

Key Financial Highlights and Overview

Key Financial Results (\$000)	Annual Revised Budget	YTD Budget	YTD Actual	YTD Variance	YTD Variance %	Status Favourable ✓ Unfavourable ✗
Operating Surplus / (Deficit)	(6,746)	23,090	16,060	(7,030)	-30%	✗
Recurrent Revenue	384,428	369,052	371,883	2,831	1%	✓
Recurrent Expenditure	391,174	345,962	355,823	9,861	3%	✗
Capital Works Expenditure	137,976	120,938	75,955	(44,983)	-37%	✓
Closing Cash & Cash Equivalents	183,564	205,421	230,939	25,518	12%	✓
Short-Term Investment	50,000	50,000	50,000	-	0%	✓

Council reported a year to date operating surplus of \$16.06M which is unfavourable to budget by \$7.03M. Overall, this is mainly due to higher than budgeted materials and services expenses, higher than budgeted employee expenses, and higher than budgeted depreciation expense, partially offset by higher than budgeted levies and utility charges.

Levies and utility charges revenue is above budget, largely due to higher refuse collection, sewerage and trade waste charges. Due to higher than average wet weather days this financial year, the budgeted water consumption revenue reduced in the final budget review.

Employee expenses are higher than budget due to additional works associated with disaster management activities related to ex-Tropical Cyclone Alfred, as are materials and services. Council's External Funding Team are working to recover costs through the Queensland Reconstruction Authority.

Depreciation expense is higher than budgeted due to the 2023-24 revaluation of Roads, Other Infrastructure, and Water and Wastewater asset classes, which was finalised after the development of the 2024-25 budget. The resulting increase in asset valuations from the 2023-24 revaluation was higher than anticipated, leading to higher than expected depreciation in 2024-25.

Council's capital works expenditure is behind budget by \$44.98M due to timing of works for a number of infrastructure projects, as well as impact to capital delivery from higher than expected wet weather days this financial year, including the recent impacts of Tropical Cyclone Alfred.

Council's cash balance is ahead of budget at 31 May mainly due to timing of cash flows, with lower than budgeted payments for property, plant and equipment, and timing of receipt of capital and operating grants and contributions, and higher than budgeted interest income. This is partially offset by higher than budgeted payments to suppliers, lower than budgeted receipts from customers. Constrained cash reserves represent 57% of the cash balance.

2. KEY PERFORMANCE INDICATORS

During 2024, a new Financial Management (Sustainability) Guideline (the Guideline) was developed by the Department of Housing, Local Government, Planning and Public Works following consultation with local governments and other stakeholders which supersedes the Financial Management (Sustainability) Guideline 2013. The Guideline applies to all Queensland local governments for calculating the relevant financial sustainability measures detailed in the *Local Government Regulation 2012* and are presented below.

Type	Financial Sustainability Measures	Target	Annual Revised Budget	YTD Actual	Status Achieved ✓ Not achieved ✗
Financial Capacity	Council-Controlled Revenue*	Contextual - No target specified	90.04%	91.55%	N/A
	Population Growth Ratio*	Contextual - No target specified	1.25%	1.25%	N/A
Operating Performance	Operating Surplus Ratio	Greater than 0%	-1.72%	4.26%	✓
	Operating Cash Ratio	Greater than 0%	21.50%	24.14%	✓
Liquidity	Unrestricted Cash Expense Cover Ratio	Greater than 2 months	5.13	6.30	✓
Asset Management	Asset Sustainability Ratio	Greater than 60%	81.58%	43.12%	✗
	Asset Consumption Ratio	Greater than 60%	67.15%	60.97%	✓
	Asset Renewal Funding Ratio*	Contextual - No target specified	100.00%	100.00%	N/A
Debt Servicing Capacity	Leverage Ratio	0 - 4 times	1.09	0.68	✓
Level of Debt	Net Financial Liabilities Ratio**	Less than 60% (on average over the long-term)	-22.19%	-39.77%	✓

* The Council-Controlled Revenue, Population Growth, and Asset Renewal Funding Ratio measures are reported for contextual purposes only. Population Growth and Asset Renewal Funding Ratios will not materially change from month to month.

** The Net Financial Liabilities Ratio is negative as current assets are greater than total liabilities. This measure is presented in addition to the nine financial sustainability measures required to provide more information to the community.

Monthly Financial Report

3. STATEMENT OF COMPREHENSIVE INCOME

STATEMENT OF COMPREHENSIVE INCOME					
For the period ending 31 May 2025					
	Annual	Annual	YTD	YTD	YTD
	Original Budget \$000	Revised Budget \$000	Budget \$000	Actual \$000	Variance \$000
Recurrent revenue					
Rates charges	132,519	132,519	132,559	133,016	457
Levies and utility charges	202,583	200,133	192,831	194,918	2,087
Less: Pensioner remissions and rebates	(3,896)	(3,896)	(3,867)	(3,865)	2
Fees	20,936	22,442	20,747	21,086	339
Rental income	1,128	1,239	1,080	1,068	(12)
Interest received	13,583	13,583	12,575	12,619	44
Sales revenue	4,990	4,990	4,575	4,421	(154)
Other income	935	995	929	1,250	321
Grants, subsidies and contributions	9,534	12,424	7,623	7,370	(253)
Total recurrent revenue	382,312	384,428	369,052	371,883	2,831
Recurrent expenses					
Employee benefits	117,020	117,151	108,193	110,450	2,257
Materials and services	185,222	183,550	163,611	169,696	6,085
Finance costs	3,995	3,963	3,093	3,033	(60)
Depreciation and amortisation	78,067	87,906	71,562	73,411	1,849
Other expenditure	620	(249)	554	609	55
Net internal costs	(1,148)	(1,147)	(1,051)	(1,376)	(325)
Total recurrent expenses	383,777	391,174	345,962	355,823	9,861
OPERATING SURPLUS / (DEFICIT)	(1,465)	(6,746)	23,090	16,060	(7,030)
Capital revenue					
Grants, subsidies and contributions	20,232	28,409	19,930	23,138	3,208
Non-cash contributions	121,013	121,013	-	6	6
Total capital revenue	141,244	149,421	19,930	23,144	3,214
Capital expenses					
(Gain) / loss on disposal of non-current assets	9,603	9,603	8,223	7,270	(953)
Total capital expenses	9,603	9,603	8,223	7,270	(953)
TOTAL INCOME	523,556	533,850	388,982	395,027	6,045
TOTAL EXPENSES	393,380	400,777	354,185	363,093	8,908
NET RESULT	130,177	133,073	34,797	31,934	(2,863)
Other comprehensive income / (loss)					
Items that will not be reclassified to a net result					
Revaluation of property, plant and equipment	-	-	-	-	-
TOTAL COMPREHENSIVE INCOME	130,177	133,073	34,797	31,934	(2,863)

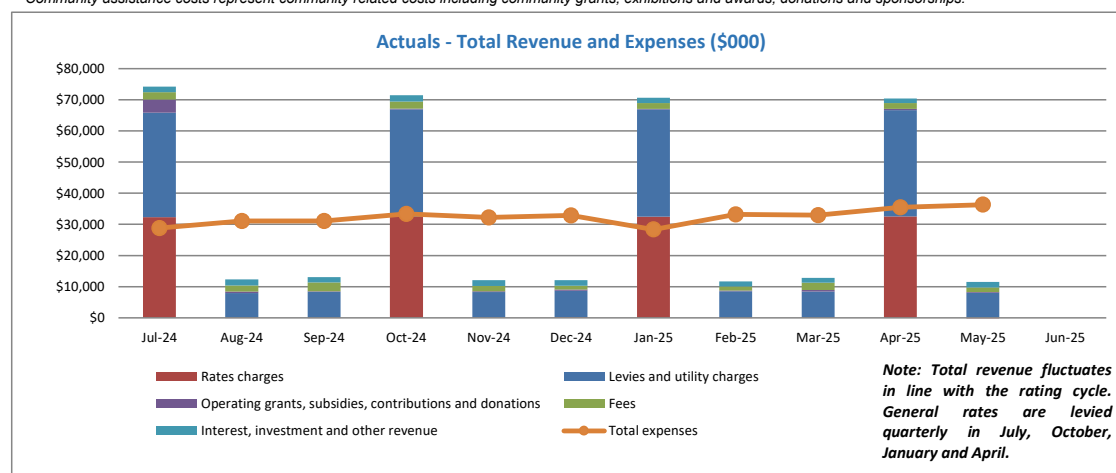
Monthly Financial Report

3. STATEMENT OF COMPREHENSIVE INCOME - CONTINUED

LEVIES AND UTILITY CHARGES ANALYSIS					
For the period ending 31 May 2025					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Levies and utility charges					
Refuse collection rate charge	38,288	38,288	35,079	35,630	551
SES separate charge	479	479	479	481	2
Environment & Coastal Management Separate Charge	14,970	14,970	14,879	15,021	142
Separate charge landfill remediation	3,096	3,096	3,096	3,108	12
Wastewater charges	60,831	60,831	60,789	61,638	849
Water access charges	24,845	24,845	24,844	24,977	133
Water consumption charges	60,074	57,624	53,665	54,063	398
Total levies and utility charges	202,583	200,133	192,831	194,918	2,087
MATERIALS AND SERVICES ANALYSIS					
For the period ending 31 May 2025					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Materials and services					
Contractors	54,322	55,003	46,203	49,068	2,865
Consultants	6,593	7,627	6,822	4,871	(1,951)
Other Council outsourcing costs*	32,430	30,962	27,733	25,538	(2,195)
Purchase of materials	64,458	62,367	57,426	57,651	225
Office administration costs	5,028	3,303	3,079	8,532	5,453
Electricity charges	5,550	6,550	5,944	6,059	115
Plant operations	4,111	4,126	3,787	4,729	942
Information technology resources	7,964	7,982	7,311	8,141	830
General insurance	2,158	3,030	2,789	2,716	(73)
Community assistance**	1,863	1,850	1,823	1,778	(45)
Other material and service expenses	746	750	694	613	(81)
Total materials and services	185,222	183,550	163,611	169,696	6,085

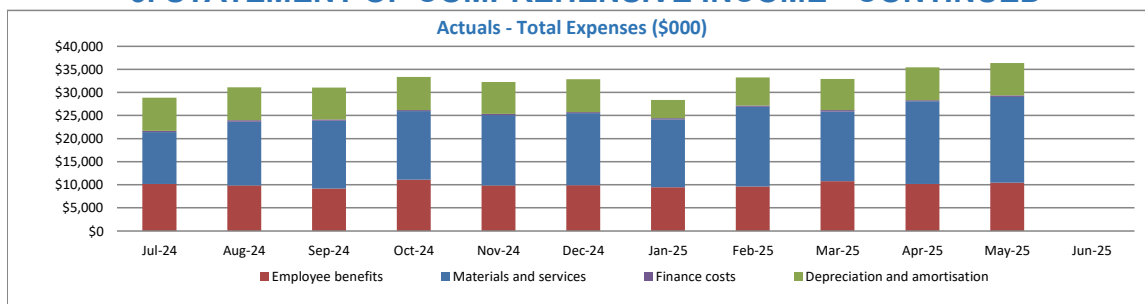
* Other Council outsourcing costs are various outsourced costs including refuse collection and disposal, waste disposal, legal services, traffic control, external training, valuation fees, etc.

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

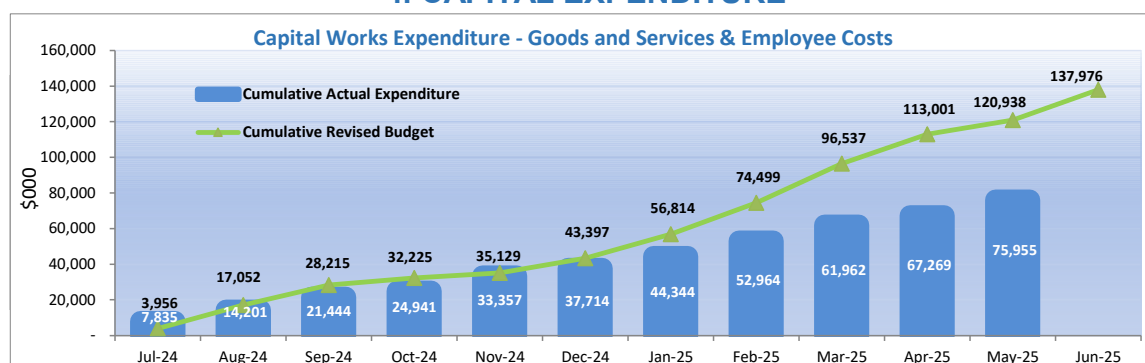


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3. STATEMENT OF COMPREHENSIVE INCOME - CONTINUED



4. CAPITAL EXPENDITURE



	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Capitalised goods and services*	129,724	113,269	68,463	(44,806)
Capitalised employee costs	8,252	7,669	7,492	(177)
Total	137,976	120,938	75,955	(44,983)

* Excludes capital prepayments.

Notable Programs and Projects

The table below lists Council's capital expenditure on major programs and projects.

Capital Investment		YTD Actual \$000
Wellington St / Panorama Dr upgrade	Road widening / lane duplication of Wellington St / Panorama Dr.	8,223
Kinross Road sewerage trunk	New sewage pump station (Lorikeet Dr) and trunk sewer main to Cleveland WWTP.	4,823
Fleet replacement	Current fleet replacement program.	4,301
Weinam Creek development	Continuation of works at Weinam Creek Priority Development Area.	4,301
Property acquisition	Acquisition of property on Bloomfield Street, Cleveland.	4,285

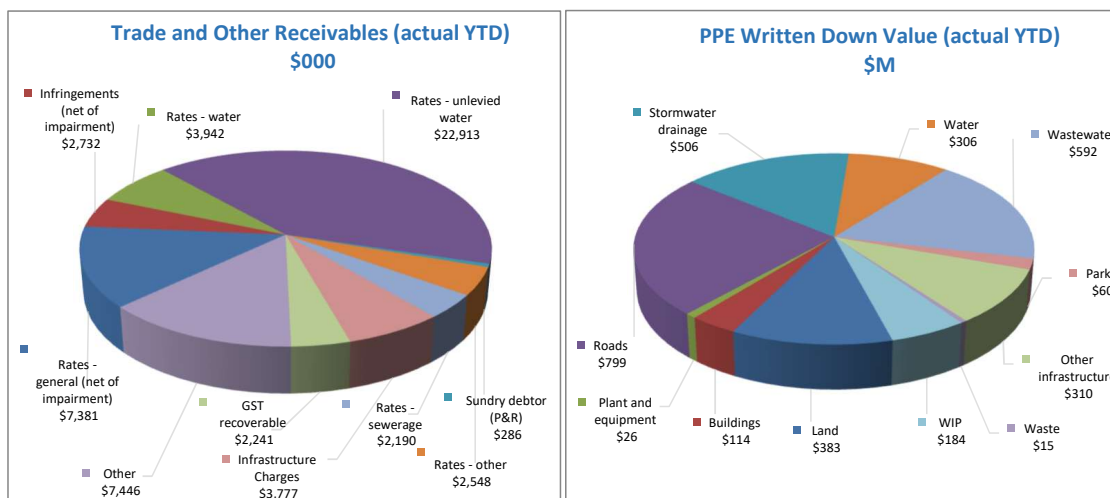
Monthly Financial Report

5. STATEMENT OF FINANCIAL POSITION

STATEMENT OF FINANCIAL POSITION As at 31 May 2025				
	Annual	Annual	YTD	YTD
	Original Budget \$000	Revised Budget \$000	Budget \$000	Actual \$000
CURRENT ASSETS				
Cash and cash equivalents	190,355	183,564	205,421	230,939
Short-term investment - CBA	50,000	50,000	50,000	50,000
Trade and other receivables	52,508	50,791	41,667	55,456
Inventories	1,123	1,042	1,042	1,203
Other current assets	3,052	5,838	5,838	2,695
Total current assets	297,038	291,236	303,968	340,293
NON-CURRENT ASSETS				
Investment property	1,403	1,474	1,474	1,474
Property, plant and equipment	3,266,103	3,460,762	3,340,472	3,294,880
Intangible assets	294	316	333	343
Right-of-use assets	2,469	2,523	2,602	2,620
Other financial assets	73	73	73	73
Investment in other entities	11,357	11,769	11,769	11,769
Equity investment	-	2,831	2,831	2,831
Total non-current assets	3,281,699	3,479,748	3,359,554	3,313,990
TOTAL ASSETS	3,578,737	3,770,983	3,663,522	3,654,283
CURRENT LIABILITIES				
Trade and other payables	38,992	56,810	65,300	48,534
Borrowings - current	5,252	6,391	6,391	6,391
Lease liability - current	781	537	900	900
Provisions - current	10,540	13,742	13,310	15,162
Other current liabilities	6,080	4,250	10,275	17,192
Total current liabilities	61,645	81,730	96,176	88,179
NON-CURRENT LIABILITIES				
Borrowings - non-current	85,169	84,052	55,850	55,817
Lease liability - non-current	2,112	2,508	2,558	2,135
Provisions - non-current	22,036	32,603	32,103	34,509
Other non-current liabilities	4,368	5,026	10,046	9,717
Total non-current liabilities	113,685	124,189	100,557	102,178
TOTAL LIABILITIES	175,331	205,918	196,733	190,357
NET COMMUNITY ASSETS	3,403,407	3,565,065	3,466,789	3,463,926
COMMUNITY EQUITY				
Asset revaluation surplus	1,441,319	1,612,203	1,612,203	1,612,203
Retained surplus	1,871,903	1,844,369	1,744,825	1,720,111
Constrained cash reserves	90,184	108,493	109,761	131,612
TOTAL COMMUNITY EQUITY	3,403,407	3,565,065	3,466,789	3,463,926

Monthly Financial Report

5. STATEMENT OF FINANCIAL POSITION - CONTINUED



RIGHT-OF-USE ASSETS As at 31 May 2025

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual Balance \$000
Right-of-use asset				
Buildings	382	407	451	469
Land	1,884	1,913	1,945	1,945
Plant and equipment	203	203	206	206
Closing balance	2,469	2,523	2,602	2,620

PROPERTY, PLANT AND EQUIPMENT (PPE) MOVEMENT* For the period ending 31 May 2025

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual Balance \$000
PPE movement				
Opening balance (includes WIP from previous years)	3,114,783	3,299,599	3,299,599	3,299,599
Acquisitions and WIP in year movement	239,295	258,989	120,938	75,961
Depreciation in year	(76,779)	(86,630)	(70,381)	(72,258)
Disposals	(11,196)	(11,196)	(9,684)	(8,422)
Closing balance	3,266,103	3,460,762	3,340,472	3,294,880

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

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6. STATEMENT OF CASH FLOWS

STATEMENT OF CASH FLOWS For the period ending 31 May 2025				
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers	344,411	343,527	353,790	345,803
Payments to suppliers and employees	(317,872)	(315,199)	(278,611)	(297,081)
	26,539	28,328	75,179	48,722
Interest received	13,583	13,583	12,575	12,972
Rental income	1,128	1,239	1,080	1,068
Non-capital grants and contributions	9,658	12,876	8,104	8,702
Borrowing costs	(1,823)	(1,823)	(1,823)	(1,815)
Right-of-use assets interest expense	(316)	(316)	(289)	(289)
Net cash inflow / (outflow) from operating activities	48,769	53,887	94,826	69,360
CASH FLOWS FROM INVESTING ACTIVITIES				
Payments for property, plant and equipment	(118,283)	(137,976)	(120,938)	(75,955)
Proceeds from sale of property, plant and equipment	1,593	1,593	1,460	1,151
Capital grants, subsidies and contributions	20,232	28,409	19,930	26,674
Net cash inflow / (outflow) from investing activities	(96,459)	(107,975)	(99,548)	(48,130)
CASH FLOWS FROM FINANCING ACTIVITIES				
Proceeds of borrowings	27,922	27,922	-	-
Repayment of borrowings	(5,044)	(5,044)	(4,681)	(4,692)
Right-of-use lease payment	(607)	(607)	(556)	(979)
Net cash inflow / (outflow) from financing activities	22,271	22,271	(5,237)	(5,671)
Net increase / (decrease) in cash held	(25,419)	(31,816)	(9,959)	15,559
Cash and cash equivalents at the beginning of the year	215,774	215,380	215,380	215,380
Cash and cash equivalents at the end of the financial year / period	190,355	183,564	205,421	230,939

Cash Inflow (actual YTD)

Category	Percentage
Utility charges	49%
Rates charges	32%
Other cash receipts	2%
Capital grants, subsidies and contributions	7%
Interest received	3%
Operating grants and contributions	2%
Fees	5%

Cash Outflow (actual YTD)

Category	Percentage
Materials and services	49%
Employee costs	29%
Payments for property, plant and equipment	20%
Repayment of borrowings	1%
Borrowing costs	1%

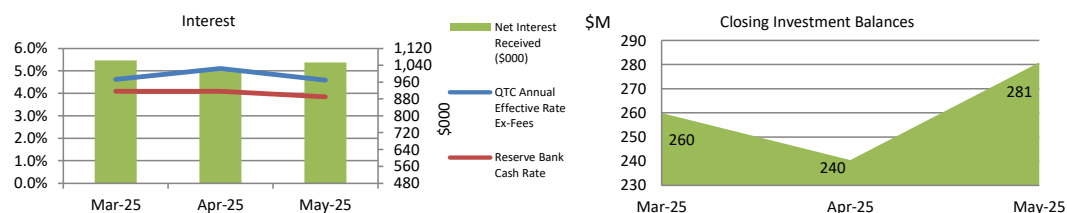
Total Cash Funding (Actual YTD)	396,370	Total Cash Expenditure (Actual YTD)	380,811
Total Cash Funding (Annual Revised Budget)	429,149	Total Cash Expenditure (Annual Revised Budget)	460,965
% of Budget Achieved YTD	92%	% of Budget Achieved YTD	83%

Monthly Financial Report

7. INVESTMENT & BORROWINGS REPORT

For the period ending 31 May 2025

INVESTMENT RETURNS



Total Investment at End of Month was \$280.94M

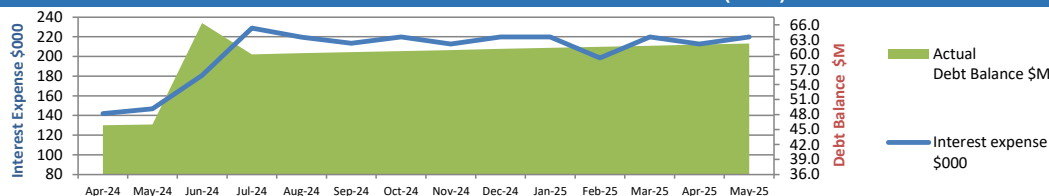
Council investments are currently held predominantly in the Capital Guaranteed Cash Fund, which is a fund operated by the Queensland Treasury Corporation (QTC).

The movement in interest earned is indicative of both the interest rate and the surplus cash balances held with QTC, the latter of which is affected by business cash flow requirements on a monthly basis as well as the rating cycle. The interest income increased from April to May mainly due to higher average investment balance.

Note: the Reserve Bank reduced the cash rate down to 3.85% during May 2025.

Council adopted its Investment Policy (FIN-001-P) in June 2024 for the 2024-2025 financial year

BORROWINGS AND BORROWING COSTS (QTC)



The debt balance increased in June 2024 due to new borrowings of \$20.16M as part of Council's Capital Works Plan.

In July 2024 the debt balance showed a decrease due to the \$6.51M Annual Debt Service Payment (ADSP), being \$4.69M principal and \$1.82M interest. Interest will accrue monthly on a daily balance until next ADSP in July 2025 which is reflected in the increasing debt balance.

Total Borrowings at End of Month were \$62.21M

Council adopted its Debt Policy (FIN-009-P) in June 2024 for the 2024-2025 financial year

BORROWINGS

For the period ending 31 May 2025

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual Balance \$000
Borrowings				
Opening balance	(66,308)	(66,330)	(66,330)	(66,330)
Accrued interest on borrowings	(2,696)	(2,696)	(2,416)	(2,385)
Interest paid on borrowings	1,824	1,824	1,824	1,815
Principal repaid	4,681	4,681	4,681	4,692
Loan drawdown	(27,922)	(27,922)	-	-
Closing balance	(90,421)	(90,443)	(62,241)	(62,208)

Monthly Financial Report

8. CONSTRAINED CASH RESERVES

Reserves as at 31 May 2025	Purpose of reserve	Opening Balance \$000	To Reserve \$000	From Reserve \$000	Closing Balance \$000
Special Projects Reserve:					
Aquatic Paradise Revetment Wall Reserve	To fund Aquatic Paradise revetment wall works program	131	132	(15)	248
Weinam Creek Reserve	Maintenance and improvements associated with Weinam Creek projects	1,820	431	(1,253)	998
Waste Levy Reserve	To fund Waste Levy Program	57	5,140	(5,197)	-
Raby Bay Revetment Wall Reserve	To fund Raby Bay revetment wall works program	2,556	3,351	(2,114)	3,793
		4,564	9,054	(8,579)	5,039
Constrained Works Reserve:					
Public Parks Trunk Infrastructure Reserve	Capital projects for public parks trunk infrastructure	6,987	3,609	(1,011)	9,585
Marine Trunk Infrastructure Reserve	Provision of marine facilities south of Redland Bay	183	-	-	183
Land for Community Facilities Trunk Infrastructure Reserve	Land for community facilities trunk infrastructure	5,507	129	-	5,636
Water Supply Trunk Infrastructure Reserve	Upgrade, expansion or new projects for water supply trunk infrastructure	16,202	1,053	-	17,255
Sewerage Trunk Infrastructure Reserve	Upgrade, expansion or new projects for sewerage trunk infrastructure	16,269	3,436	(4,001)	15,704
Local Roads Trunk Infrastructure Reserve	Capital projects for local roads trunk infrastructure	36,271	6,571	(3,082)	39,760
Cycleways Trunk Infrastructure Reserve	Capital projects for cycleways trunk infrastructure	15,048	1,933	(200)	16,781
Stormwater Trunk Infrastructure Reserve	Capital projects for stormwater trunk infrastructure	11,739	516	-	12,255
Tree Planting Reserve	Acquisition and planting of trees on footpaths	428	63	(27)	464
Koala Tree off-set Planting Reserve	Acquisition and planting of trees for koala habitat	0	335	(137)	198
Special Property Reserve	Acquisition of property in line with the strategic property framework	3,835	982	-	4,817
		112,469	18,627	(8,458)	122,638
Separate Charge Reserve:					
Environment & Coastal Management Separate Charge Reserve	Ongoing conservation and maintenance operations	-	15,021	(11,240)	3,781
SES Separate Charge Reserve	On-going costs of maintaining the Redland SES	105	482	(433)	154
		105	15,503	(11,673)	3,935
TOTALS		117,138	43,184	(28,710)	131,612
				Closing cash and cash equivalents	230,939
				Reserves as percentage of cash balance	56.99%

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9. CITY WATER STATEMENTS

CITY WATER SUMMARY OPERATING STATEMENT					
For the period ending 31 May 2025					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Total revenue	155,256	152,820	148,089	149,085	996
Total expenses	89,785	87,366	79,973	79,394	(579)
Earnings before interest, tax and depreciation (EBITD)	65,471	65,454	68,116	69,691	1,575
External interest expense	648	648	580	573	(7)
Internal interest expense	19,061	19,061	17,472	17,472	-
Depreciation	30,585	32,053	28,036	28,527	491
Operating surplus / (deficit)	15,177	13,692	22,028	23,119	1,091
CITY WATER CAPITAL FUNDING STATEMENT					
For the period ending 31 May 2025					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Capital contributions, donations, grants and subsidies	3,196	3,196	2,930	4,462	1,532
Net transfer (to) / from constrained capital reserves	2,580	2,315	1,655	(617)	(2,272)
Non-cash contributions	110,434	110,434	-	(155)	(155)
New loans	7,195	7,195	-	-	-
Funding from utility revenue	8,423	14,704	16,990	8,630	(8,360)
Total sources of capital funding	131,827	137,843	21,575	12,320	(9,255)
Contributed assets	110,434	110,434	-	(155)	(155)
Capitalised expenditure	21,106	27,123	21,242	11,758	(9,484)
Loan redemption	287	287	333	717	384
Total application of capital funds	131,827	137,844	21,575	12,320	(9,255)

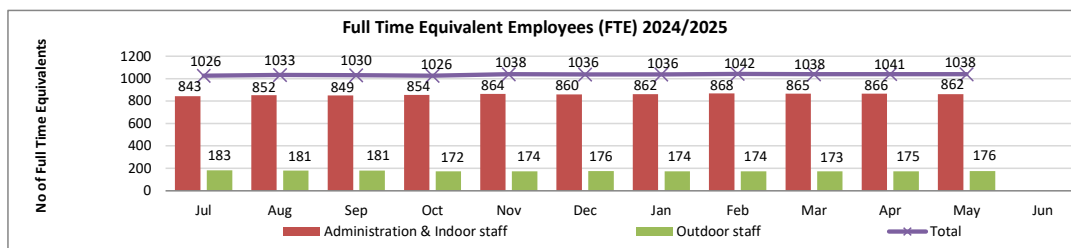
10. CITY WASTE STATEMENTS

CITY WASTE OPERATING STATEMENT					
For the period ending 31 May 2025					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Total revenue	41,369	41,608	37,926	38,420	494
Total expenses	32,200	32,439	29,479	31,706	2,227
Earnings before interest, tax and depreciation (EBITD)	9,169	9,169	8,447	6,714	(1,733)
External interest expense	5	5	4	4	-
Depreciation	486	495	445	421	(24)
Operating surplus / (deficit)	8,678	8,669	7,998	6,289	(1,709)
CITY WASTE CAPITAL FUNDING STATEMENT					
For the period ending 31 May 2025					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Funding from utility revenue	6,167	3,799	3,565	273	(3,292)
Total sources of capital funding	6,167	3,799	3,565	273	(3,292)
Capitalised expenditure	6,131	3,763	3,532	277	(3,255)
Loan redemption	36	36	33	(4)	(37)
Total application of capital funds	6,167	3,799	3,565	273	(3,292)

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11. APPENDIX: ADDITIONAL AND NON-FINANCIAL INFORMATION

Workforce Reporting



May 2025: Headcount		Employee Type			
Department Level	Casual	Full Time	Part Time	Total	
Office of CEO and People, Culture and Organisational Performance	3	46	11	60	
Organisational Services	3	199	30	232	
Community and Customer Services	64	306	71	441	
Infrastructure and Operations	4	360	19	383	
Advocacy, Major Projects and Economic Development	-	30	6	36	
Total	74	941	137	1,152	

Note: FTE employees includes all full time employees at a value of 1 and all other employees, at a value less than 1. During October 2024 there was a change to the methodology to calculate the number of FTE employees. 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

Comparison May 2025 to May 2024									
Days Overdue	May-25	% Overdue	May-24	% Overdue	\$ Variance	% Variance	Rates & Charges Statistics		
0 - 30	\$8,429,639	2.4%	\$6,994,365	2.0%	\$1,435,274	0.4%	Levied (Billed) Rates & Charges since 1 July 2024	May-25	May-24
31 - 60	\$0	0.0%	\$933	0.0%	-\$933	0.0%	Rate arrears b/fwd 1 July 2024	\$351,246,153	\$333,010,749
61 - 90	\$0	0.0%	\$470	0.0%	-\$470	0.0%	Total	\$9,598,398	\$9,226,293
91 - 180	\$2,630,951	0.7%	\$2,272,289	0.7%	\$358,662	0.0%	Balance of overdue rates & charges	\$360,844,551	\$342,237,042
>180	\$5,169,615	1.4%	\$4,511,323	1.3%	\$658,292	0.1%	Percentage Overdue	\$16,230,205	\$13,779,380
Total	\$16,230,205	4.5%	\$13,779,380	4.0%	\$2,450,825	0.5%		4.5%	4.0%

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12. 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 (WIP):

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.

Current Replacement Cost:

The amount of money required to replace an existing asset with an equally valued or similar asset at the current market price.

Written Down Replacement Cost:

An asset's current replacement cost less accumulated depreciation.

Book Value of Debt:

The book value of Council's debt (QTC or other loans) as at the reporting date (i.e. 30 June).

Infrastructure Assets:

Those significant, long-life assets that provide ratepayers with access to social and economic facilities. Examples include water and sewerage treatment plants, roads, bridges, drainage, buildings, and other community assets (does not include right of use assets).

Definition of Ratios

Council Controlled Revenue Ratio:

This is an indicator of a Council's financial flexibility, ability to influence its operating income, and capacity to respond to unexpected financial shocks

$$\frac{\text{Net Rates, Levies and Charges add Fees and Charges}}{\text{Total Operating Revenue}}$$

Population Growth:

This is a key driver of a Council's operating income, service needs, and infrastructure requirements into the future

$$\frac{\text{Prior year estimated population}}{\text{Previous year estimated population}} - 1$$

Operating Surplus Ratio*:

This is an indicator of the extent to which revenues raised cover operational expenses only or are available for capital funding purposes

$$\frac{\text{Operating Result}}{\text{Total Operating Revenue}}$$

Operating Cash Ratio:

This measures the ability to cover core operational expenses and generate a cash surplus excluding depreciation, amortisation, and finance costs

$$\frac{\text{Operating Result add Depreciation and Amortisation add Finance Costs*}}{\text{Total Operating Revenue}}$$

Unrestricted Cash Expense Cover Ratio:

This is an indicator of the unconstrained liquidity available to meet ongoing and emergent financial demands. It represents the number of months Council can continue operating based on current monthly expenses

$$\frac{(\text{Total Cash and Cash Equivalents add Current Investments add Available Ongoing QTC Working Capital Facility Limit less Externally Restricted Cash})}{(\text{Total Operating Expenditure less Depreciation and Amortisation less Finance Costs*})} \times 12$$

Asset Sustainability Ratio:

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

$$\frac{\text{Capital Expenditure on Replacement of Infrastructure Assets (Renewals)}}{\text{Depreciation Expenditure on Infrastructure Assets}}$$

Asset Consumption Ratio:

This measures the extent to which Council's infrastructure assets have been consumed to what it would cost to build a new asset with the same benefit to the community

$$\frac{\text{Written Down Replacement Cost of Depreciable Infrastructure Assets}}{\text{Current Replacement Cost of Depreciable Infrastructure Assets}}$$

Asset Renewal Funding Ratio:

This ratio measures the ability of a Council to fund its projected asset renewal/replacements in the future

$$\frac{\text{Total of Planned Capital Expenditure on Asset Renewals over 10 years}}{\text{Total of Required Capital Expenditure on Asset Renewals over 10 years}}$$

Leverage Ratio:

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

$$\frac{\text{Book Value of Debt**}}{\text{Total Operating Revenue less Total Operating Expenditure add Depreciation and Amortisation and Finance Costs}}$$

Net Financial Liabilities:

This is an indicator of the extent to which the net financial liabilities of Council can be serviced by operating revenues

$$\frac{\text{Total Liabilities - Current Assets}}{\text{Total Operating Revenue}}$$

* Finance costs only include interest charged on Council's existing QTC debt balances and any other Council loans

** Book Value of Debt only includes the book value of the Council's debt (QTC or other loans) as at the reporting date

13.2 REVENUE POLICY, INVESTMENT POLICY, APPLICATION OF DIVIDENDS AND TAX EQUIVALENT PAYMENTS POLICY, CONSTRAINED CASH RESERVES ADMINISTRATIVE DIRECTIVE, CONCEALED LEAKS POLICY AND FINANCIAL HARDSHIP POLICY

Objective Reference: A12022896

Authorising Officer: Sandra Bridgeman, Executive Group Manager Financial Services & Chief Financial Officer

Responsible Officer: Sandra Bridgeman, Executive Group Manager Financial Services & Chief Financial Officer

Report Author: Katharine Bremner, Budget & Systems Manager

Attachments:

1. FIN-017-P Revenue Policy [↓](#)
2. FIN-001-P Investment Policy [↓](#)
3. FIN-005-P Application of Dividends and Tax Equivalent Payments Policy [↓](#)
4. FIN-007-A Constrained Cash Reserves Administrative Directive [↓](#)
5. FIN-018-P Concealed Leaks Policy [↓](#)
6. FIN-004-P Financial Hardship Policy [↓](#)

PURPOSE

To seek adoption of the Revenue, Investment, Application of Dividends and Tax Equivalent Payments, Concealed Leaks and Financial Hardship Policies, and the noting of the Constrained Cash Reserves Administrative Directive, which have been reviewed in line with the budget development for Council's 2025-2026 annual budget.

BACKGROUND

Council reviewed the attached 2025-2026 policies and administrative directive on 27 March 2025 as part of a budget development workshop for the 2025-2026 annual budget. This followed an earlier review of the Financial Strategy and related policy positions in October and December 2024 as part of Council's Annual Review of the Financial Strategy.

ISSUES

The policy intent remains unchanged for all documents as discussed during the March 2025 workshop.

The Revenue Policy is reviewed annually in sufficient time to allow for the adoption of the annual budget, which is consistent with the policy.

Council's Investment Policy outlines Council's investment objectives, overall risk philosophy and procedures for achieving the investment goals stated in the policy. Surplus funds can either be invested or utilised to accelerate debt reduction (with possible early repayment penalties) or a combination of the two approaches.

Council receives dividends and tax equivalent payments from its commercial business activities (namely City Water and City Waste). All financial returns to Council will be applied to the provision of a community benefit.

Council continues to document its position on constrained cash reserves to demonstrate accountability and transparency to the community on cash balances that are constrained for a particular purpose.

Concealed leaks and financial hardship are two areas in which Council is committed to supporting the property owners and ratepayers of Redland City.

STRATEGIC IMPLICATIONS

Legislative Requirements

Section 193 of the *Local Government Regulation 2012* requires a local government's revenue policy to be reviewed annually and in sufficient time to allow an annual budget to be adopted for the next financial year. In accordance with section 193(1)(a) of the *Local Government Regulation 2012* (Regulation), the Revenue Policy outlines the principles Council intends to apply in a financial year for:

- Levying of rates and charges
- Granting concessions for rates and charges
- Recovering overdue rates and charges
- Cost-recovery methods

Further, pursuant to sections 193(1)(b) and (c) of the Regulation, the Revenue Policy also states the purpose of the concessions, and the extent to which physical and social infrastructure costs for new development are funded by charges for the development.

Section 104(5) of the *Local Government Act 2009* and section 191 of the *Local Government Regulation 2012* require a Local Government to have and adopt an investment policy and a revenue policy as part of its financial management system. In accordance with section 104(6) of the *Local Government Act 2009*, Council reviews and updates its key financial policies at each annual budget development cycle. Under Section 191 of the *Local Government Regulation 2012*, an investment policy is required to outline a local government's investment objectives and its overall risk philosophy and procedures for achieving the goals related to investment stated in the policy.

The South East Queensland Customer Water and Wastewater Code requires distributor-retailers and withdrawn councils to have a concealed leaks policy and a financial hardship policy.

Risk Management

Council's Long Term Financial Strategy discloses risks, issues and mitigation strategies aligned to the investment of surplus funds, revenues and pricing, expenditures and cash balances influencing the reserve balances and associated movements in reserves.

Additionally, the Financial Services Group regularly reviews its risk register to ensure policies and practices are current and responsive to corporate revenue risks and that no material risks are identified with respect to managing Council's investments.

Council reports full details of its reserve balances and movements on a monthly basis to monitor reserve usage and also provide the community with transparency.

Council receives revenue streams from its commercial business activities in accordance with the Local Government Tax Equivalents Regime and may also receive dividends and other returns from investments in associates, subordinates or other entities.

Financial

There are no direct financial impacts to Council resulting from this report although it contains revised policy positions that property owners may draw on in the future as outlined above.

The financial implications and intent contained within the attached Revenue Policy, Concealed Leaks Policy and Financial Hardship Policy have been workshopped with Councillors and the Executive Leadership Team.

The 2025-2026 Investment Policy continues to include options for investing in commercial opportunities, joint ventures, associates, and subsidiaries in the future. Prior to investment, a comprehensive analysis will be undertaken to ensure the benefits of the investment outweigh the risks and costs. The analysis will ensure any proposal for investment outside a financial institution/fund manager will maintain or improve all relevant financial ratios and measures of sustainability within the adopted Financial Strategy targets. Any investment outside of a financial institution/fund manager must also be consistent with the principles and objectives contained in Council's Revenue and Dividend Policies.

Reserve movements are transfers in community equity and only constrain cash for particular works that feature in annual or long-term operational or capital programs.

People

Nil impact expected.

Environmental

Nil impact expected.

Social

Nil impact expected.

Human Rights

Nil impact expected.

Alignment with Council's Policy and Plans

This report and the attached documents align with Council's Corporate Plan: *Our Future Redlands – A Corporate Plan to 2026 and Beyond*. In particular, the attachments underpin objective 7.4 Demonstrate good governance through transparent, accountable processes and sustainable practises and asset management.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
General Counsel Group	May 2025	Report and attachments reviewed for compliance with legislation
Finance Officers, Councillors and Executive Leadership Team	27 March 2025	2025-2026 Budget Workshop – opportunity to review and amend the policies and administrative directive
Financial Services Group Officers	March 2025	Review of current financial policies and administrative directive documents
Finance Officers, Councillors and Executive Leadership Team	29 October 2024 5 December 2024	Annual Financial Strategy Workshops – opportunity to review and amend the policies and administrative directive

OPTIONS**Option One**

That Council resolves as follows:

1. To adopt the policies in Attachments 1, 2 and 3 of the report for 2025-2026:
 - a) FIN-017-P Revenue Policy
 - b) FIN-001-P Investment Policy
 - c) FIN-005-P Application of Dividends and Tax Equivalent Payments Policy
2. To note FIN-007-A in Attachment 4 Constrained Cash Reserves Administrative Directive.
3. To adopt the policies in Attachments 5 and 6 of the report:
 - a) FIN-018-P Concealed Leaks Policy
 - b) FIN-004-P Financial Hardship Policy

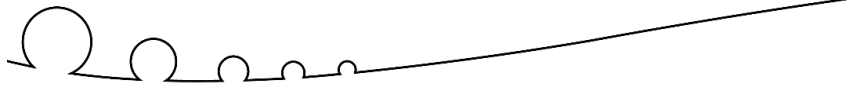
Option Two

That Council resolves to request additional information or amendments to the attached prior to adoption.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To adopt the policies in Attachments 1, 2 and 3 of the report for 2025-2026:
 - a) FIN-017-P Revenue Policy
 - b) FIN-001-P Investment Policy
 - c) FIN-005-P Application of Dividends and Tax Equivalent Payments Policy
2. To note FIN-007-A in Attachment 4 Constrained Cash Reserves Administrative Directive.
3. To adopt the policies in Attachments 5 and 6 of the report:
 - a) FIN-018-P Concealed Leaks Policy
 - b) FIN-004-P Financial Hardship Policy



Revenue Policy

Policy Identifier: FIN-017-P
 Approved by: General Meeting
 Date of Approval:
 Effective Date:
 Review Date:
 Version:

Head of Power

According to section 104(5)(c)(iii) of the *Local Government Act 2009* (Act), the system of financial management established by Council must include a revenue policy.

Section 169(2)(c) of the *Local Government Regulation 2012* (Regulation) requires a local government to include in its financial budget a revenue policy. Section 170 of the Regulation requires a local government to adopt a budget each financial year.

Section 193(3) of the Regulation requires a local government to review its revenue policy annually in sufficient time to allow an annual budget that is consistent with the revenue policy to be adopted for the next financial year.

Policy Objective

In accordance with section 193 of the Regulation, this Revenue Policy states:

- The principles that Council intends to apply in the 2025-26 financial year for:
 - Levying of rates and charges
 - Granting concessions for rates and charges
 - Recovering overdue rates and charges
 - Cost-recovery methods
- The purpose for concessions that Council intends to grant for rates and charges.
- The extent to which physical and social infrastructure costs for a new development are to be funded by charges for the development.

This Revenue Policy also states principles that Council intends to apply in a financial year for:

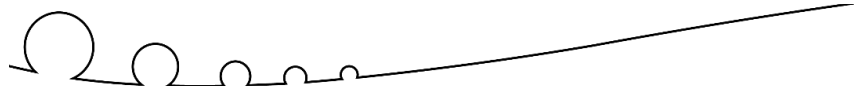
- Community service obligations
- Applying user pays models
- Raising revenue from commercial activities
- Raising revenue from other external sources

This policy applies to all of Redland City Council business areas. Redland Investment Corporation (RIC), being a wholly owned separate legal entity, and any of its subsidiaries may utilise the provisions of the policy but are not bound to the Redland City Council policy statements as outlined in this document.

Policy Statement

Redland City Council, through its Corporate Plan, is committed to providing services that deliver our community's shared vision and collective aspirations: *Naturally wonderful lifestyle. Connected community. Embracing opportunities.* We are a values led organisation and our organisational values encapsulate what we care about, influence how we operate and support our mission: Make a difference, make it count.

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Department:	Organisational Services	Group:	Financial Services
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Revenue Policy

The Revenue Policy is aligned to the objectives of Council's Corporate Plan and Council's commitment to applying the following principles in the 2025-26 financial year:

Principles for levying of rates and charges:

- **Accountability** — Council will be accountable to the providers of funds to ensure those funds are applied efficiently and effectively to satisfy the objective for which the funds were raised.
- **Transparency** — Council will be transparent in its revenue raising activities and will endeavour to use systems and practices able to be understood by the community.
- **Representation** — Council will act in the interests of the whole community in making decisions about rates and charges.
- **Sustainable financial management** — Council will ensure it manages revenue diligently and that the application of funds is founded on sustainable strategic objectives that result in the timely and optimal investment in identified priorities.
- **Fairness** — While the rating legislation requires Council to use property valuations as the basis for raising rate revenue, Council will monitor the impact of valuation changes and moderate increases where possible.
- **Differentiation of categories** — Council will apply different rates to various categories of property that will reflect the particular circumstances of the categories and Council's policy objectives related to those categories.
- **Special needs and user pays** — Council will draw from various revenue sources to fund special needs including (but not necessarily limited to):
 - Separate rates or charges for whole of community programs
 - Special rates or charges for recovery of costs from beneficiaries
 - Utility charges for specific service based generally on usage
 - Statutory fees and charges in accordance with legislation, regulation or local laws
 - Commercial fees and charges where users can clearly be identified
 - Where practicable recovering card fees through a surcharge on card transactions

- **Social conscience** — Council will apply a range of concessions (e.g. for pensioners and institutions) and will accommodate special circumstances where hardship can be demonstrated.

In levying rates and charges, Council will schedule the issue of rate notices quarterly in the months of July, October, January and April.

Differential General Rates

General Rate revenue provides essential whole of community services not funded through subsidies, grants, contributions or donations received from other entities, or not provided for by other levies or charges.

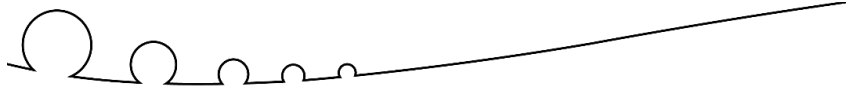
Council will consider full cost recovery options before calculating the differential general rate.

Rating legislation requires the general rate to be calculated on the value of the land. However, Council recognises that various sections of the community impact on the delivery of, and use services, activities, and facilities differently.

Separate multipliers, established on the rate in the dollar applied to rating category 1a, will be assigned to all rating categories to maintain consistency in the distribution of revenue across financial years.

When determining differential rating categories, the ongoing changes to community characteristics will be considered along with revaluations, which can have a significant impact on properties.

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Revenue Policy

Separate and Special Charges

Where it is appropriate, Council will use separate and special charges to recover the cost of the delivery of services, activities, and facilities that benefit the whole community generally, or which benefits specific rateable land or owners of such land within the community, respectively.

Utility Charges

In setting utility charges, Council will take into consideration factors such as:

- Legislative requirements, including National Competition policy
- Council policy objectives
- Recovery of sufficient revenue to cover costs and a return on assets
- Other sources of revenue where appropriate

Granting concessions for rates and charges

Chapter 4, Part 10 of the Regulation provides Council with the powers to grant concessions to individuals and classes of land owners.

In granting concessions for rates or charges, Council will comply with the criteria in section 120 of the Regulation and will be guided by sustainable financial management practices and the principles of:

- **Transparency** – Council will be transparent and endeavour to use systems and practices able to be understood by the community.
- **Representation** – Council will act in the interests of the whole community in making decisions about concessions for classes of ratepayers.
- **Fairness** – Council will consider all reasonable concessional requests in a consistent non-biased manner.
- **Social conscience** – Council will apply a range of concessions (e.g. for pensioners and institutions) and will accommodate special circumstances where hardship can be demonstrated.

Recovering overdue rates and charges

In accordance with section 120(1)(c), 121(b) and 122(1)(b) of the Regulation, Council may consider granting a concession for rates and charges to ratepayers experiencing demonstrated financial hardship upon receipt of an application for assessment by Council.

Interest will be charged on rates and charges outstanding past the due date unless a mutually agreed arrangement is in place and is honoured. If an arrangement defaults, it will be cancelled and interest charged.

Cost effective processes will be applied in the recovery of overdue rates and charges.

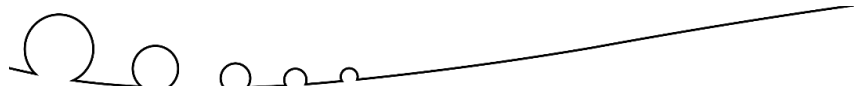
Cost-recovery methods

Section 97 of the Act allows Council to set cost-recovery fees.

Council recognises the validity of fully imposing the user pays principle for its cost-recovery fees, unless the imposition of the fee is contrary to its express social, economic, environmental and other corporate goals (such as, for example, the community service obligations outlined below). This is considered to be the most equitable and effective revenue approach, and is founded on the basis that the City's revenue base cannot subsidise the specific users or clients of Council's regulatory products and services.

However, in setting its cost-recovery fees, Council will be mindful of the requirement that such a fee must not be more than the cost to Council of providing the service or taking the action to which the fee applies.

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Revenue Policy

Community Service Obligations

In accordance with Corporate Policy FIN-008-P Community Service Obligations ([A196670](#)), Council may subsidise the operations of commercialised business units or activities in order to achieve social, economic, environmental or other objectives associated with, or incidental to, the delivery of services by those business units or activities.

Council may charge for such activities at a rate less than the full cost price of a service. The difference between the full cost price and the actual charge will be treated as a Community Service Obligation (CSO). CSOs must be transparent, fully costed, and funded. Each CSO will be funded from an identified budget.

Council will continue to support existing community service obligations for Water, Wastewater and Trade Waste.

The CSOs will be reviewed regularly to ensure they continue to form part of Council's strategic objectives.

In addition Council will provide Water Charge Remissions for eligible concealed leaks and home dialysis machine users.

Applying user pays models

Council supports the principle that there is an increased focus on user pays models and that these will be developed where they are considered appropriate and in accordance with policy, including where practicable, Council may recover card fees through a surcharge on card transactions.

Council has adopted the policy of a conservative approach to increases in fees and charges with a view to minimising excessive impacts on user pays groups. There is also a need to consider Community Service Obligations when considering this principle.

Raising revenue from commercial activities

In order to minimise price increases on residents through the General Rate, Council is committed to exploring additional or alternative revenue streams through the establishment of business activities under the National Competition Policy framework where this is appropriate and in accordance with policy.

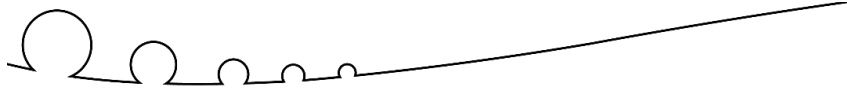
In doing this the following principles will be considered:

- Council will comply with the Act's and Regulation's requirements in relation to the application of the competitive neutrality principle to significant business activities, and the code of competitive conduct where applicable.
- The adoption of a business activity recognises the activity is conducted, or has the potential to be conducted, in competition with the private sector giving greater transparency to the community over the activity and clarity of the revenue stream.
- The determination of the standard and quality of each business activity required is based upon community/customer expectations and achieving best value for money, irrespective of whether the service is delivered by an internal or external provider.
- By concentrating upon outcomes rather than processes, service specification is likely to encourage innovation and new solutions to meeting the needs and expectations of the community and customers.

Raising revenue from other external sources

Where possible, Council will seek to supplement revenue through application for external grants and subsidies. Every opportunity will be taken to maximise revenue in support of capital and operational spending. External funding, however, must be strategically targeted and in alignment with community and corporate objectives.

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Revenue Policy

Purpose of concessions for rates and charges

Council has determined that pensioner owner occupiers as defined by the *Local Government Regulation 2012* are entitled to receive concessions on rates and various other services that Council provides to the community. Other charitable organisations, community groups, sporting associations and independent schools may also be entitled to concessions (or exemptions under section 93(3)(i) of the Act and section 120 of the Regulation).

The purpose of these concessions is to:

- Ease the cost of living for approved pensioners living in their own homes who have limited financial capacity
- Acknowledge the role that qualifying charitable and community organisations, associations, independent schools and groups perform in the community through concessions on rates and charges

Pursuant to sections 120(1)(d) and (f) of the Regulation, Council may provide a concession to ratepayers whose land is being exclusively used for the purpose of farming (primary production) to assist and encourage endurance in that particular industry. The purpose of this concession is to acknowledge the economic benefit that such an industry provides for the City as a whole.

Infrastructure cost recovery

Council will levy adopted infrastructure charges for trunk infrastructure with approvals for new development. The amounts of those adopted infrastructure charges are determined by Council resolution made under the *Planning Act 2016*.

Definitions

Nil

Associated Documents

2025-26 Redland City Council Budget Publication
 2025-26 Redland City Council Register of Fees
 2025-26 Redland City Council Revenue Statement
 WW-004-P Trade Waste Policy ([A196559](#))
 FIN-018-P Concealed Leaks Policy (A196576)
 FIN-012-001-G Water Charge Rebate for Home Dialysis Machine Users Guideline ([A4213486](#))

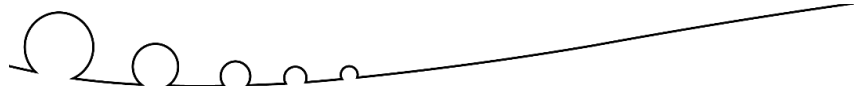
Document Control

Only Council can approve amendments to this document by resolution of a Council Meeting, with the exception of administrative amendments which can be approved by the relevant ELT member. Refer to *Policy Instrument Development Manual* for an explanation on administrative amendments ([A4063988](#)).

Any requests to change the content of this document must be forwarded to relevant Service Manager(s).

Approved documents must be submitted to the Corporate Meetings and Registers Team for registration.

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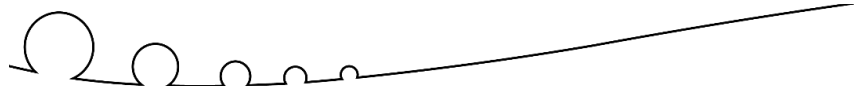


Revenue Policy

Version Control

Version number	Date	Key Changes
16	May 2017	Following legal review, as recommended: <ul style="list-style-type: none"> Amended overall structure of document by introducing new headings and sub-headings. Amended policy objective to comply with section 193 of the <i>Local Government Regulation 2012</i>. Added Head of Power reference to section 104(5)(c)(iii) of <i>Local Government Act 2009</i>. Minor changes to Separate and Special charges paragraph Added purpose of providing concessions to section (b) Granting concessions for rates and charges. Replaced paragraph for Infrastructure cost recovery with wording supplied by legal review.
17	May 2018	<ul style="list-style-type: none"> Moved principles to sub-section Levying Rates and Charges Replace paragraph on 'monitoring of distribution' with a paragraph on the effect of the multiplier Introduce principles for granting concessions taken from the principles for Levying Rates and Charges Amend sentence on business activities for understanding Introduce a purpose for concessions Updated for 2018-19 Budget process
18	February 2019	<ul style="list-style-type: none"> Updated for 2019-20 Budget process Removal of reference to the Sustainable Planning Act 2009 Inclusion of reference to the Planning Act 2016 Added a section sub-headed 'Policy Scope' Inclusion of Document Control Section
19	May 2020	<ul style="list-style-type: none"> Reformatted in line with Policy Framework Review Updated for the 2020-21 Budget process
20	May 2021	<ul style="list-style-type: none"> Updated for the 2021-22 Budget process Amendment from 'will' to 'may' in section sub-section 'Purpose of concessions for rates and charges'
21	March 2022	<ul style="list-style-type: none"> Administrative update to include reference to the new Corporate Plan Updated for the 2022-23 Budget process
22	March 2023	<ul style="list-style-type: none"> Updated for the 2023-24 Budget Process
23	December 2023	<ul style="list-style-type: none"> Removal of reference to credit card with respect to recovering fees, replaced with card.
24	April 2024	<ul style="list-style-type: none"> Updated for the 2024-25 Budget Process
25	March 2025	<ul style="list-style-type: none"> Updated for the 2025-26 Budget process

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Investment Policy

Policy Identifier: FIN-001-P
 Approved by: General Meeting
 Date of Approval:
 Effective Date:
 Review Date:
 Version:

Head of Power

Local Government Act 2009 (Act)

Section 104 requires a local government to establish a system of financial management that includes various financial policies, including an investment policy.

The Act also defines Council as a statutory body and subsequently Council must also consider the *Statutory Bodies Financial Arrangements Act 1982*.

Local Government Regulation 2012

Section 191 requires a local government to prepare and adopt an investment policy for a financial year.

This policy applies to Council's investment in wholly owned subsidiaries.

Policy Objective

To maximise earnings from authorised financial investments of surplus funds after assessing and minimising all associated risks in accordance with the annually revised and adopted Long-Term Financial Strategy (Financial Strategy). Further, to comply with section 191 of the *Local Government Regulation 2012*, this policy outlines Council's investment objectives, overall risk philosophy and procedures for achieving the goals related to investment stated in this policy.

This policy applies to all of Redland City Council business areas. Redland Investment Corporation (RIC), being a wholly owned separate legal entity, and any of its subsidiaries may utilise the provisions of this policy but are not bound to the Redland City Council policy statements as outlined in this document.

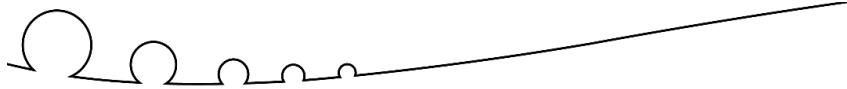
Policy Statement

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The Investment Policy is aligned to the objectives of Council's Corporate Plan and is achieved through the following procedures:

- Investing only in investments as authorised under current legislation.
- Investing only with approved institutions.
- Investing to facilitate diversification and minimise portfolio risk.
- Investing to protect the capital value of investments (balancing risk with return opportunities).
- Investing to facilitate working capital requirements.

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Investment Policy

- Reporting on the performance of its investments on a monthly basis as part of the monthly financial reports to Council.
- Conducting an annual review of all investments and associated returns as part of the annual review of the Long-Term Financial Strategy.
- Ensuring no more than 30% of Council's investments are held with one financial institution, or one fund manager for investments outside of the Queensland Treasury Corporation or the Queensland Investment Corporation cash funds or Bond Mutual Funds.

Council will follow an active investment management strategy over the next ten financial years in order to maximise the returns generated from investing cash balances.

Council may also consider investing in commercial opportunities, joint ventures, associates and subsidiaries. Prior to investment, a comprehensive analysis will be undertaken to ensure the benefits of the investment outweigh the risks and costs. The analysis will ensure any proposal for investment outside a financial institution/fund manager will maintain or improve all relevant financial ratios and measures of sustainability within adopted Financial Strategy targets. Any investment outside of a financial institution/fund manager must also be consistent with the principles and objectives contained in Council's Revenue and Dividend Policies.

Definitions

Nil

Associated Documents

Long Term Financial Strategy

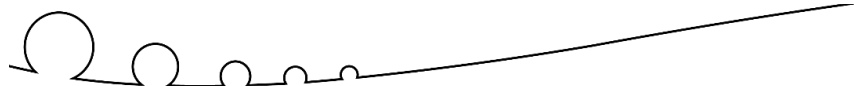
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Approved documents must be submitted to the Corporate Meetings and Registers Team for registration.

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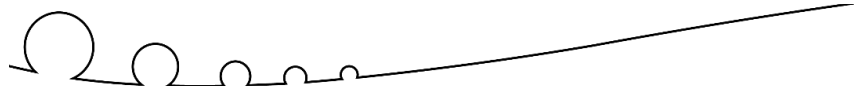


Investment Policy

Version Control

Version number	Date	Key Changes
9	April 2017	<ul style="list-style-type: none"> Updated for Budget 2017-2018 process (only approval, effective and review dates changed) Updated Head of Power to add sentence regarding application to subsidiaries. Changed 'UBS Bank Bill Index' to 'Bloomberg AusBond Bank Bill index'
10	March 2018	<ul style="list-style-type: none"> Updated for Budget 2018-2019 process (only approval, effective and review dates changed) Inclusion of Policy Scope to clarify RIC is a separate legal entity Update for consistency with other financial policies and referencing the Regulation
11	March 2019	<ul style="list-style-type: none"> Updated for 2019-20 Budget process Minor amendments to Policy Statement 3 - removal of reference to the Bloomberg AusBond BankBill Index following discussion during the budget workshops that one benchmark or index is too specific to warrant inclusion in a policy. No change to policy intent. Inclusion of Document Control section.
12	May 2020	<ul style="list-style-type: none"> Updates in line with policy framework review Updated for 2020-21 Budget process
13	April 2021	<ul style="list-style-type: none"> Updated for 2021-22 Budget process
14	March 2022	<ul style="list-style-type: none"> Administrative Update to include reference to the new Corporate Plan Updated for 2022-23 Budget process
15	March 2023	<ul style="list-style-type: none"> Updated for 2023-24 Budget process
16	April 2024	<ul style="list-style-type: none"> Updated for 2024-25 Budget process
17	March 2025	<ul style="list-style-type: none"> Updated for 2025-26 Budget process

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Application of Dividends and Tax Equivalent Payments Policy

Policy Identifier: FIN-005-P
 Approved by: General Meeting
 Date of Approval:
 Effective Date:
 Review Date:
 Version:

Head of Power

The establishment of this policy is consistent with the *Local Government Act 2009*, *Local Government Regulation 2012* and also the Local Government Tax Equivalent Regime (LGTER).

Policy Objective

The objective is to clarify Council's intention for its use of financial returns received from commercialised or corporatised business activities and any subsidiaries or associates.

This policy applies to all of Redland City Council business areas. Redland Investment Corporation (RIC), being a wholly owned separate legal entity, and any of its subsidiaries may utilise the provisions of this policy but are not bound to the Redland City Council policy statements as outlined in this document.

Policy Statement

Redland City Council, through its Corporate Plan, is committed to providing services that deliver our community's shared vision and collective aspirations: *Naturally wonderful lifestyle. Connected community. Embracing opportunities.* We are a values led organisation and our organisational values encapsulate what we care about, influence how we operate and support our mission: Make a difference, make it count.

The Application of Dividends and Tax Equivalent Payments Policy is aligned to the objectives of Council's Corporate Plan and is achieved through Council:

- Receiving dividends and tax equivalent payments from its commercialised business activities.
- Receiving dividends from its wholly owned subsidiary RIC.
- Looking to receive dividends and tax equivalent payments from any corporatised business activities, subsidiaries or associates in the future.

Additionally, Council is committed to:

- Transparently accounting, reconciling and reporting the receipt of such financial returns in accordance with the Australian Accounting Standards, the LGTER and, where applicable, the *Local Government Regulation 2012* (including, in particular, section 25 and schedule 4, section 8).
- Applying all financial returns to the provision of community benefit.

Definitions

Nil

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Application of Dividends and Tax Equivalent Payments Policy

Associated Documents

Long-Term Financial Strategy

Annual Budget

Annual Report

Dividend Policy – Significant and Prescribed Business Activities ([A196653](#))

Document Control

Only Council can approve amendments to this document by resolution of a Council Meeting, with the exception of administrative amendments which can be approved by the relevant ELT member. Refer to *Policy Instrument Development Manual* for an explanation on administrative amendments ([A4063988](#)).

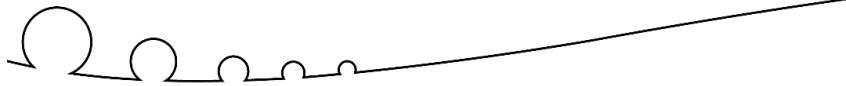
Any requests to change the content of this document must be forwarded to relevant Service Manager(s).

Approved documents must be submitted to the Corporate Meetings and Registers Team for registration.

Version Control

Version number	Date	Key Changes
4	April 2017	<ul style="list-style-type: none"> Updated for Budget 2017-2018 process (only approval, effective and review dates changed) Document control section deleted
5	March 2018	<ul style="list-style-type: none"> Updated for Budget 2018-2019 process (only approval, effective and review dates changed) Inclusion of Policy Scope to clarify RIC is a separate legal entity Added in reference to RIC dividend received Added in reference to regulation in policy statement
6	March 2019	<ul style="list-style-type: none"> Updated for 2019-20 Budget process Inclusion of Document Control section
7	May 2020	<ul style="list-style-type: none"> Formatting changes per recommendations arising from Policy Review Project. Updated for 2020-21 Budget process
8	April 2021	<ul style="list-style-type: none"> Updated for 2021-22 Budget process
9	March 2022	<ul style="list-style-type: none"> Administrative update to include reference to the new Corporate Plan Updated for 2022-23 Budget process
10	March 2023	<ul style="list-style-type: none"> Updated for the 2023-24 Budget process
11	April 2024	<ul style="list-style-type: none"> Updated for the 2024-25 Budget process
12	March 2025	<ul style="list-style-type: none"> Updated for the 2025-26 Budget process

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Constrained Cash Reserves Administrative Directive

Admin Directive Identifier: FIN-007-A
 Approved by: General Meeting
 Date of Approval:
 Effective Date:
 Review Date:
 Version:

Head of Power

Local Government Act 2009

Section 104 requires a local government to establish a system of financial management to ensure financial sustainability. Under section 104(2), a local government is financially sustainable if the local government is able to maintain its financial capital and infrastructure capital over the long-term.

Objective

To ensure Council's constrained cash reserves:

- Are only restricting funds received or levied for a specific purpose and/or have identified obligations tied to them.
- Are only used for identified planned expenditure.
- Do not exceed cash balances at the end of the financial year, to align with the disclosure requirements of the Department of Local Government, Water and Volunteers and the Queensland Audit Office.

This policy applies to all of Redland City Council business areas. Redland Investment Corporation (RIC), being a wholly owned separate legal entity, and any of its subsidiaries may utilise the provisions of this policy but are not bound to the Redland City Council policy statements as outlined in this document.

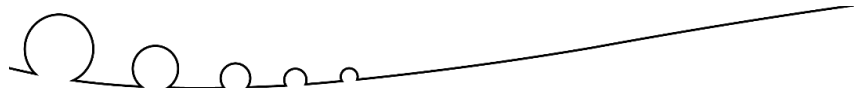
Statement

Redland City Council, through its Corporate Plan, is committed to providing services that deliver our community's shared vision and collective aspirations; *Naturally wonderful lifestyle. Connected community. Embracing opportunities.* We are a values led organisation and our organisational values encapsulate what we care about, influence how we operate and support our mission: Make a difference, make it count.

Council's Constrained Cash Reserves Administrative Directive is aligned to the objectives of the Corporate Plan through its philosophy to ensure funds held in constrained cash reserves are restricted to deliverables consistent with the:

- *Planning Act 2016* (sections 120 and 143) which requires that a levied charge may be only for extra demand placed on trunk infrastructure that development will generate, and may only be used to provide trunk infrastructure.
- Long-Term Financial Strategy
- Long-Term Asset and Service Management Plan
- Corporate Plan
- Annual Operational Plan and Budget

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Constrained Cash Reserves Administrative Directive

Council is committed to achieving this goal by:

- Reporting on constrained cash reserves on a monthly basis as part of the monthly financial reports to General Meeting.
- Reporting constrained cash reserves as a subset of cash balances in annual statutory reporting.
- Ensuring constrained cash reserves do not exceed cash balances at the end of the financial year.
- Conducting regular reviews of all constrained cash reserves for relevance and future requirements in accordance with the Long-Term Financial Strategy and other appropriate strategies and plans.
- Ensuring that infrastructure charges are constrained for the purposes of new trunk infrastructure and not renewal work.
- Reviewing forecast reserve movements as an integral part of the annual budget development process.
- Transferring funds from constrained cash reserves back to retained earnings when the purpose of the reserve is no longer valid or required or when the funds have been expended on planned works.

Definitions

Nil

Associated Documents

FIN-007-001-G Constrained Cash Reserves Guideline ([A3169951](#))

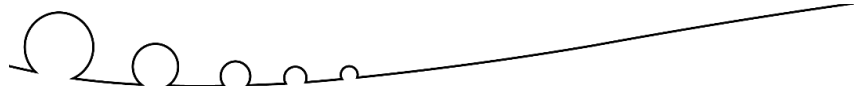
Document Control

Only the CEO can approve major amendments to this document and the relevant ELT member can approve minor amendments. Refer to the *Policy Instrument Development Manual* for an explanation on major and minor amendments ([A4063988](#)).

Any requests to change the content of this document must be forwarded to relevant Service Manager(s).

Approved documents must be submitted to the Corporate Meetings and Registers Team for registration.

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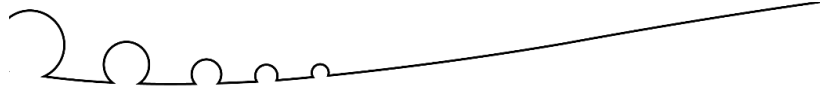


Constrained Cash Reserves Administrative Directive

Version Information

Version number	Date	Key Changes
4	April 2017	<ul style="list-style-type: none"> Updated for Budget 2017-2018 process
5	March 2018	<ul style="list-style-type: none"> Updated for the Budget 2018-19 process Addition of comments regarding trunk infrastructure and application to new infrastructure only Inclusion of Policy Scope to clarify RIC is a separate legal entity Updated State Government Department name from Department of Infrastructure, Local Government and Planning to Department of Local Government, Racing and Multicultural Affairs Head of Power updated to reference Local Government Act 2009 Policy Statement amended to clarify Local Planning Act 2016 references
6	March 2019	<ul style="list-style-type: none"> Updated for the 2019-20 Budget process Inclusion reference to related documents Inclusion of Document Control section
7	May 2020	<ul style="list-style-type: none"> Updated per recommendations arising from the Review of Finance Policies project. Updated for 2020-21 Budget process
1	June 2020	<ul style="list-style-type: none"> Re-classified from Policy to Administrative Directive
2	April 2021	<ul style="list-style-type: none"> Updated for 2021-22 Budget process Updated State Government Department name from Department of Local Government, Racing and Multicultural Affairs to Department of State Development, Infrastructure, Local Government and Planning
3	April 2022	<ul style="list-style-type: none"> Updated for the 2022-23 Budget process & Administrative changes to reflect the new corporate plan
4	March 2023	<ul style="list-style-type: none"> Deleted reference to Corporate Plan under Head of Power following legal review Updated for the 2023-24 Budget process
5	April 2024	<ul style="list-style-type: none"> Update reference to the Department of Housing, Local Government, Planning and Public Works (previously the Department of State Development, Infrastructure, Local Government and Planning) Updated for the 2024-25 Budget process
6	March 2025	<ul style="list-style-type: none"> Updated reference to the Department of Local Government, Water and Volunteers (previously the Department of Housing, Local Government, Planning and Public Works) Updated for the 2025-26 Budget process

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Concealed Leaks Policy

Policy Identifier: FIN-018-P
 Approved by: General Meeting
 Date of Approval:
 Effective Date:
 Review Date:
 Version:

Head of Power

Section 19 of the *South East Queensland Customer Water and Wastewater Code* (the Code) requires a water service provider to have a concealed leaks policy for small customers.

Policy Objective

To provide a remission to small customers and not-for-profit entities on the water consumption charge where there is a concealed leak that has secreted from the internal water infrastructure located on a metered property.

Policy Statement

Redland City Council, through its Corporate Plan, is committed to providing services that deliver our community's shared vision and collective aspirations, *Naturally wonderful lifestyle. Connected community. Embracing opportunities.* We are a values led organisation and our Organisational values encapsulate what we care about, influence how we operate and support our mission: Make a difference, make it count.

Council is responsible for the water infrastructure up to the connection point of a customer's property, which includes the water meter and the pipes that connect the water meter to the main water supply.

Property owners are responsible for the installation, repair, maintenance, and replacement of all the pipes, fixtures and fittings, including any mains connected water tanks on their property up to the water meter. If a leak is detected it is the property owner's responsibility to fix it as soon as possible to prevent further water loss.

Property owners are encouraged to:

- Develop a habit of regularly reading the water meter, to familiarise themselves with their own water consumption habits, which may help alert them to unexplained increases in water consumption.
- Turn off the stop valve that controls the flow of water and appliances that are connected to the water supply when they go away on holidays and the house is not occupied.
- Check for suspected concealed water leaks by doing a reading test on the water meter. Turn off all water appliances and then read the water meter. Wait an hour or two before re-reading the water meter. If the reading has increased but no water was used in that period contact a licensed plumber to inspect for a concealed leak.
- Where a leak is detected it is repaired as soon as practical, preferably within five (5) business days.

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Concealed Leaks Policy

Council is committed to:

1. Providing a remission on Council's Distribution and Retail water consumption charge for a concealed water leak where eligibility requirements are met. Queensland State Government will provide a remission on the State Bulk water consumption charge for a concealed water leak where eligibility requirements are met.
2. The following eligibility requirements:
 - (a) Application must be made by the owner of the property where the leak occurred, or their authorised nominee, within five (5) months of the leak repair date to qualify for the remission. However, for land in a community titles scheme (CTS), the application must be submitted as follows:
 - i) Where the CTS is individually sub-metered and the sub-meters are being read and used to issue a bill by Council, and the leak occurred within a lot forming part of the CTS (i.e., not within the common property), the property owner (lot owner) must apply for remission and is responsible for submitting the required documentation.
 - ii) Where the CTS is individually sub-metered and the sub-meters are being read and used to issue a bill by Council and the leak occurred within the common property, the Body Corporate must apply for remission and is responsible for submitting the required documentation.
 - iii) Where the CTS is not individually sub-metered, or the sub-meters have not been approved to be read and billed by Council, and the leak occurred anywhere within the CTS, the Body Corporate acting on behalf of all lot owners in the CTS must apply for remission and is responsible for submitting the required documentation.
 - (b) The leak must be repaired within thirty (30) days of:
 - i) The property owner identifying higher than usual water usage;
 - ii) The date that the property owner ought reasonably have identified higher than usual water usage; or
 - iii) Council notifying the property owner of higher than usual water use. Such notification may take the form of at least one of the following: SMS, email, letter, phone call or card left in the letterbox.
 - (c) During their ownership, the owner of the property has not received a water consumption remission on that property within the last three (3) years due to a concealed water leak.
3. Apply a minimum cap on the remission provided. Where the remission is calculated and is less than thirty five (35) dollars no remission will be applied, excluding eligible pensioners where the minimum cap will be twenty five (25) dollars.
4. Assessing applications correctly received on the nominated form (Concealed Water Leak application form) where the following information has been provided:
 - (a) An invoice or signed report from a licensed plumber with confirmation the leak was concealed and has been repaired within required plumbing standards.
 - (b) Two (2) water meter readings two (2) weeks apart that show water consumption for the property has returned to normal, with the first reading to be taken as soon as practical after the leak has been repaired. This may be used for calculation purposes.
 - (c) Photographic evidence, if available, in support of applications. Although photos are not mandatory they are desirable and will be used in conjunction with written evidence to support

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Concealed Leaks Policy

the application process in determining eligibility. Photos of the leak prior and post repair will be accepted and can form part of an application.

5. To calculate the remission the following information may be used:
 - (a) The date the leak was repaired;
 - (b) Average daily water use and cost calculated on the first given four (4) quarter period that is not leak effected excluding new owners where the average daily water use is based on readings taken after the leak is repaired;
 - (c) In lieu of a recent quarterly billing reading the first reading taken after the leak is repaired.
 - (d) The adopted Distribution and Retail water consumption charge; and
 - (e) The adopted State Bulk water consumption charge.
6. Calculate the remission based on two (2) reading periods (generally ≤ 190 days).
7. Apply an 80% remission on the Distribution and Retail water consumption charge of the estimated water loss, excluding eligible pensioners who will receive a 100% remission on the Distribution and Retail water consumption charge of the estimated water loss.
8. Apply a 70% remission on the State Bulk water consumption charge of the estimated water loss, excluding eligible pensioners who will receive a 100% remission on the State Bulk water consumption charge of the estimated water loss.
9. Apply the remission as a financial adjustment to the customer's property account, which will be shown on the next quarterly rate notice.
10. Provide a once only opportunity during the period of ownership to replace a previous leak remission amount where a second major leak occurs within three (3) years of the first leak repair date where the calculated water loss for the second leak is greater than the calculated loss for the first leak. This is administered by the customer forgoing the first leak remission amount, which will be replaced by the approved calculated remission amount for the second leak. This does not affect the commencement of the three (3) year period stated in 2(c), which commenced from the date the first leak was repaired.
11. Provide an appeal process for applicants with extenuating circumstances to seek a variation to this policy to receive a greater remission than currently afforded under the Policy. The process involves the Extenuating Circumstances Panel which will provide property owners with an avenue to apply for a remission if extenuating circumstances exist.
 - i) The Extenuating Circumstances Panel will determine whether extenuating circumstances apply, which may, subject to determination by the Panel, include where:
 - repair of the concealed leak did not occur within the thirty (30) day timeframe allowed under paragraph 2(b) of this Policy; or
 - remission is sought in respect of 2 or more reading periods (provided that the 30 day timeframe allowed under paragraph 2(b) of this Policy has been complied with);
 - health issues or prolonged illness preventing the customer from remedying a concealed leak. Any appeal on these grounds should be supported by evidence in the form of certification from an appropriately qualified medical practitioner; or
 - an unidentified major leak which could not reasonable be prevented by the customer due to a natural disaster.
 - ii) Application must be made in writing setting out the extenuating circumstances and the extent

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Concealed Leaks Policy

of the policy variation sought.

The Extenuating Circumstances Panel is comprised of the Executive Group Manager Financial Services and Chief Financial Officer, General Manager Infrastructure and Operations and Group Manager Corporate Governance, or three other senior officers as determined by the Chief Executive Officer. The Panel will decide whether a case for extenuating circumstances exists and what, if any, variation should be made to this Policy.

- The panel will decide the extent to which the policy will be varied, including the level of remission to be provided. For example, an extenuating circumstances remission application can be approved in full, approved in part or rejected (all with rationale) by the Extenuating Circumstances Panel.
- The decision of the panel will be final, and no further appeal process will be available.

12. Provide flexible options to offer customers if they are experiencing financial difficulty, in accordance with Council's Financial Hardship Policy (FIN-004-P).

Definitions

Term	Definition
Small customer	Defined as either: a) A residential customer who is connected to a SEQ service provider's water or wastewater service and receives a rate notice in their name that includes charges for water and wastewater services; or b) A non-residential customer who uses no more than 100 kilolitres of drinking water and/or reticulated recycled water per annum (based on the last four consecutive quarter water readings that are not leak affected).
Concealed leak	Where a loss of water has occurred that is hidden from view, either underground, under or within concrete, or underneath a building, where there are no visible signs of dampness or soaking and where the owner or occupant could not be reasonably expected to know of its existence. Note: It <i>does not</i> include water loss from: <ul style="list-style-type: none"> • Leaking taps, toilet cisterns or other water appliances. • Leaks in water tanks or faulty tank float valves that are plumbed to the potable water supply. • Property sprinklers or other irrigation systems. • Leaking or plumbing related faults with hot water systems, which includes solar hot water systems, panels or pipe work supplying them. • Leaks in swimming pools, spas and other water features and fittings. • Leaks in hoses, hose pipes, external taps and fittings. • Leaks in pipes to a jetty or pontoon.
Not-for profit entity	Not for profit entities: <ul style="list-style-type: none"> • Are formed for a purpose that does not include the profit or gain of the entity or its individual members or owners; • Exist for any lawful purpose that provides a public benefit, at large or in a particular locality that improves or promotes community welfare, education, or safety; and • Has voluntary membership only Examples include: <ul style="list-style-type: none"> • Charity organisations • Religious organisations

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Concealed Leaks Policy

Term	Definition
	<ul style="list-style-type: none"> • Sporting and recreational clubs • Community service organisations • Cultural and social societies
Community Title Scheme (CTS)	Land may be identified as community title scheme land only if it consists of: <ol style="list-style-type: none"> 1. 2 or more lots, and 2. Other land that is common property for a community titles scheme that is not included in point 1.
Eligible Pensioner	A person in receipt of Council's pensioner rebate as verified by Council's database.

Associated Documents

Fact Sheet - Has your water usage increased?

https://www.redland.qld.gov.au/download/downloads/id/2239/has_your_water_usage_increased.pdf

Concealed water leak application form

https://www.redland.qld.gov.au/download/downloads/id/1441/concealed_leak_application_form.pdf

Extenuating Circumstances application form

https://www.redland.qld.gov.au/download/downloads/id/4875/crfs018_request_for_review_and_decision_under_corporate_policy.pdf

Document Control

Changes to this policy can only be approved by Council through a Resolution at a Council Meeting. This policy is reviewed annually.

Approved amended documents must be submitted to the Corporate Meetings and Registers Team to place the document on the Policy, Guidelines and Procedures Register.

Version Information

Refer to Corporate Meetings and Registers Team for previous versions.

Version Number	Date	Key Changes
3	June 2014	<p>The primary change to the policy is it has been reworded to improve readability. Amendments to the policy are:</p> <ol style="list-style-type: none"> 1) Name change to the policy to comply with the policy name given in the Code. 2) Change to the Head of Power. 3) Inclusion of definitions for a small customer and a small business customer. 4) Updated definition of a concealed leak including exclusions. 5) To comply with the section 9(b) of the Code, inclusion of information to assist small customers to physically identify concealed leaks. 6) Extension of the time period in which a customer may apply for a concealed leak. 7) Clarification of how the average water consumption is calculated. 8) Transparency for the customer to be told if the average water consumption is calculated by another method. 9) Removal of reference to the General Manager Redland Water & RedWaste.

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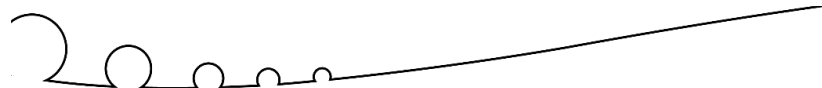


Concealed Leaks Policy

Version Number	Date	Key Changes
4	April 2017	The primary changes to the policy are based on the revised South East Queensland Customer Water and Wastewater Code. 1) How a remission payment is calculated. 2) Change to the reading period taken into consideration for the calculation from two periods to one. 3) Minimum remission cap to apply. 4) Allowance of photographic evidence to be supplied where available. 5) Change to the application deadline from four months to five.
5	June 2019	The primary changes to the policy are to create consistency in calculating and assessing remissions by: 1) Having a leak repaired as soon as practical. 2) Providing a reading as soon as practical after a repair. 3) Calculation on average daily use on four (4) quarters that is not leak affected. 4) New owners average daily use based on readings taken after the repair. 5) Using the adopted Distribution and Retail water charge. 6) Remission period covering two (2) reading periods. Remission shown on the quarterly rate notice.
6	October 2020	The primary change to the policy is it has been reworded to improve readability. Amendments to the policy are: 1) Document Control added to policy. 2) Prior Version Information to CMRT. Associated Documents added.
7	May 2021	Changes to the policy included: 1) Making not-for-profit entities eligible for a 100% remission on the RCC portion of the lost water. 2) Providing a once only opportunity for a leak remission to be replaced with a leak remission for a second leak within the 3 year period where the second leak was greater than the first leak, without affecting the 3 year period that commenced at the date of the first leak repair.
8	December 2021	<ul style="list-style-type: none"> Inclusion of 30 day period after notification for leak to be repaired. Inclusion of an appeal process by way of an Extenuating Circumstances Panel.
9	March 2022	<ul style="list-style-type: none"> Administrative update to include reference to the new Corporate Plan Updated to include link to Extenuating Circumstances application form Minor drafting changes to the provisions of the policy to more clearly achieve Council's policy intent. Updated for 2022-23 Budget Process
10	November 2022	<ul style="list-style-type: none"> Minor administrative changes for clarification clause 10 – no changes in intent.
11	March 2023	<ul style="list-style-type: none"> Updated for the 2023-24 Budget process. Administrative updates: <ul style="list-style-type: none"> Updated position title from 'Chief Financial Officer' to 'Executive Group Manager Financial Services and Chief Financial Officer' Added bullet point 11 to refer to Council's Financial Hardship Policy
12	October 2023	<ul style="list-style-type: none"> Updated to include new remission scheme from QLD State Government whereby a remission is now available on the State Bulk Water charge. Council to apply a 70% remission on the State Bulk water consumption charge of the estimated water loss, excluding eligible pensioners and not-for-profit entities who will receive a 100% remission on the State Bulk water consumption charge of the estimated water loss.
13	December 2023	<ul style="list-style-type: none"> Updated to include the amendment made for not-for-profit organisations to only be reimburse 70% rather than 100%, following the DRDMW discussions around its eligibility criteria.
14	April 2024	<ul style="list-style-type: none"> Updated for the 2024-25 Budget process

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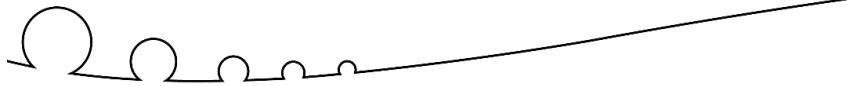
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Concealed Leaks Policy

Version Number	Date	Key Changes
		<ul style="list-style-type: none"> Removed the reference to not-for-profit entities per General Counsel advice in Policy Objective and Definitions
15	March 2025	<ul style="list-style-type: none"> Updated for the 2025-26 Budget process Added the reference for not-for-profit entities in Policy Objective and Definitions following Department of Local Government, Water and Volunteers (DLGWV) policy harmonisation discussions Added process for Community Title Schemes (CTS) applications Added Community Title Schemes (CTS) in Definitions following DLGWV policy harmonisation discussions

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Financial Hardship Policy

Policy Identifier: FIN-004-P
 Approved by: General Meeting
 Date of Approval:
 Effective Date:
 Review Date:
 Version:

Head of Power

South-East Queensland Water (Distribution and Retail Restructuring) Act 2009
Local Government Act 2009
Local Government Regulation 2012
Magistrates Courts Act 1921
Uniform Civil Procedure Rules 1999
 South East Queensland Customer Water and Wastewater Code
 Debt Collection Guideline: for collectors and creditors

Policy Objective

This policy is a requirement under the *South East Queensland Customer Water and Wastewater Code*. It provides a framework to support 'small customers' that are experiencing financial hardship as a result of an unexpected event or unforeseen changes.

Assistance is available under the Financial Hardship Policy where there is an ongoing state of financial hardship and difficulty in meeting basic living needs is experienced on an ongoing basis. Customers must be assessed for financial hardship and will be required to provide information about their financial situation to access a payment plan under this policy.

Policy Statement

Redland City Council, through its Corporate Plan, is committed to providing services that deliver our community's shared vision and collective aspirations: *Naturally wonderful lifestyle. Connected community. Embracing opportunities*. We are a values led organisation and our organisational values encapsulate what we care about, influence how we operate and support our mission: Make a difference, make it count.

This policy is based on shared responsibility between council and the customer and is delivered in a model that supports self-determination to allow small customers to gain control of their rate account with a realistic and affordable approach.

The Financial Hardship Policy is aligned to the objectives of Council's Corporate Plan and this is achieved through Council's commitment to:

- Treating customers fairly, with respect, sensitivity and confidentiality at all times.
- Effective processes for the early identification of a small customer who is in financial hardship which includes, but not limited to:
 - A small customer contacting Council themselves.
 - A Redland City Council officer contacting the small customer.

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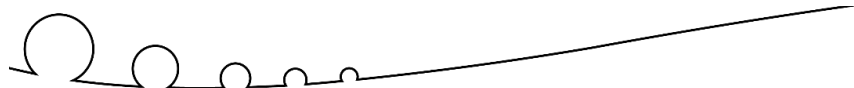
Financial Hardship Policy

- A referral by the Energy and Water Ombudsman Queensland.
- A referral by an accredited financial counsellor or community agency providing assistance to people experiencing financial hardship.
- Publishing this policy on its website.
- Assessing financial hardship through information provided by the customer, which will include financial records and/or a Statement of Financial Position.
- Ensuring small customers who are identified as experiencing financial hardship have access to:
 - Flexible payment plan options.
 - Convenient payment channel options including Centrepay and Direct Debit.
 - Relief from legal action from the date a payment plan is mutually agreed.
 - Relief from interest being charged on overdue rates and charges provided the mutually agreed payment plan is met.
 - Information on the grounds that may be considered in order to remit in full or in part water consumption charges under the *Local Government Regulation 2012*.
 - Information to assist in reducing water consumption charges. Further information is available at https://www.redland.qld.gov.au/info/20250/green_living/603/conserving_water
 - Information provided about appropriate government concession programs and financial counselling services that may be available to them. https://www.redland.qld.gov.au/info/20171/rates/782/pay_your_rates
- Establishing payment plan options that are based on the ratepayer's individual circumstances and within Council guidelines. Where payment plans are not adhered to or are otherwise unsuccessful, interest on overdue amounts will be reinstated.
- Council expects ratepayers to take responsibility for their debt obligations and to organise their affairs in such a way as to be able to discharge these obligations as agreed.
- Council reserves the right to commence legal action, including registering a charge on the ratepayer's property for any outstanding arrears balance, if the ratepayer does not meet their obligations or their circumstances are found to have improved but they are not willing to reduce the rate arrears in a more timely manner.

Definitions

Term	Definition
Small Customer	Defined as either: <ul style="list-style-type: none"> a) A residential customer who is connected to a SEQ service provider's water or wastewater service and receives a rate notice in their name that includes charges for water and wastewater services; or b) A non-residential customer who uses no more than 100 kilolitres of drinking water and/or reticulated recycled water per annum (based on the last four consecutive quarter water readings not leak affected).

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Financial Hardship Policy

Associated Documents

Collection of Rates, Charges and Other Revenue Policy ([A196581](#))
 Collection of Rates and Charges and Other Revenues Guideline ([A214701](#))
 Collection of Rates and Charges Procedure ([A220378](#))
[Financial Hardship Application Form](#)

Document Control

Only Council can approve amendments to this document by resolution of a Council Meeting, with the exception of administrative amendments which can be approved by the relevant ELT member. Refer to *Policy Instrument Development Manual* for an explanation on administrative amendments ([A4063988](#)).

Any requests to change the content of this document must be forwarded to relevant Service Manager(s).

Approved documents must be submitted to the Corporate Meetings and Registers Team for registration.

Version Control

Version number	Date	Key Changes
1	6 November 2019	New Policy
2	January 2020	Administrative update to new policy framework template
3	April 2021	Updated for 2021-22 Budget process Minor amendment to wording to remove 'interest free' from the flexible payment plan options and to include 'and within Council guidelines' in the establishment of payments plan options
4	March 2022	Administrative update to include reference to the new Corporate Plan Updated for 2022-23 Budget process
5	March 2023	Updated for the 2023-24 Budget process Minor amendment to titles of associated documents Amended definition of 'Small Customer' for consistency across policies
6	April 2024	Updated for the 2024-25 Budget process
7	March 2025	Updated for the 2025-26 Budget process

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Department:	Organisational Services	Group:	Financial Services
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13.3 QPP PRIVACY POLICY

Objective Reference: A12160759

Authorising Officer: Amanda Pafumi, General Manager Organisational Services

Responsible Officer: Tony Beynon, Group Manager Corporate Governance

Report Author: Kristene Viller, Acting Governance Services Manager

Attachments: 1. QPP Privacy Policy [↓](#)

PURPOSE

To establish Council's Privacy Policy in line with the *Information Privacy and Other Legislation Amendment Act 2023* in relation to the collection, storage, use and disclosure of personal information.

BACKGROUND

From 1 July, 2025, Queensland government agencies are required to comply with the Queensland Privacy Principles (QPPs), which include taking reasonable steps to implement practices, procedures and systems relating to the agency's functions and activities that will:

- ensure the agency complies with the QPPs; and
- enable the agency to deal with inquiries or complaints from individuals about the agency's compliance with the QPPs

Under QPP 1, agencies must have a clearly expressed and up-to-date QPP privacy policy that explains how it manages personal information and is tailored to the specific information handling practices of the agency. This requirement applies to all agencies, including Redland City Council (RCC).

ISSUES

A QPP privacy policy should explain how the agency manages the personal information it collects, and the information flows associated with that personal information. This reflects the central object of QPP 1, which is to ensure that agencies manage personal information in an open and transparent manner. However, the policy is not expected to detail all the practices, procedures and systems adopted to ensure QPP compliance.

The policy should be directed to the different audiences who may consult it. Primarily this will be individuals whose personal information is, or is likely to be, collected or held by the agency. If personal information is relevant to particular classes of individuals, or if information about specific community members is handled differently, this should be explained and signposted by headings. For example, if an agency adopts different practices for handling the personal information of children or individuals with a disability, this should be made clear in the policy.

At a minimum, a QPP policy should be:

- accessible
- easy to understand, avoiding or defining agency or sector specific terms, jargon, or legalistic language
- easy to find, use, and navigate; and

- only include information that is relevant to the agency's management of personal information.

STRATEGIC IMPLICATIONS

Legislative Requirements

Information Privacy Act 2009 – Queensland Privacy Principles require Council to prepare and publish a QPP Privacy Policy

Risk Management

Preparation and Publication of the QPP Privacy Policy will ensure Council's compliance with the changed requirements effective from 1 July 2025, under the *Information Privacy Act 2009*.

Financial

No financial implications from this report.

People

Considerations of the requirements of the Policy is applicable to all council employees and elected officials.

Environmental

There are no environmental implications from this report.

Social

Adopting and publishing the QPP Policy on the council's website will enhance public confidence in the council's ability to manage and safeguard individuals' personal information.

Human Rights

In accordance with section 58 of the *Human Rights Act 2019*, consideration has been given to the relevant human rights, in particular section 25 Privacy and Reputation, when drafting this policy.

Alignment with Council's Policy and Plans

This report has a relationship with the following item of Council's *Our Future Redlands – A Corporate Plan to 2026 and Beyond*:

- Demonstrate good governance through transparent, accountable processes and sustainable practices and asset management.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Governance Service Manager	May – June 2025	Drafted Policy and prepared report
Senior Project Officer – IPOLA	May – June 2025	Reviewed draft Policy
Group Manager Corporate Governance	May - June 2025	Reviewed and endorsed Policy and report
Executive Leadership Team	9 June 2025	Reviewed Policy and provided feedback

OPTIONS**Option One**

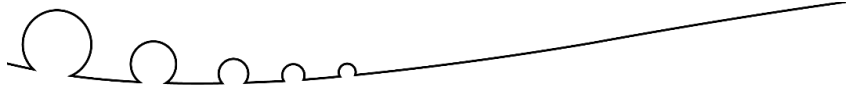
That Council resolves to adopt GOV-024-P QPP Privacy Policy attached to this report and to note GOV-024-001-G Privacy Guideline.

Option Two

That Council resolves not to adopt GOV-024-P QPP Privacy Policy.

OFFICER'S RECOMMENDATION

That Council resolves to adopt GOV-024-P QPP Privacy Policy attached to this report and to note GOV-024-001-G Privacy Guideline.



GOV-024-P QPP Privacy Policy

Policy Identifier: GOV-024-P

Approved by:

Date of Approval:

Effective Date:

Review Date:

Version:

Head of Power

The *Information Privacy Act 2009* (Qld) (IP Act) and its Queensland Privacy Principles (QPPs) set the rules for how Queensland government agencies – including Redland City Council (RCC) – handle personal information.

Policy Objective

To outline how RCC manages personal information, including;

- The kinds of personal information we collect and hold, how we collect and hold that personal information, and the purpose for which we collect, hold, use and disclose personal information.
- How customers may complain about our handling of their personal information, and how we deal with those complaints.

Policy Statement

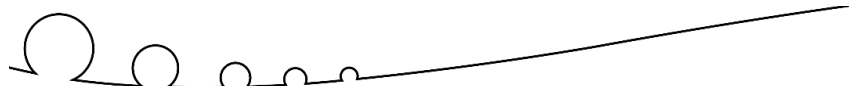
Redland City Council, through its Corporate Plan, is committed to providing services that deliver our community's shared vision and collective aspirations: *Naturally wonderful lifestyle. Connected community. Embracing opportunities.* We are a values led organisation and our organisational values encapsulate what we care about, influence how we operate and support our mission: Make a difference, make it count.

Council is committed to:

- Only collecting personal information that is directly related to the functions and services provided by Council. Unless otherwise exempt, Council will advise what the information will be used for either before or at the point of collection.
- Making every effort to ensure that the personal information it collects, uses and stores, is relevant, accurate, complete and up to date for the purpose for which it is to be used.
- Maintaining secure systems for storing personal information, in accordance with Council policies.
- Only using personal information for the primary purpose. Information will not be disclosed to a third party or used for another purpose, unless the individual has consented or this is required or authorised by law.
- Processing applications to access or amend personal information held by Council in accordance with the *Information Privacy Act 2009*.
- Investigating complaints regarding the handling of personal information in accordance with the *Information Privacy Act 2009*.

Definitions

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Department:	Organisational Services	Group:	Corporate Governance
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GOV-024-P QPP Privacy Policy

Term	Definition
Personal Information	Personal Information means information or an opinion about an identified individual or an individual who is reasonably identifiable from the information or opinion – <ul style="list-style-type: none"> a) whether the information or opinion is true or not; and b) whether the information or opinion is recorded in material form or not.

Associated Documents

Information Privacy Act 2009 (Qld)
Information Privacy and Other Legislation Amendment Act 2023
Information Privacy Regulation 2009
 GOV-024-001-G Privacy Guideline
 IM-008-P Information Privacy Policy

Document Control

Only Council can approve amendments to this document by resolution of a Council Meeting, with the exception of administrative amendments which can be approved by the relevant ELT member. Refer to *Policy Instrument Development Manual* for an explanation on administrative amendments ([A4063988](#)).

Any requests to change the content of this document must be forwarded to relevant Service Manager(s).

Reviewed documents must be submitted to the Corporate Meetings and Registers Team to progress for final approval, publish and register.

Version Control

Version number	Date	Key Changes
1	May 2025	<ul style="list-style-type: none"> • First Draft

For Corporate Governance Use Only			
Department:	Organisational Services	Group:	Corporate Governance
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13.4 QUEENSLAND AUDIT OFFICE INTERIM MANAGEMENT REPORT 2024-2025**Objective Reference:** A12181948**Authorising Officer:** Sandra Bridgeman, Executive Group Manager Financial Services & Chief Financial Officer**Responsible Officer:** Sandra Bridgeman, Executive Group Manager Financial Services & Chief Financial Officer**Report Author:** Udaya Panambala Arachchilage, Corporate Financial Reporting Manager**Attachments:** 1. Queensland Audit Office-Interim Management Report 2024-2025 [↓](#)**PURPOSE**

To present the Queensland Audit Office (QAO) interim management report for 2024-2025 to Council in compliance with section 213 of the *Local Government Regulation 2012*.

BACKGROUND

The QAO conducted an interim audit to test the effectiveness of the key controls identified in the audit planning phase, to review transactions accounted for in the statement of comprehensive income for the period from 1 July 2024 to 30 April 2025, and to review and provide feedback over proforma financial statements. Based on the results of the interim audit, Council's overall internal control framework has been assessed as operating effectively.

QAO will continue the controls testing for the intervening period until 30 June 2025 and will provide Council with a management update at the completion of the final audit visit that is scheduled to commence early September 2025.

ISSUES

The final interim management report was received on 30 May 2025 and in compliance with legislation, is scheduled for presentation to Council at the 18 June 2025 General Meeting.

STRATEGIC IMPLICATIONS**Legislative Requirements**

Section 213 of the *Local Government Regulation 2012* requires the Mayor to present a copy of the Auditor-General's observation report at the next ordinary meeting of Local Government following receipt of the Auditor-General's report.

Financial Services tables the report to ensure compliance with legislation, noting coordination of the prior years' corrective actions and improvements will be undertaken by Council's Internal Audit.

Risk Management

Risk management is undertaken during the year with respect to the internal control environment and procedures.

Financial

There are no additional financial implications arising from this QAO interim management report.

People

No impact as the purpose of the report is to present the QAO 2024-2025 interim management report.

Environmental

No impact as the purpose of the report is to present the QAO 2024-2025 interim management report.

Social

No impact as the purpose of the report is to present the QAO 2024-2025 interim management report.

Human Rights

No impact as the purpose of the report is to present the QAO 2024-2025 interim management report.

Alignment with Council's Policy and Plans

This report has a relationship with the following items of Council's *Our Future Redlands – A Corporate Plan to 2026 and Beyond*:

Efficient and effective organisation objectives

7.1 Improve the efficiency and effectiveness of Council's service delivery to decrease costs, and enhance customer experience and community outcomes.

7.4 Demonstrate good governance through transparent, accountable processes and sustainable practices and asset management.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Queensland Audit Office Representatives, Executive Group Manager Financial Services & Chief Financial Officer, Financial Controller, Chief Procurement Officer, Chief Information Officer, Service Manager Corporate Finance and Corporate Financial Reporting Manager.	May-June 2025	Discussion of interim audit findings and agreed action moving forward for the final audit later in the calendar year.

OPTIONS**Option One**

That Council resolves to note the content in the Queensland Audit Office interim management report (referred to as the Auditor-General's observation report in the *Local Government Regulation 2012*) for 2024-2025.

Option Two

That Council requests additional information.

OFFICER'S RECOMMENDATION

That Council resolves to note the content in the Queensland Audit Office interim management report (referred to as the Auditor-General's observation report in the *Local Government Regulation 2012*) for 2024-2025.



2025 INTERIM REPORT

Redland City Council

30 May 2025



SENSITIVE

Councillor J Mitchell
Mayor
Redland City Council

Dear Councillor Mitchell

2025 Interim report

We present our interim report for Redland City Council for the financial year ending 30 June 2025. This report details the results of our interim work performed to 30 April 2025. Under section 213 of the Local Government Regulation 2012, you must present a copy of this report at your council's next ordinary meeting.

Results of our interim audit

In this phase, we assessed the design and implementation of your internal controls relevant to the financial report, and whether they are operating effectively. We assessed the key controls we intend to rely on in auditing your financial statements. Our audit does not assess all controls that management has implemented across the organisation.

Significant deficiencies:

- One identified in prior years are resolved pending audit clearance, this relate to information systems and will be reviewed as part of our testing commencing in late May.

Deficiencies:

- 2 unresolved from prior years
- 8 deficiencies from prior years that are resolved pending audit clearance, these relate to information systems and will be reviewed as part of our testing commencing in late May.

Based on the results of our testing completed to date, we have determined your internal control environment does support an audit strategy where we can rely upon your entity's controls.

Refer to section 1 *Status of issues* for further details.

I'd like to thank your team for the positive engagement over our interim testing. If you have any questions or would like to discuss the audit report, please contact me on 3149 6066 or Rachel Stevens on 3149 6007.

Yours sincerely

Jacques Coetzee

Jacques Coetzee
Director

Enc.

cc. Ms L Rusan, Chief Executive Officer
Mr M Petrie, Chair of the Audit and Risk Management Committee

SENSITIVE

2025 Interim report

1. Status of issues

Internal control issues

The following table identifies the number of deficiencies in internal controls and other matters we have identified. Refer to section 2 *Matters previously reported* for the status of previously raised issues.

Year and status	Significant deficiencies	Deficiencies	Other matters*
Current year issues	-	-	-
Prior year issues – unresolved	-	2	1
Prior year issues – resolved pending audit clearance	1	8	3
Total issues	1	10	4

Note: *Queensland Audit Office only tracks resolution of other matters where management has committed to implementing action.

Our ratings are as follows. For more information and detail on our rating definitions, please see the webpage here: www.qao.qld.gov.au/information-internal-controls or scan the QR code.



2. Matters previously reported

The following table summarises the status of deficiencies, financial reporting issues, and other matters previously reported to you.

Ref.	Rating	Issue	Status
24-IR1	D	<p>Council's central contract register is incomplete</p> <p>Council does not maintain a complete central register for all contracts. We identified 2 registers were being maintained, the register within Council's contract management system and a manual register maintained by the Procurement & Contracts Group.</p> <p>We identified inconsistencies with these contract registers and information published on Council's website.</p>	<p>Work in progress</p> <p>Procurement and Contracts Group is reviewing the contracts migrated from Portt to CiA Contracts. The recommendation is anticipated to be completed by the due date.</p> <p>Responsible officer: Chief Procurement Officer</p> <p>Action date: 30 June 2025</p>















SENSITIVE

2025 Interim report

Ref.	Rating	Issue	Status
21-CR2A	D	<p>Timing of Asset Capture for Completed WIP Projects</p> <p>It was identified that there were some timeliness issues with the spatial capture of completed assets which has led to completed capital projects remaining within the capital WIP accounts for extended periods of time.</p> <p><u>2023 Close Report Update</u></p> <p>Management have identified that there are two drivers to this issue raised, and therefore this has been split into two separate matters to reflect different actions being undertaken by management and different responsible officers.</p>	<p>Work in progress</p> <p>Spatial Capture is a three-stage process:</p> <ol style="list-style-type: none"> 1. Confirmation of receipt of complete and accurate information from Project Delivery Group/another 2. Execute the spatial capture activity 3. Review/ Quality assurance (QA) of the spatial capture prior to upload into asset accounting system and work in progress (WIP) clearance. <p>Progress has been made on addressing the audit finding and recommendation with the following actions implemented:</p> <ul style="list-style-type: none"> • A third officer joined the spatial capture team in July 2023, and the position had been made permanent in March 2024. • A fourth Financial Services Group member was transferred to the spatial capture team in September 2023, and the position was made permanent in May 2024. • The Service Manager Corporate Finance has been working directly and almost exclusively with the Capital & Asset Accounting Team (CAAT) since October 2023. • A new process has been implemented whereby spatially captured assets are first transferred from GIS to the asset management system. Then, two CAAT officers conduct a QA review before the assets are valued and recorded financially. • In January 2024, the monthly WIP spreadsheet circulated to Project Managers was amended to include a column highlighting projects returned due to incomplete or inaccurate information for spatial capture. <p>The following actions are in progress:</p> <ul style="list-style-type: none"> • The Spatial Data Management Team Leader is prioritising efforts towards the independent QA of previous spatial capture, whilst balancing this with training of two new team members. • Nearing the completion of a procurement process to engage a third-party spatial services organisation to assist with the independent QA of previous spatial capture to assist in expediting the clearance of WIP. • Currently investigating the use of automation to assist in enhancing and improving the process of spatial capture going forward. • Update 21/5/25 – in addition to the 3 permanent staff in the Spatial Information team a contractor has been engaged to complete QA of the backlog of the Spatial files. This has resulted in completion of the QA of the 2021-2022 & 2022-2023 years. The contractor will continue in place until QA of the backlog is complete, with recruitment to be undertaken to fill the 4th member of the Spatial Information team. <p>Responsible officer: Financial Controller Original action date: 31 December 2024 Revised action date: 30 June 2026</p>

SENSITIVE

2025 Interim report

Ref.	Rating	Issue	Status
24-IR2		Business improvement opportunity for documentation of independent review performed over vendor Masterfile changes Council performs their own review over the legitimacy and accuracy of vendor Masterfile changes requested using an independent source. However, our review of a sample of these changes identified that the information included by officers on the change forms did not contain enough detail to evidence the review of the change performed.	Resolved Procurement and Contracts Group have implemented the assurance solution validating key vendor master data. Verification activity is evidenced in accordance with Council's Supplier Masterfile Management Procedure
Information systems issues			
24-CR1		Privileged users are not monitored or controlled	Resolved pending audit clearance
24-CR2		User accounts belonging to terminated employees not disabled, and roles assigned to individual profiles not reviewed	Resolved pending audit clearance
24-CR3		Dormant accounts not actioned in a timely manner	Resolved pending audit clearance
24-CR4		Number of highly privileged accounts greater than vendor and industry recommendations	Resolved pending audit clearance
24-CR5		Service accounts lacking appropriate security configuration	Resolved pending audit clearance
24-CR6		Principle of least privilege administration model not clearly implemented	Resolved pending audit clearance
24-CR7		Management of dormant user accounts is not effective	Resolved pending audit clearance
24-CR8		Terminated employee user accounts are not disabled in a timely manner	Resolved pending audit clearance
24-CR9		Critical software patch updates were not installed	Resolved pending audit clearance
24-CR10		The process of user access review is not effective	Resolved pending audit clearance
24-CR11		Password policy is not sufficiently documented	Resolved pending audit clearance
24-CR12		Default Domain Administrator user account is not renamed	Resolved pending audit clearance
24-CR13		Access management procedures are not reviewed regularly	Work in progress Responsible officer: Chief Information Officer Original action date: 31 March 2025 Revised action date: 31 December 2025



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**14 REPORTS FROM ADVOCACY, MAJOR PROJECTS AND ECONOMIC
DEVELOPMENT**

Nil.

15 REPORTS FROM COMMUNITY & CUSTOMER SERVICES

15.1 NEW LEASE - BAY ISLANDS GOLF CLUB INC

Objective Reference: A12056242

Authorising Officer: David Jeanes, Acting General Manager Community & Customer Services

Responsible Officer: Brooke Denholder, Group Manager Communities

Report Author: Alison Walsh, Senior Venues Leasing Officer

Attachments: 1. Bay Islands Golf Club Inc [↓](#)

PURPOSE

To seek approval for a new lease for Bay Islands Golf Club Inc (the Club) over part of Lot 2 on RP815721 at 14-50 Eastern Road, Macleay Island.

BACKGROUND

The Club is an incorporated, not-for-profit organisation and operates the nine-hole golf course also known as Macleay Island Golf Club. The Club has held a lease over the clubhouse and surrounds since 1998. In 2015, the lease footprint was increased to accommodate an extension to the clubhouse.

The Club provides an outlet for golf enthusiasts from the Southern Moreton Bay Islands (SMBI) and mainland communities and provides community benefits by way of physical activity and social interaction with regular events at the site.

The current lease expires on 26 August 2025.

ISSUES

There are no known issues associated with this report with the footprint of the lease remaining the same. The club continues to repair the outstanding matters identified in the building condition assessment, which are of a minor nature.

STRATEGIC IMPLICATIONS

Legislative Requirements

The *Local Government Regulation 2012* describes land as a 'Valuable Non-Current Asset' and prescribes a number of options available to enter into a contract to dispose of that asset. The disposal may include all or any part of an interest in land; in this case, the interest being the granting of a lease.

The prescribed method of disposing of land is sale by tender or auction. However, the *Local Government Regulation 2012* provides for exceptions to this rule in certain circumstances.

In particular, reference is made to sub paragraph 236(1)(c)(iii) of the *Local Government Regulation 2012* which provides:

236(1)(c)(iii) - *The disposal is for the purpose of renewing the lease of land to the existing tenant of the land.*

The term 'disposal of land' refers to the process by which a governing authority or landowner relinquishes ownership, control, or interest in a parcel of property. This may be done in a variety of ways, including but not limited to, sale, lease, exchange, or gifting of land assets.

It is considered that the proposed lease is able to be made in accordance with the exception contained within the *Local Government Regulation 2012* provisions.

Risk Management

The club is required to maintain full building and public liability insurance.

The club completed a building condition assessment of the clubhouse in January 2025, which identified minor rectification work. They have provided evidence that legislative requirements have been completed and Council is satisfied with compliance regarding occupant safety and building condition.

Council uses a standard form lease document containing provisions to mitigate risk including defining permitted uses, safety obligations, warranties and insurances, in addition to lease inspections and reviews. Leasing Property is listed as an Operational Risk ID 1001027: Assets and Property (Leasing Property) with related mitigation controls including a consolidated lease register accessible by stakeholders.

Financial

The lessee bears all costs associated with the preparation and registration of the lease. Maintenance of the premises is the responsibility of the lessee in accordance with the terms in the tenure agreement. The lessee also bears utility costs associated with water and electricity.

A financial sustainability check conducted on 31 January 2025 for the previous three years which confirmed the organisation is in a healthy financial position and indicates financial sustainability moving forward.

People

There are no known staff implications associated with this report.

Environmental

There are no known environmental implications associated with this report.

Social

A new lease agreement will allow the club to continue to provide a golf facility for the SMBI and Redlands Coast mainland communities.

Human Rights

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

Alignment with Council's Policy and Plans

Our Future Redlands – A Corporate Plan to 2026 and Beyond, particularly:

Goal 2. Strong Communities

- 2.1 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.
- 2.4 Enhance community inclusion where people of all locations, ages, abilities and cultures can participate and have access to the necessary services and facilities.

Goal 5. Liveable Neighbourhoods

- 5.1 Enhance the unique character and liveability of our city for its communities through co-ordinated planning, place making, and management of community assets.

CDV-001-P Community Leasing Policy supports leases to not-for-profit community organisations.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Bay Islands Golf Club Inc	December 2024 – April 2025	Correspondence between the Club and Council to progress a new lease.
Community Land and Facilities Panel (CLFP) (Panel consists of: Group Manager, Communities, Strategic Property Manager, Strategic Adviser Social Planning, Service Managers of Civic and Open Space Asset Management, Community Spaces and Strategic Partnerships).	28 April 2025	Recommendation from panel supported a new 10-year lease.
Councillor Division 5	27 March 2025	Update to Councillor Division 5 and new lease supported.
Service Manager Business Partnering, Financial Services	31 January 2025	Financial sustainability check undertaken on last three years financials for the Club.

OPTIONS

Option One

That Council resolves as follows:

- To approve a new lease to Bay Islands Golf Club Incorporated over part of Lot 2 on RP815721 at 14-50 Eastern Road, Macleay Island as shown in Attachment 1, with a lease term of 10 years.
- To agree, in accordance with s.236(2) of the *Local Government Regulation 2012*, that s.236(1)(b)(ii) of the *Local Government Regulation 2012* applies allowing the proposed lease to a community organisation, other than by tender or auction.
- To note the Officers' existing delegations, to apply any necessary administrative amendments and execute all documents to negotiate, make, vary and discharge the relevant lease arrangements in regard to this matter.

Option Two

That Council does not approve a new lease to Bay Islands Golf Club Incorporated and investigates alternative arrangements.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To approve a new lease to Bay Islands Golf Club Incorporated over part of Lot 2 on RP815721 at 14-50 Eastern Road, Macleay Island as shown in Attachment 1, with a lease term of 10 years.
2. To agree, in accordance with s.236(2) of the *Local Government Regulation 2012*, that s.236(1)(b)(ii) of the *Local Government Regulation 2012* applies allowing the proposed lease to a community organisation, other than by tender or auction.
3. To note the Officers' existing delegations, to apply any necessary administrative amendments and execute all documents to negotiate, make, vary and discharge the relevant lease arrangements in regard to this matter.

Attachment 1 – Bay Islands Golf Club Inc

Lot 2 on RP815721 at 14-50 Eastern Road, Macleay Island

Lease footprint area outlined in **RED**



15.2 NEW LEASE - MACLEAY ISLAND BOWLS CLUB INC**Objective Reference:** A11916041**Authorising Officer:** David Jeanes, Acting General Manager Community & Customer Services**Responsible Officer:** Brooke Denholder, Group Manager Communities**Report Author:** Alison Walsh, Senior Venues Leasing Officer**Attachments:** 1. Macleay Island Bowls Club Inc [↓](#)**PURPOSE**

To seek approval for a new lease for Macleay Island Bowls Club Inc (MIBC) over part of Lots 274-278 on RP31212 at 28-36 Benowa Street, Macleay Island.

BACKGROUND

MIBC is an incorporated, not-for-profit organisation that was originally founded in 1968 and has operated from the current site and clubhouse since approximately 1986. MIBC provides a healthy platform to promote social involvement, physical activity and competition for lawn bowls for the Southern Moreton Bay Islands (SMBI) community, as well as supporting local charities. MIBC report that the club numbers have continued to climb over the past 12 months, enabling an additional men's and women's team to be entered for the pennant competitions this year.

The current lease expires on 30 June 2025.

ISSUES

There are no known issues associated with this report with the footprint of the lease remaining the same and the site maintained appropriately. The existing lease expires at the end of June and to enable a new lease to be approved prior to this date it is important that this report be tabled at this meeting.

STRATEGIC IMPLICATIONS**Legislative Requirements**

The *Local Government Regulation 2012* describes land as a 'Valuable Non-Current Asset' and prescribes a number of options available to enter into a contract to dispose of that asset. The disposal may include all or any part of an interest in land; in this case, the interest being the granting of a lease.

The prescribed method of disposing of land is sale by tender or auction. However, the *Local Government Regulation 2012* provides for exceptions to this rule in certain circumstances.

In particular, reference is made to sub paragraph 236(1)(c)(iii) of the *Local Government Regulation 2012* which provides:

236(1)(c)(iii) - *The disposal is for the purpose of renewing the lease of land to the existing tenant of the land.*

The term 'disposal of land' refers to the process by which a governing authority or landowner relinquishes ownership, control, or interest in a parcel of property. This may be done in a variety of ways, including but not limited to, sale, lease, exchange, or gifting of land assets.

It is considered that the proposed lease can be made in accordance with the exception contained within the *Local Government Regulation 2012* provisions.

Risk Management

MIBC is required to maintain full building and public liability insurance.

MIBC completed a building condition assessment of the clubhouse in February 2025, which identified only minor rectification works. They have also provided evidence that legislative requirements have been completed and Council is satisfied with compliance regarding occupant safety and building condition.

Council uses a standard form lease document containing provisions to mitigate risk including defining permitted uses, safety obligations, warranties and insurances, in addition to lease inspections and reviews. Leasing Property is listed as an Operational Risk ID 1001027: Assets and Property (Leasing Property) with related mitigation controls including a consolidated lease register accessible by stakeholders.

Financial

The lessee bears all costs associated with the preparation and registration of the lease. Maintenance of the premises is the responsibility of the lessee in accordance with the terms in the tenure agreement. The lessee also bears utility costs associated with water and electricity.

A financial sustainability check conducted on 10 October 2024 for the previous three years financials confirmed the organisation is in a healthy financial position and indicates financial sustainability moving forward.

People

There are no known staff implications associated with this report.

Environmental

There are no known environmental implications associated with this report.

Social

A new lease agreement will allow MIBC to continue to provide a community lawn bowls facility to the SMBI and Redlands Coast mainland communities.

Human Rights

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

Alignment with Council's Policy and Plans

Our Future Redlands – A Corporate Plan to 2026 and Beyond, particularly:

Goal 2. Strong Communities

- 2.1 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.
- 2.4 Enhance community inclusion where people of all locations, ages, abilities and cultures can participate and have access to the necessary services and facilities.

Goal 5. Liveable Neighbourhoods

5.1 Enhance the unique character and liveability of our city for its communities through co-ordinated planning, place making, and management of community assets.

CDV-001-P Community Leasing Policy supports leases to not-for-profit community organisations.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Macleay Island Bowls Club Inc	September 2024 – April 2025	Correspondence between MIBC and Council to progress new lease.
Councillor Division 5	26 February 2025	Update to Councillor Division 5 and new lease supported.
Service Manager Business Partnering, Financial Services	10 October 2024	Financial sustainability check undertaken on last three years financials for the Club.
Community Land and Facilities Panel (CLFP) (Panel consists of: Group Manager, Communities, Strategic Property Manager, Strategic Adviser Social Planning, Service Managers of Civic and Open Space Asset Management, Community Spaces and Strategic Partnerships).	15 July 2024	Recommendation from panel supported a new 10-year lease.

OPTIONS

Option One

That Council resolves as follows:

1. To approve a new lease to Macleay Island Bowls Club Incorporated over part of Lots 274-278 on RP31212 at 28-36 Benowa Street Macleay Island as shown in Attachment 1, with a lease term of 10 years.
2. To agree, in accordance with s.236(2) of the *Local Government Regulation 2012*, that s.236(1)(b)(ii) of the *Local Government Regulation 2012* applies allowing the proposed lease to a community organisation, other than by tender or auction.
3. To note Officers' existing delegations, to apply any necessary administrative amendments and execute all documents to negotiate, make, vary and discharge the relevant lease arrangements in regard to this matter.

Option Two

That Council does not approve a new lease to Macleay Island Bowls Club Incorporated and investigates alternative arrangements.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To approve a new lease to Macleay Island Bowls Club Incorporated over part of Lots 274-278 on RP31212 at 28-36 Benowa Street Macleay Island as shown in Attachment 1, with a lease term of 10 years.
2. To agree, in accordance with s.236(2) of the *Local Government Regulation 2012*, that s.236(1)(b)(ii) of the *Local Government Regulation 2012* applies allowing the proposed lease to a community organisation, other than by tender or auction.
3. To note Officers' existing delegations to apply any necessary administrative amendments and execute all documents to negotiate, make, vary and discharge the relevant lease arrangements in regard to this matter.

Attachment 1 – Macleay Island Bowls Club Inc

28-36 Benowa Street, Macleay Island

Lease footprint area highlighted in **RED**



15.3 NEW LEASE - MOOROONDU SPORTS & RECREATION CLUB INC**Objective Reference:** A12056282**Authorising Officer:** David Jeanes, Acting General Manager Community & Customer Services**Responsible Officer:** Brooke Denholder, Group Manager Communities**Report Author:** Alison Walsh, Senior Venues Leasing Officer**Attachments:** 1. Mooroondu Sports & Recreation Club Inc [↓](#)**PURPOSE**

To seek approval for a new lease for Mooroondu Sports & Recreation Club Inc (MSRC) over part of Lots 136 and 145 on RP14120 at 208-212 Mooroondu Road Thorneside.

BACKGROUND

MSRC is an incorporated, not-for-profit organisation located at the William Taylor Memorial Sports Field, Mooroondu Road, Thorneside. There are three different sporting codes being football, netball and cricket that belong to the MSRC as well as providing a facility for community recreational activities. MSRC's mission is to be a strong family orientated organisation and to promote sports, recreation and community activities as enjoyable and friendly pursuits for all ages and all levels in the community.

The three sporting associations affiliated with MSRC are Mooroondu Football Club (MFC), Wellington Point Cricket Club (WPCC) and Raiders Netball Club (RNC) and they all share the grounds and clubhouse facilities. There are approximately 700 playing members between the three clubs.

MFC commenced in 1980 at the site and is celebrating 45 years of football this year. In 1991, MFC was the founding member club of the MSRC. WPCC was established in 1895 originally at Wellington Point. In 1999, WPCC relocated to Thorneside to make way for Redlands Cricket Inc to be activated at the Wellington Point site. WPCC became an affiliate of the MSRC and is now the largest cricket club in the city. RNC has been in existence for over 25 years and was originally based at Capalaba where the skate park now stands. RNC relocated to Thorneside in 2002 and joined the MSRC ensuring the continued growth of the sport and its membership.

The current lease expires on 15 August 2025.

ISSUES

A new 10-year lease is supported for the existing lease footprint, which will provide MSRC with confidence in its long-term tenure at the site. The new lease will include standard provisions allowing for early termination and re-issue for an alternative premises, in the event that the future master plan (subject to Council's adoption) proposes elements such as a new and alternative location for a clubhouse for the MSRC, thus enabling Council to demolish and rebuild the clubhouse if and when appropriate.

STRATEGIC IMPLICATIONS

Legislative Requirements

The *Local Government Regulation 2012* describes land as a 'Valuable Non-Current Asset' and prescribes a number of options available to enter into a contract to dispose of that asset. The disposal may include all or any part of an interest in land; in this case, the interest being the granting of a lease.

The prescribed method of disposing of land is sale by tender or auction. However, the *Local Government Regulation 2012* provides for exceptions to this rule in certain circumstances.

In particular, reference is made to sub paragraph 236(1)(c)(iii) of the *Local Government Regulation 2012* which provides:

236(1)(c)(iii) - *The disposal is for the purpose of renewing the lease of land to the existing tenant of the land.*

The term 'disposal of land' refers to the process by which a governing authority or landowner relinquishes ownership, control, or interest in a parcel of property. This may be done in a variety of ways, including but not limited to, sale, lease, exchange, or gifting of land assets.

It is considered that the proposed lease is able to be made in accordance with the exception contained within the *Local Government Regulation 2012* provisions.

Risk Management

MSRC is required to maintain full building and public liability insurance.

A building inspection of the clubhouse was completed by Council officers in July 2022 and again on 16 May 2025 and found the clubhouse to be well maintained. MSRC has provided evidence that legislative requirements have been completed and Council is satisfied with compliance regarding occupant safety and building condition.

Council uses a standard form lease document containing provisions to mitigate risk including defining permitted uses, safety obligations, warranties and insurances, in addition to lease inspections and reviews. Leasing Property is listed as an Operational Risk ID 1001027: Assets and Property (Leasing Property) with related mitigation controls including a consolidated lease register accessible by stakeholders.

Financial

The lessee bears all costs associated with the preparation and registration of the lease. Maintenance of the premises is the responsibility of the lessee in accordance with the terms in the tenure agreement. The lessee also bears utility costs associated with water and electricity.

A financial sustainability check conducted on 10 October 2024 for the previous three years financials confirmed the organisation is in a healthy financial position and indicates financial sustainability going forward.

People

There are no known staff implications associated with this report.

Environmental

There are no known environmental implications associated with this report.

Social

A new lease agreement will allow MSRC to continue to provide a multi-sport facility to the various clubs that operate in the Thorneside area.

Human Rights

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

Alignment with Council's Policy and Plans

Our Future Redlands – A Corporate Plan to 2026 and Beyond, particularly:

Goal 2. Strong Communities

- 2.1 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.
- 2.4 Enhance community inclusion where people of all locations, ages, abilities and cultures can participate and have access to the necessary services and facilities.

Goal 5. Liveable Neighbourhoods

- 5.1 Enhance the unique character and liveability of our city for its communities through co-ordinated planning, place making, and management of community assets.

CDV-001-P Community Leasing Policy supports leases to not-for-profit community organisations.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Community Land and Facilities Panel (CLFP) (Panel consists of: Group Manager, Communities, Strategic Property Manager, Strategic Adviser Social Planning, Service Managers of Civic and Open Space Asset Management, Community Spaces, Community Investment, Strengthening Communities & Legal Services).	14 May 2025 & 12 February 2025	Recommendation from panel members supported a new 10-year lease.
Strategic Sport & Recreation Planner	9 May 2025	Consulted to provide comments regarding proposed master plan of the site.
Councillor Division 10	6 & 7 May 2025	Correspondence to Councillor Division 10 and new 10-year lease supported.
Mooroondu Sport & Recreation Club Inc	April 2025 - February 2025	Correspondence between the Club and Council to progress a new lease.
Service Manager Business Partnering, Financial Services	10 October 2024	Financial sustainability check undertaken on last three years financials for the Club.

OPTIONS

Option One

That Council resolves as follows:

1. To approve a new lease to Mooroondu Sports and Recreation Club Inc over part of Lots 136 and 145 on RP14120 at 208-212 Mooroondu Road Thorneside as shown in Attachment 1, with a lease term of 10 years.
2. To agree, in accordance with s.236(2) of the *Local Government Regulation 2012*, that s.236(1)(b)(ii) of the *Local Government Regulation 2012* applies allowing the proposed lease to a community organisation, other than by tender or auction.
3. To note Officers' existing delegations, to apply any necessary administrative amendments and execute all documents to negotiate, make, vary and discharge the relevant lease arrangements in regard to this matter.

Option Two

That Council does not approve a new lease to Mooroondu Sports and Recreation Club Inc and investigates alternative arrangements.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To approve a new lease to Mooroondu Sports and Recreation Club Inc over part of Lots 136 and 145 on RP14120 at 208-212 Mooroondu Road Thorneside as shown in Attachment 1, with a lease term of 10 years.
2. To agree, in accordance with s.236(2) of the *Local Government Regulation 2012*, that s.236(1)(b)(ii) of the *Local Government Regulation 2012* applies allowing the proposed lease to a community organisation, other than by tender or auction.
3. To note Officers' existing delegations, to apply any necessary administrative amendments and execute all documents to negotiate, make, vary and discharge the relevant lease arrangements in regard to this matter.

Attachment 1 – Mooroodu Sports & Recreation Club Inc

Lots 136 and 145 on RP14120 at 208-212 Mooroodu Road Thorneside

Lease footprint area outlined in **RED**.



15.4 NEW LEASE - REDLAND BAY MEN'S SHED INC

Objective Reference: A11916679

Authorising Officer: David Jeanes, Acting General Manager Community & Customer Services

Responsible Officer: Brooke Denholder, Group Manager Communities

Report Author: Anita McKay, Senior Venues Leasing Officer

Attachments: 1. Redland Bay Mens Shed - Site Plan [↓](#)

PURPOSE

To seek approval for a new lease for Redland Bay Men's Shed Incorporated (RBMS) over part of Lot 900 on SP296094, described as 72-106 Bankswood Drive, Redland Bay.

BACKGROUND

RBMS is an incorporated, not for profit organisation that has occupied the site at part of Lot 900 on SP296094, described as 72-106 Bankswood Drive, Redland Bay for 10 years.

RBMS was established in 2012 with the objective to deliver a facility in the southern area of the city for the provision of a safe, friendly and healing environment where men can work on meaningful projects at their own pace, in their own time, in the company of other men.

Their main objective is to advance the well-being and health of their members, both physical and mental and encourage social inclusion where their members can discuss issues in a supportive atmosphere.

RBMS contributed financially to the construction of a new building and in return was offered a lease agreement over the site in 2015. The current lease is due to expire on 30 June 2025. A new lease is proposed for a 10-year period.

ISSUES

RBMS is situated on State-owned reserve, held by Council as trustee. The new trustee lease is consistent with the primary purpose of the land and will be registered under the Written Authority (1) (2020) from the Minister for Department of Resources.

STRATEGIC IMPLICATIONS

Legislative Requirements

The *Local Government Regulation 2012* describes land as a 'Valuable Non-Current Asset' and prescribes a number of options available to enter into a contract to dispose of that asset. The disposal may include all or any part of an interest in land; in this case, the interest being the granting of a lease.

The prescribed method of disposing of land is sale by tender or auction. However, the *Local Government Regulation 2012* provides for exceptions to this rule in certain circumstances.

In particular, reference is made to sub paragraph 236(1)(c)(iii) of the *Local Government Regulation 2012* which provides:

236(1)(c)(iii) - *The disposal is for the purpose of renewing the lease of land to the existing tenant of the land.*

The term 'disposal of land' refers to the process by which a governing authority or landowner relinquishes ownership, control, or interest in a parcel of property. This may be done in a variety of ways, including but not limited to, sale, lease, exchange, or gifting of land assets.

It is considered that this proposed lease can be made in accordance with the exception contained within the *Local Government Regulation 2012* provisions.

Risk Management

RBMS is required to maintain public liability insurance and property insurance for the building.

On 30 January 2025, RBMS provided evidence of legislative compliance regarding occupant safety and building condition. Council's Community Investment Unit completed an inspection of the site on 15 April 2025 to ensure legislative compliance and confirmed that RBMS is compliant on these matters.

Council uses a standard form lease document containing provisions to mitigate risk including defining permitted uses, safety obligations, warranties and insurances, in addition to lease inspections and reviews. Leasing Property is listed as an Operational Risk ID 1001027: Assets and Property (Leasing Property) with related mitigation controls including a consolidated lease register accessible by stakeholders.

Financial

The lessee bears all costs associated with the preparation and registration of the lease. Maintenance of the premises is a shared responsibility between Council and the lessee in accordance with the terms in the standard lease agreement. The lessee also bears utility costs associated with water, sewage, and electricity.

A financial sustainability check conducted on 13 February 2025 confirmed RBMS is financially sound.

People

There are no known staff implications associated with this report.

Environmental

There are no known environmental implications associated with this report.

Social

A new lease agreement will allow the RBMS to continue to provide a safe and secure facility where men can exchange ideas, discuss any issues, engage in manual or social activities and share skills and knowledge.

Human Rights

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

Alignment with Council's Policy and Plans

Our Future Redlands – A Corporate Plan to 2026 and Beyond, particularly:

Goal 2. Strong Communities

- 2.1 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.
- 2.4 Enhance community inclusion where people of all locations, ages, abilities and cultures can participate and have access to the necessary services and facilities.

Goal 5. Liveable Neighbourhoods

- 5.1 Enhance the unique character and liveability of our city for its communities through co-ordinated planning, place making, and management of community assets.

CDV-001-P Community Leasing Policy supports leases to not-for-profit community organisations.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Councillor Division 6	6 May 2025	Councillor Division 6 advised of proposed 10-year lease term.
Redland Bay Men's Shed Inc (RBMS).	6 May 2025 30 January 2025 22 January 2025 7 October 2024	RBMS advised 10-year lease term supported subject to Council approval. Legislative compliance received from RBMS. Confirmation from RBMS to enter into a new lease agreement. Tenure intention letter sent to RBMS.
Community Land and Facilities Panel. Panel consists of: Group Manager, Communities, Strategic Property Manager, Service Managers of Strengthening Communities, Facilities Services, Civic and Open Space Asset Management, Legal Services, Environment and Education and Strategic Advisor Social Planning.	28 April 2025	Provided in-principle, support of proposed 10-year lease.
Senior Venues Leasing Officer, Communities	15 April 2025	Legislative compliance inspection completed.
Senior Management Accountant, Business Partnering, Financial Services	13 February 2025	Financial sustainability check completed.

OPTIONS

Option One

That Council resolves as follows:

1. To approve a new lease to Redland Bay Men's Shed Incorporated over part of Lot 900 on SP296094, described as 72-106 Bankswood Drive, Redland Bay as shown in Attachment 1, with a lease term of 10 years.
2. To agree in accordance with s.236(2) of the *Local Government Regulation 2012* that s.236(1)(b)(ii) of the *Local Government Regulation 2012* applies, allowing the proposed lease to a community organisation, other than by tender or auction.
3. To note the Officers' existing delegations, to apply any necessary administrative amendments and execute all documents to negotiate, make, vary and discharge the relevant lease arrangements in regard to this matter.

Option Two

That Council does not approve a new lease to Redland Bay Men's Shed Incorporated and investigates alternative arrangements for the site.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. To approve a new lease to Redland Bay Men's Shed Incorporated over part of Lot 900 on SP296094, described as 72-106 Bankswood Drive, Redland Bay as shown in Attachment 1, with a lease term of 10 years.
2. To agree in accordance with s.236(2) of the *Local Government Regulation 2012* that s.236(1)(b)(ii) of the *Local Government Regulation 2012* applies, allowing the proposed lease to a community organisation, other than by tender or auction.
3. To note the Officers' existing delegations, to apply any necessary administrative amendments and execute all documents to negotiate, make, vary and discharge the relevant lease arrangements in regard to this matter.

Attachment 1 – Site Plan**Redland Bay Mens Shed Inc.**

Lot 900 on SP269094 at 72-106 Bankswood Drive, Redland Bay.

Red = Current lease footprint



15.5 STATE FACILITATED DEVELOPMENT PROPOSAL AT 144-150 BROADWATER TERRACE, REDLAND BAY REVOKED**Objective Reference:** A12113725**Authorising Officer:** David Jeanes, Acting General Manager Community & Customer Services**Responsible Officer:** Michael Anderson, Acting Group Manager City Planning & Assessment**Report Author:** Sarah Ormesher, Strategic Planner**Attachments:** 1. Notice of Revocation of the Declared Application for State Facilitated Development at 144-150 Broadwater Terrace, Redland Bay [↓](#)**PURPOSE**

To update Council on the decision made by the Minister for State Development, Infrastructure and Planning on 13 May 2025 to revoke the declared application for State Facilitated Development (SFD) at 144-150 Broadwater Terrace, Redland Bay.

BACKGROUND

At the General Meeting of 18 September 2024, a report was presented to Council outlining the SFD process and to consider a submission on a proposed application submitted under the SFD pathway for a new development at 144-150 Broadwater Terrace, Redland Bay.

Summary of the SFD process

The SFD process was introduced by the former State Government to provide proponents with an alternative development assessment pathway to deliver development that was considered a priority to the State, primarily supporting projects that supported housing and in particular affordable housing options.

Under the SFD process, a proponent could make a request to the State Government for a development to be assessed via the SFD pathway, rather than the standard application assessment process, where the local government would be the assessment manager.

The report to the General Meeting of 18 September 2024 outlined concerns regarding the SFD process as follows:

- Limited opportunities for local government to contribute to and participate in the assessment of an SFD application and have limited influence over the final outcome of SFD applications.
- Lack of alignment between the SFD process and local government planning instruments has the potential to result in developments that undermine the local planning objectives established through City Plan to reflect the community's needs and aspirations.
- The 'fast-tracking' of SFD applications may result in critical issues not being fully addressed during the initial assessment, leading to complications and delays during subsequent applications, such as operational works approvals, as any unresolved matters may require further consideration.

- The effectiveness of the SFD process in delivering affordable housing. While the SFD pathway requires a minimum of 15% of housing in SFD projects to be designated affordable housing, a risk was noted that proponents may use the SFD process to bypass local government planning controls and reduce opportunities for public consultation and appropriate consideration of local interests.

The proposed SFD declaration at 144-150 Broadwater Terrace, Redland Bay

The report to the General Meeting of 18 September 2024 also highlighted the proposed SFD declaration at 144-150 Broadwater Terrace, Redland Bay and explained that the proposed declaration notice provided limited detail on the proposal. The only detail provided was as follows:

‘The proposed development is a build-to-rent residential development. Upon finalisation of detailed design of the project, any approved project will include at least 15% of the housing dedicated as affordable.

The proposal includes:

- *Approx. 75 residential units*
- *On-site parking*
- *Communal areas and amenities’*

The General Meeting report explained that, in the absence of detailed plans or technical reports, officers were limited in their ability to provide a well-informed response. As a result, the information offered was restricted to outlining the expected elements of City Plan that should be considered, such as zoning, servicing and infrastructure, access, parking and roadworks and matters relating to infrastructure charges that may apply dependant on the final number and type of dwellings proposed. Council subsequently resolved to authorise the Group Manager, City Planning and Assessment write to the Minister to outline Council’s concerns with the SFD process, recommend changes and to respond to the notice relating to the proposed declaration of the SFD development at 144-150 Broadwater Terrace, Redland Bay.

Despite Council representations, on 30 September 2024, the Minister for Housing, Local Government, Planning and Public Works declared the proposal at 144-150 Broadwater Terrace, Redland Bay to be an SFD application, citing that the proposal’s *“locational attributes including, but not limited to, the proximity to active and public transport options and proximity to local services that makes it highly suitable for delivering more well-located homes for Queenslanders”*.

The declaration summarised the key elements of the proposed development as a build to rent residential development, with a total yield of 70-75 dwellings, a building height of 6-10 storeys, and a minimum allocation of 40% affordable housing.

On 26 November 2024, the applicant lodged a development application for a development permit for a Material Change of Use – Multiple Dwelling at 144-150 Broadwater Terrace, Redland Bay to the Department of Housing, Local Government, Planning and Public Works and the assessment process commenced.

ISSUES

Amendments to the SFD process

On 29 November 2024 the *Brisbane Olympic and Paralympic Games Arrangements and Other Legislation Act 2024* introduced amendments to the *Planning Act 2016* (PAct) and the SFD provisions. Under these amendments, the Minister could amend or revoke an SFD declaration and also request that a proponent change their application.

In accordance with the legislative changes, the Minister could propose to revoke an SFD declaration in circumstances where they were satisfied that the following criteria were met:

1. The development would not assist in delivering development that is for urban purposes and is not an identified priority for the State; or
2. The application does not comply with the criteria prescribed by regulation; or
3. The Minister is not satisfied that it is appropriate for the chief executive to assess and decide all or part of the application instead of the decision maker for the application; or
4. The Minister considers that the declaration is no longer appropriate in all the circumstances.

These changes to the SFD provisions were intended to address community and local government concerns by providing a mechanism for the Minister to revoke declared applications that did not align with local planning instruments, such as City Plan, or where they were no longer considered appropriate.

Revocation of SFD declaration at 144-150 Broadwater Terrace, Redland Bay

On 14 April 2025, the Minister advised of his intention to revoke the declaration at 144-150 Broadwater Terrace, Redland Bay.

The applicant and Council were given the opportunity to make representations regarding the proposed revocation. Council, through the Chief Executive Officer, wrote to the Minister identifying the inconsistency with City Plan and the significant level of community concern.

On 13 May 2025 the Minister issued a notice confirming that the declared application for SFD at 144 – 150 Broadwater Terrace, Redland Bay has been revoked.

The notice indicated, that pursuant to section 106HC (3) of the PAct, the Minister decided to revoke the declaration for the following reasons:

- The application proposes a substantial development of 73 residential units with a building height of up to eight storeys, on land zoned for four storeys under the Planning Scheme.
- There is significant community concern about the proposed development, in particular the significant inconsistencies between the proposed development and Planning Scheme.
- It is considered that the Council is the appropriate entity to assess and decide the Application.
- A development application that is remade to the Council will provide the Council with the opportunity to undertake a comprehensive assessment of the application and consider all relevant local planning matters in deciding the application, including relating to the planning for the Southern Thornlands PDA.
- That in all the circumstances the Minister is satisfied that the declaration is no longer appropriate.

A copy of the Notice of Revocation is located at Attachment 1.

STRATEGIC IMPLICATIONS

Legislative Requirements

The purpose of this report is to provide an update to Council on the SFD process and more specifically on the decision that has been made by the Minister to revoke the SFD declaration at 144-150 Broadwater Terrace, Redland Bay in accordance with section 106HC (3) of the PAct.

Risk Management

There are no risks identified in relation to the information provided in this report.

Financial

Recent changes to the SFD process and the revocation of the SFD declaration have reduced the risk of Council incurring costs for unconditioned infrastructure, as previously reported in the General Meeting report on 18 September 2024.

People

This report is for information only and no further Council officer input will be required in direct response to the decision that has been made by the Minister.

Environmental

There are no environmental implications associated with this report.

Social

This report explains that the Minister's decision will give the community greater clarity about the site's future development. Any future development application will be assessed against City Plan, which clearly sets out the community's expectations for key design outcomes such as building height and built form. This approach also ensures a transparent decision-making process in line with Council and public expectations.

Human Rights

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

Alignment with Council's Policy and Plans

The decision made by the Minister to revoke the SFD declaration will ensure any future development applications for this site are assessed against the relevant provisions in City Plan.

OPTIONS

Option One

That Council notes the decision of the Minister for State Development, Infrastructure and Planning on 13 May 2025 to revoke the declared application for State Facilitated Development (SFD) at 144-150 Broadwater Terrace, Redland Bay.

Option Two

That Council seeks further information.

OFFICER'S RECOMMENDATION

That Council notes the decision of the Minister for State Development, Infrastructure and Planning on 13 May 2025 to revoke the declared application for State Facilitated Development (SFD) at 144-150 Broadwater Terrace, Redland Bay.

NOTICE OF REVOCATION OF THE DECLARED APPLICATION FOR STATE FACILITATED DEVELOPMENT

144 – 150 Broadwater Terrace, Redland Bay

The Deputy Premier, Minister for State Development, Infrastructure and Planning and Minister for Industrial Relations has issued this notice confirming that the declared application for State Facilitated Development (SFD) at 144 – 150 Broadwater Terrace, Redland Bay has been revoked.

This notice is issued in accordance with section 106HC(3) of the *Planning Act 2016* (Planning Act).

A summary of the application for SFD as previously declared is outlined below:

Details of the application	
Date of SFD Declaration:	30 September 2024
Application:	Proposed development application for a Development Permit for a Material Change of Use – Multiple Dwelling
Applicant	Lyndoc Capital Management Pty Ltd
Site Address:	144 – 150 Broadwater Terrace, Redland Bay, Qld, 4165
Lot/Plan Description:	Lot 49 on RP900920 and Lots 50 and 52 on RP30542
Landowner:	Boulevard Redland Bay Pty Ltd
Local Government Area:	Redland City Council (the Council)

What are the reasons for revoking the declaration?

- On 30 September 2024 the declaration was made by the former Planning Minister, under section 106D of the Planning Act that the relevant application was an application for SFD (the declaration). The key elements of the proposed application were for:
 - an entirely build to rent residential development
 - a total yield of 73 dwellings with a mix of one, two and three-bedroom units
 - a building height of eight storeys
 - car parking at a rate of approximately one space per dwelling
 - car parking provided over three levels (including ground and two basements)
 - ground level facilities.
- Pursuant to the declaration, on 26 November 2024 the Applicant lodged a development application for a Development Permit for a Material Change of Use – Multiple Dwelling (the Application) with the Chief Executive of the Planning Act and on 28 November 2024 the Chief Executive gave a confirmation notice for the Application.

I am informed of the following matters.

- On 6 December 2024, the Chief Executive issued to the Applicant a further advice notice under the Development Assessment Rules seeking clarification on the housing needs analysis, price points for affordable housing, landscaping and setbacks.
- On 6 December 2025, the Chief Executive determined that no information request was to be made as the application material provided all the relevant information for the assessment.

- The Application has been publicly notified in accordance with the Chief Executive's notification notice under section 106IA of the Planning Act, for a period of 20 business days, from 17 January 2025 to 14 February 2025. A total of 62 submissions were received, with 44 of those properly made.
- Since the date of the declaration and public notification being undertaken, on 4 April 2025 I declared a new Priority Development Area (PDA) for Southern Thornlands under the *Economic Development Act 2012*, to deliver 8000 new dwellings to contribute to housing supply in the Redland City local government area.
- On 14 April 2025, I issued a notice stating that I proposed to revoke the declaration. Pursuant to s106HD(2)(a)(vii), the applicant, landowner and the Council were provided with five business days from the day following the day of the notice to submit representations on the proposed revocation.
- Two representations were received from the applicant and the Council. I was provided with copies of the representations received, along with the Department's summary of the representations.
- The assessment undertaken by the Department informs the following matters, which I accept:
 - The Application departs significantly from the planning provisions in the Local Government planning scheme, the *Redland City Plan 2018* (the Planning Scheme), in that:
 - There is a shortfall of 61 parking spaces to that required by the Planning Scheme; and
 - The development proposal is up to eight storeys, where the Planning Scheme allows a maximum height of four storeys.
 - There is significant community opposition to the Application, including concerns about:
 - The scale and built form of the proposed development, namely that the proposed development is inappropriate and not in keeping with the surroundings, street character, visual identity and infrastructure capacity of Redland Bay.
 - The proposed development is inconsistent with the Planning Scheme relating to building height (metres and storeys), car parking provision, stormwater, waste collection and transport infrastructure capacity
 - A lack of reassurance that the affordable units will be truly affordable and concern for new residents' access to employment
 - The visual impacts of the proposed development and that high rise development will foster isolation, anonymity, anti-social behaviour
 - Expectations that the Department collaborate with Council to ensure the proposal aligns with the Planning Scheme and safeguards the community's interests.
 - The applicant has been made aware of the concerns of the community and stakeholders yet has not sought to make any changes to the proposal.
 - Investigations undertaken as part of *ShapingSEQ 2023* indicate that the Southern Thornlands area will support residential and employment outcomes for the region.
 - The representations did not raise additional facts, evidence or other material that change my reasons to revoke the SFD declaration.
- Under section 106HC of the Planning Act, I may revoke a declaration made under section 106D only if:
 - a) I am satisfied that section 106D(2)(a), (b) or (c) does not apply in relation to the relevant application, or
 - b) I consider that the declaration is no longer appropriate in all the circumstances.
- Section 106D(2) provides that a Planning Minister may only make a declaration of a relevant application to be an application for SFD if:

(a) the Minister considers that the carrying out of the development the subject of the application will assist in delivering development that—

 - (i) is for an urban purpose; and*
 - (ii) is an identified priority for the State; and*

(b) the application complies with the criteria prescribed by regulation; and

(c) the Minister is satisfied it is appropriate for the chief executive to assess and decide all or part of the application instead of the decision-maker for the application.

- Pursuant to section 106HC(2)(a) and (b) of the Planning Act, I have decided to revoke the declaration for the following reasons.
 - The Application proposes a substantial development of 73 residential units with a building height of up to eight storeys, on land zoned for four storeys under the Planning Scheme.
 - There is significant community concern about the proposed development, in particular the significant inconsistencies between the proposed development and Planning Scheme.
 - I consider that the Council is the appropriate entity to assess and decide the Application.
 - A development application that is remade to the Council will provide the Council with the opportunity to undertake a comprehensive assessment of the application and consider all relevant local planning matters in deciding the application, including relating to the planning for the Southern Thornlands PDA.
 - In all the circumstances I am satisfied that the declaration is no longer appropriate.
- Proper consideration has been given to the human rights relevant to the decision under the *Human Rights Act 2019* (Human Rights Act) and the proposed revocation has been determined to be compatible with human rights under the Human Rights Act.
- In forming my decision to propose to revoke the declaration, I had regard to the following material:
 - Departmental briefing note (Ref. MBN25/639) and attachments including:
 - Planning assessment
 - Revocation notice
 - Human rights assessment.
- Legislation and statutory instruments relevant to my decision including:
 - *Planning Act 2016*
 - *Planning Regulation 2017*
 - *Human Rights Act 2019*.

What is the effect of this notice on the current development application?

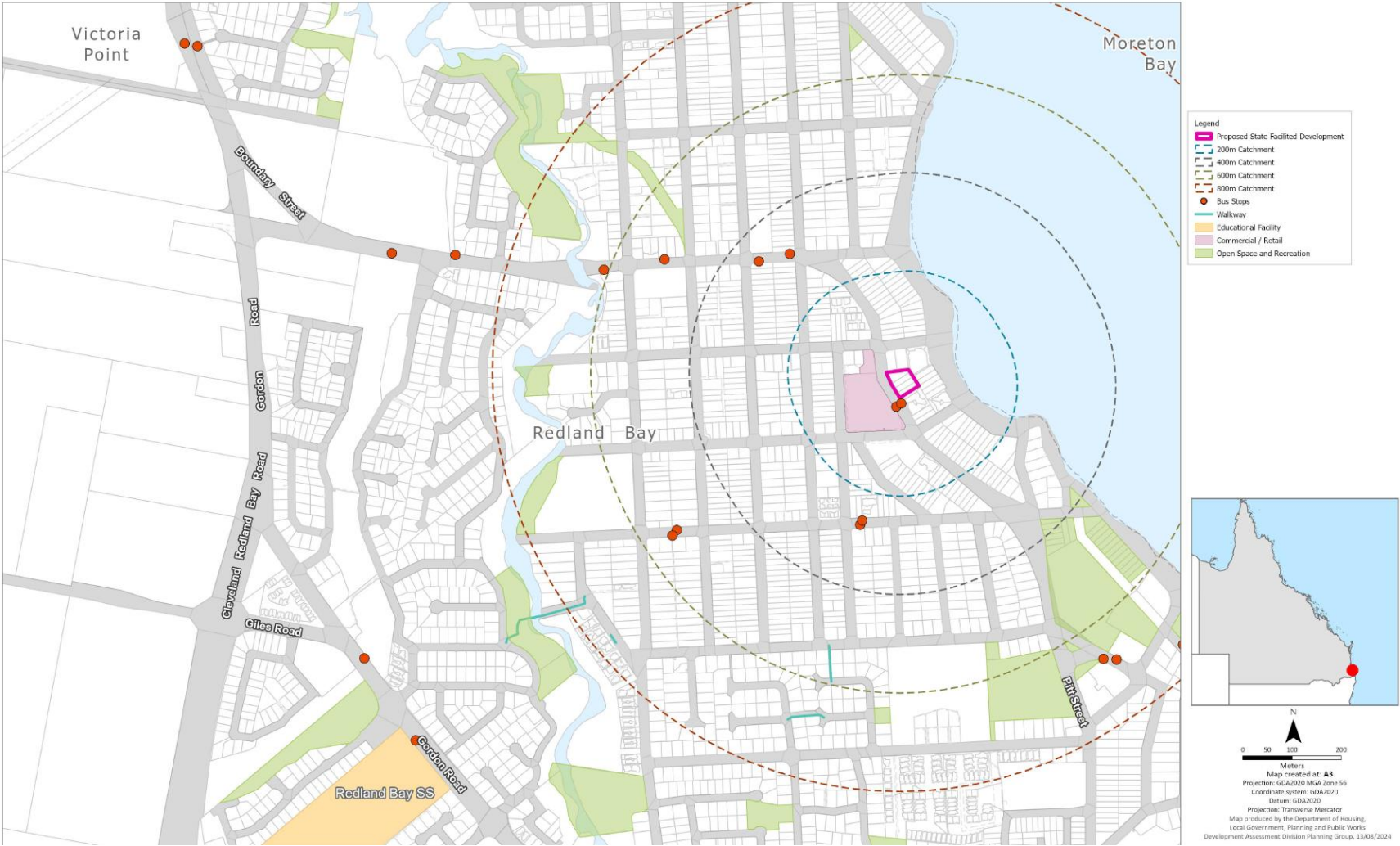
For avoidance of doubt, pursuant to Section 106HC(5) of the Planning Act, the revocation takes effect on the day the revocation notice is given. As a result, as per section 106HG(2), the application made to the Chief Executive is taken to have been withdrawn.

Department of State Development,
Infrastructure and Planning
c/- Director, Facilitation Division
Planning Group

Email: SFD@dsdilgp.qld.gov.au
Post: GPO Box 690 Brisbane
Queensland 4001 Australia

Notice date: 13 May 2025

Site Location Plan – Broadwater Terrace



15.6 01/25 - ADMINISTRATIVE AND MINOR AMENDMENT TO CITY PLAN - GENERAL**Objective Reference:** A12092893**Authorising Officer:** David Jeanes, Acting General Manager Community & Customer Services**Responsible Officer:** Michael Anderson, Acting Group Manager City Planning & Assessment**Report Author:** Sarah Ormesher, Strategic Planner**Attachments:** 1. 01/25 - Administrative and Minor Amendment - General - Proposed Changes [↓](#)**PURPOSE**

To seek Council approval for the adoption of 01/25 – Administrative and Minor Amendment – General, as outlined in Chapter 2, Part 1, Section 3.1, and Chapter 2, Part 2, Section 6.1 of the Minister’s Guideline and Rules (MGR) under the *Planning Act 2016* (the Act).

BACKGROUND

Council’s Strategic Planning team actively manages a list of proposed amendments to City Plan that are identified by various stakeholders. This report investigates a number of proposed amendments that are classified as administrative or minor in nature.

In accordance with the MGR, administrative and minor amendments do not require a State Interest Review or public consultation and subsequent consideration of submissions. If Council resolves to adopt the amendment, officers will implement the changes to City Plan on the agreed commencement date.

ISSUES

An assessment and recommendation for each amendment item is outlined in Attachment 1.

STRATEGIC IMPLICATIONS**Legislative Requirements**

The amendment will be undertaken in accordance with the requirements of the MGR, a statutory document under the Act and *Planning Regulation 2017* (the Regulation).

Risk Management

Undertaking amendments to City Plan will ensure the document remains current and consistent with community expectations.

Financial

The proposed amendment to City Plan will be funded as part of the operating budget of the City Planning and Assessment Group.

People

The staff resourcing required to make the proposed amendment to City Plan will be primarily drawn from the Strategic Planning Unit of the City Planning and Assessment Group.

Environmental

There are no relevant environmental matters.

Social

Social matters have been discussed, where relevant, in the report.

Human Rights

There are no known relevant human rights matters.

Alignment with Council's Policy and Plans

The proposed amendments will align with the 'Liveable Neighbourhood' goals contained in Council's Corporate Plan, *Our Future Redlands, A Corporate Plan to 2026 and Beyond*. This includes sustainably managing growth and quality development in the city through planning, implementation and management of City Plan.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Council's Information Technology Service Team	February 2025 – May 2025	Briefed Council's Geographic Information System officers to ensure the proposed zone and overlay mapping changes were accurately implemented.
Various Redland City Council officers	February 2025 – May 2025	Engaged with officers who submitted amendment requests to confirm the accuracy of proposed changes.
Australian Heritage Specialists (AHS)	February 2025 – May 2025	Briefed heritage consultant on the required update to the local heritage citation for 11 Station Street, Wellington Point.

OPTIONS

Option One

That Council resolves:

1. To adopt 01/25 - Administrative and Minor Amendment – General, as an amendment to City Plan as outlined in Attachment 1 pursuant to Chapter 2, Part 1, Section 3.1, and Chapter 2, Part 2, Section 6.1, of the Minister's Guideline and Rules under the *Planning Act 2016*; and
2. To commence the amendment on 3 July 2025, or an alternative date as authorised by the Chief Executive Officer.

Option Two

That Council resolves to not proceed with 01/25 - Administrative and Minor Amendment – General, as an amendment to City Plan.

OFFICER'S RECOMMENDATION

That Council resolves:

1. To adopt 01/25 - Administrative and Minor Amendment – General, as an amendment to City Plan as outlined in Attachment 1 pursuant to Chapter 2, Part 1, Section 3.1, and Chapter 2, Part 2, Section 6.1, of the Minister's Guideline and Rules under the *Planning Act 2016*; and
2. To commence the amendment on 3 July 2025, or an alternative date as authorised by the Chief Executive Officer.

ATTACHMENT 1: 01/25 – ADMINISTRATIVE AND MINOR AMENDMENT – GENERAL – PROPOSED CHANGES

Introduction

The following document details the proposed changes to the current version of City Plan – Version 12 (City Plan). These changes are referred to as the 01/25 – Administrative and Minor Amendment – General.

Conventions

In this document all proposed changes to City Plan are highlighted in yellow.

Where sections are highlighted in yellow and have a strikethrough line this indicates where text/numbers are proposed to be deleted.

~~Deleted text appears like this.~~

Where sections are highlighted in yellow but do not have a strikethrough line then this indicates where new text/numbers are proposed to be inserted.

Inserted words appear like this.

Where a section or numbered item has been deleted or a new item inserted subsequent sections will need to be renumbered appropriately.

Parts

This attachment is broken into three parts:

- Part 1 – Amendments – text changes.
- Part 2 – General mapping Changes.
- Part 3 – Mapping changes to reflect development approvals.

Officer Recommendation

It is recommended that Council amends City Plan in accordance with the proposed amendments outlined below.

PART 1 – AMENDMENTS – TEXT CHANGES

Introduction

Each item deals with a particular section/s of City Plan that is/are proposed to be amended. Not all sections of City Plan are proposed to be amended.

Only enough of City Plan has been reproduced in each case to give context to the proposed change. Not all sections are reproduced in their entirety. If you require further context or wish to examine how the proposed change fits within the entire section where the amendment is proposed to take place, then you will need to refer to a full copy of City Plan V12.

Administrative amendments

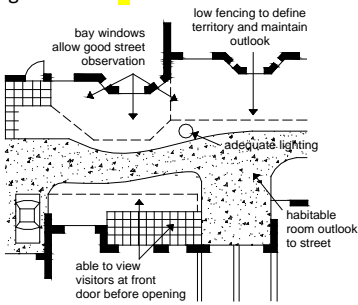
Item 1. Remedy numbering errors

This item proposes to correct inconsistent numbering within Table 6.2.3.3.1 – Benchmarks for assessable development within the Medium density residential zone code and Table 6.2.5.3.1 – Benchmarks for assessable development within the Tourist accommodation zone code.

Proposed amendment

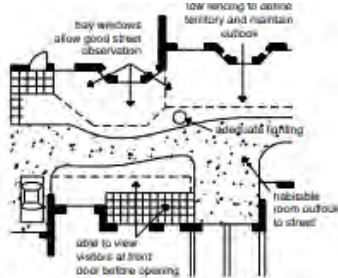
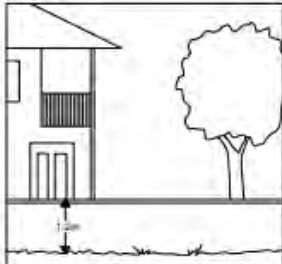
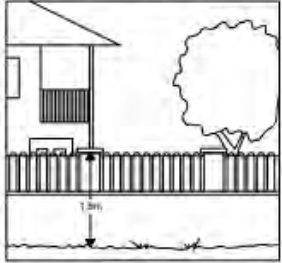
6.2.3.3 Medium density residential zone code – Specific benchmarks for assessment

Table 6.2.3.3.1 – Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
Built form	
<p>PO17 Development is designed to create an attractive streetscape and discourage crime and anti-social behaviour by:</p> <ol style="list-style-type: none"> (1) maximising opportunities for casual surveillance of public places, pedestrian and cycle paths and car parking areas; (2) ensuring spaces are well lit; (3) minimising potential concealment and entrapment opportunities; and (4) providing direct movements with clear unobscured sight lines. 	<p>AO17.1 Balconies, windows and building openings overlook streets and other public spaces. Figure 6.2.3.3.2 illustrates.</p>  <p>Figure 6.2.3.3.2—Overlooking</p>

6.2.5.3 Tourist accommodation zone code – Specific benchmarks for assessment

Table 6.2.5.3.1 – Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
Built form	
<p>PO18</p> <p>Development is designed to create an attractive streetscape and discourage crime and anti-social behaviour by:</p> <ol style="list-style-type: none"> (1) maximising opportunities for casual surveillance of public places, pedestrian and cycle paths and car parking areas; (2) ensuring spaces are well lit; (3) minimising potential concealment and entrapment opportunities; and (4) providing direct movements with clear unobscured sight lines. 	<p>AO18.1</p> <p>Buildings are designed to have balconies, windows and building openings overlooking streets and other public spaces.</p> <p>Figure 6.2.5.3.2 illustrates.</p>  <p>Figure 6.2.5.3.2 — Overlooking</p>
	<p>AO17.2 AO18.2</p> <p>Fences or walls along a street frontage or public space have a maximum height of:</p> <ol style="list-style-type: none"> (1) 1.2m where solid; or (2) 1.8m where that portion of the fence above 1.2m high is at least 50% transparent. <p>Figures 6.2.5.3.3 and 6.2.5.3.4 illustrate</p>  <p>Figure 6.2.5.3.3 — Fencing (1)</p>  <p>Figure 6.2.5.3.4 — Fencing (2)</p>

These amendments are administrative amendments in accordance with Schedule 1, item 1 (a), (vii) of the MGR under the Act.

Item 2. Update page numbers to contents page

This amendment aims to update the contents page to ensure that the page numbering is correctly cross-referenced throughout the document as a result of any changes that have occurred as part of this amendment.

This amendment is an administrative amendment in accordance with Schedule 1, item 1 (a), (vi) of the MGR under the Act.

Item 3. Update reference to legislation

The purpose of this amendment is to update section 1.6(1) – Building work regulated under the planning scheme, to accurately refer to the relevant provisions of the *Planning Regulation 2017* cited in this section.

Proposed amendment

Part 1 About the planning scheme

1.6 Building work regulated under the planning scheme

(1) Section 17(1)(b) of the Regulation identifies that a local planning instrument must not be inconsistent with the effect of the building assessment provisions stated in the *Building Act 1975*.

This amendment is an administrative amendment in accordance with Schedule 1, item 1(a), (iv) of the MGR under the Act.

Minor amendments

Item 4. Update heritage citation for 11 Station Street, Wellington Point

This amendment seeks to update the content of the heritage citation that relates to 11 Station Street, Wellington Point, place 91 on the Local Heritage Register (Schedule 7 – Heritage Schedule) of City Plan. The update is necessary to reflect development that has been undertaken on the local heritage place that includes vegetation clearing.

The existing heritage citation, which details the local heritage significant features of the site, describes the setting of the site and emphasises its aesthetic appearance including reference to an established garden. However, development approval DBW23/0030 for building works and operational works for a dual occupancy, granted on 11 April 2024, gave permission for the vegetation to be removed. Consequently, to ensure that the citation remains accurate and able to effectively assist future heritage management decision, the citation needs to be updated.

In addition, as the approval permits a material change of use for a dual occupancy, with the future dwelling to be constructed to the west of the existing dwelling, it is reasonable to refine

the heritage curtilage in accordance with the approval. By doing so overlay map OM-013 – Heritage Overlay – Mainland shall be amended.

The amendment to the overlay is appropriate as the local heritage significance is associated with the existing dwelling and its architectural features, rather than extending across the entire site. As such, it is considered appropriate to reduce the heritage overlay to cover only the dwelling. This approach provides flexibility for the use and development of the remainder of the site.

The approved dual occupancy dwelling to be constructed on this portion of the site is a modern home that does not incorporate heritage features. Even though the dual occupancy dwelling has not yet been constructed, retaining this portion of the site which does not contain any heritage significance on the heritage overlay map imposes an unnecessary burden on the landholder.

Further, the images included in the citation have been updated to show the new heritage curtilage and images of the dwelling after the alterations have been completed.

As the amendments that are proposed reflect a development approval, it is considered that the amendment is minor in nature.

Proposed amendment

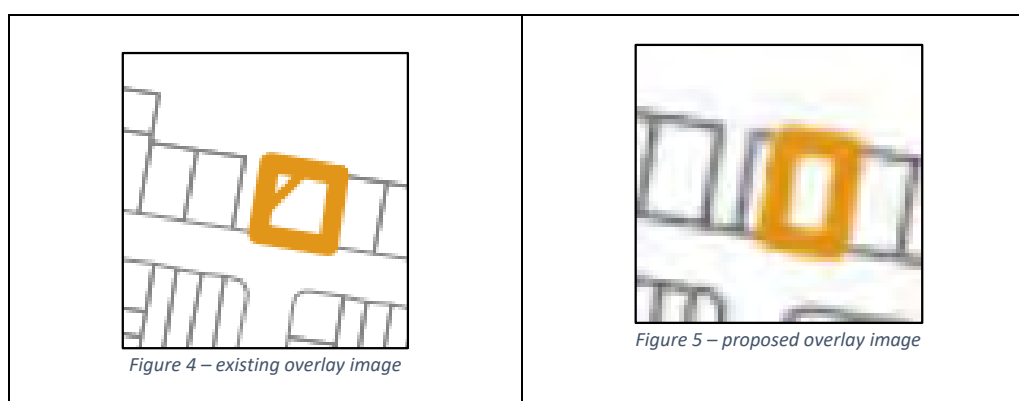
- Text changes to property citation

Historical Context	
Existing content...	
The place has been recently renovated (2004), which has seen the removal of mature vegetation to the railway side of the property, including Mango trees and land to the west has been proposed for further residential development.	
Physical Description	
This is a low set timber dwelling with a pyramid roof to the core and a stepped convex roof to the front and side verandahs. Parts of the side verandahs are enclosed. The exterior walls are clad in timber chamfer boards and the verandah walls are single skin with exposed framing. There is a hip roof extension and lean to on the Station Street elevation. Much of the early fabric and decorative timber elements remain. The house addresses the rail line. There are several established trees in the garden including two large mango trees near the rail line.	
This place consists of a low set timber dwelling with a pyramid roof to the core and a stepped convex roof to the front and side verandahs, with a rear kitchen wing facing Station Street. Most interesting, the property is orientated to address the railway line and the rear to Station Street, signifying a potential connection with the station. The exterior walls are generally clad in large timber chamfer boards and the verandah walls are single skin with exposed framing. Much of the early fabric and decorative timber elements remain. The recent restoration works have subdivided the adjoining land to the west and removed mature vegetation.	
Criteria E	The place is important to the region because of its aesthetic significance
The asymmetrical and intact house in the established garden displays a modest, informal aesthetic quality. The residence displays a modest, informal aesthetic quality. The wide street frontage, the distinct exterior form and the timber construction contribute to the aesthetic quality of the place. There is evidence of adaption and extensions to suit the changing needs to the occupants.	

- Other changes to the property citation



- Change to overlay map OM-13 – Heritage Overlay – Mainland



This amendment is a minor amendment in accordance with Schedule 1, item 2 (n) of the MGR under the Act.

Item 5. Remove a place from the local heritage register

This amendment intends to remove item number 37 from the Local Heritage Register (Schedule 7 – Heritage Schedule) of City Plan. Item 37 relates an Aboriginal cultural heritage place at 11-15 and 17-79 Cotton Tree Avenue, 3-6 Boat Harbour Avenue, Macleay Island. The place was transferred into the City Plan from the Redland Planning Scheme in 2018.

The *Queensland Heritage Act 1992* (the Heritage Act) is the prevailing legislation that relates to councils preparing and administering a local heritage register, the act at Part 1, Section.3 states that Aboriginal or Torres Strait Islander places do not apply to the Heritage Act and by default the Aboriginal cultural heritage place should not and cannot be included in a local heritage register administered by a local government. Accordingly, it is now appropriate to remove the site from the local heritage register.

The Queensland State Government has confirmed that the site has been recorded on the Aboriginal cultural heritage database.

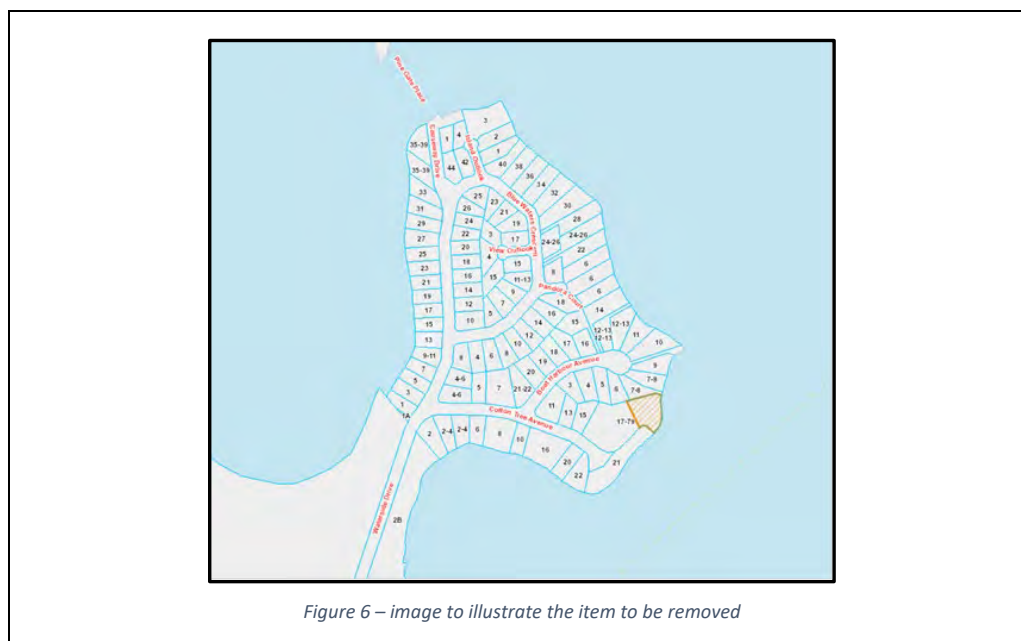
Proposed amendment

Schedule 7 Heritage schedule

Table SC7.1 – Local heritage places

No.	Lot and Plan No	Street Address	Locality	Description
37	Lot 19 SP168884; 16-18 and 25-28 RP111529	17-79 Cotton Tree Avenue; and 3-6 Boat Harbour Avenue; and 11-15 Cotton Tree Avenue	Macleay Island	Aboriginal Midden/Fishing

The property will also be removed from overlay map OM-014 Heritage Overlay – Islands. The existing figures is shown below:



Council officers have considered the proposal and conclude that it is reasonable to consider this amendment as a minor amendment, in accordance with Schedule 1, item 2 (n) of the MGR under the Act, and not a major amendment, as the Heritage Act clearly states that it does not apply to a place that is of cultural heritage significance solely through its association with Aboriginal cultural heritage significance.

Item 6. Update inaccurate address details that refer to a local heritage place

The purpose of this amendment is to update the lot and plan details that relate to a local heritage place that is listed in the Local Heritage Register (Schedule 7 – Heritage Schedule) of City Plan. The update relates to listing 21 – Dunwich: Stradbroke Island Lazaret Cemetery.

Through a separate body of work, it has come to light that the address details are inaccurate following the cancellation of survey plan SP104035 and the approval of a new survey plan registered by Titles Queensland on 10 July 2019. The relevant survey plan is SP311721 that includes the relevant lot.

Amendments are necessary to ensure that the heritage register contains accurate and up-to-date information, which is crucial for proper heritage management and informed decision-making in planning processes.

Proposed amendment

Schedule 7 Heritage schedule

Table SC7.1 – Local heritage places

No.	Lot and Plan No	Street Address	Locality	Description
21	Lot 152 SP104035 Lot 152 SP311721	Unnamed Street	North Stradbroke Island	Lazaret Cemetery

The citation accompanying the listing will also be updated to reflect the updated lot and plan reference.

This amendment is a minor amendment, in accordance with Schedule 1, item 2 (n) of the MGR under the Act.

PART 2 – GENERAL MAPPING CHANGES

Administrative amendments

Item 7. Reflect State Planning Policy Mapping

The purpose of this item is to update the following Environment significance (MSES) overlay maps:

- OM-007A – Environmental significance overlay – Matters of State Environmental Significance – Mainland (sheet 1/2)
- OM-007B - Environmental significance overlay – Matters of State Environmental Significance – Islands (sheet 1/2)

Council is required to integrate the State Planning Policy Mapping (SPP mapping), including MSES, into City Plan to ensure that state interests are accurately reflected and is expected to incorporate the most recent MSES mapping into City Plan in a timely manner. Council last updated its mapping to reflect SPP mapping in version 9 of City Plan, which commenced on 5 April 2023. Since then, several attributes of the SPP mapping have been updated causing the City Plan's MSES overlay mapping to become out of date.

It is recommended that the Environmental significance overlay mapping is updated, to ensure that City Plan contains the most up-to-date information about MSES by providing for new or amended SPP mapping in the scheme.

This amendment is a minor amendment, in accordance with Schedule 1, item 2 (h) of the MGR under the Act.

Item 8. Remove zone colours from roads and update precinct image in low-medium density residential zone code



As a result of the work that has been undertaken as part of this amendment, and as a result of previous development approvals, some new roads are still coloured to represent the land use zone the new road was in before the road was constructed.

The purpose of this amendment is to remove the different colours from these identified roads to improve the clarity of the roads on the zoning maps. Even though a zone is always applied to a road, it is not necessary to indicate the zone by colour on the zoning maps. Section 1.3.4 of the City Plan explains what zone applies to a road as follows:

1.3.4 Zones for roads, closed roads, waterways and reclaimed land

- (1) The following applies to a road, closed road, waterway or reclaimed land in the planning scheme area:
- (a) if adjoined on both sides by land in the same zone—the road, closed road, waterway or reclaimed land is in the same zone as the adjoining land;
 - (b) if adjoined on one side by land in a zone and adjoined on the other side by land in another zone—the road, closed road, waterway or reclaimed land is in the same zone as the adjoining land when measured from a point equidistant from the adjoining boundaries;
 - (c) if the road, closed road, waterway or reclaimed land is adjoined on one side only by land in a zone—the entire waterway or reclaimed land is in the same zone as the adjoining land;
 - (d) if the road, closed road, waterway or reclaimed land is covered by a zone then that zone applies.

An example of the required change is shown in the following table.

Current figure	Updated figure
 <p>Figure 7 – current image</p>	 <p>Figure 8 – proposed image</p>

In addition, to reflect the amendment Figure 6.2.2.2 – Precinct LMDR2: Kinross Road in the low density residential zone code must also be updated.

This amendment is considered to be a minor amendment in accordance with Schedule 1, item 2 (e) of the MGR under the Act.

Item 9. Update schedule 2 mapping

This amendment proposes to update the following zone and overlay maps contained within Schedule 2 (mapping) of City Plan:

- City wide zoning map – ZM-001
- Mainland central – ZM-003
- Mainland north – ZM-002
- Mainland South – ZM-004

- NSI inserts – ZM-005
- SMBI – ZM-006

These maps need to be updated to reflect zone and overlay changes, including the removal of zoning colours from roads, that are being made as part of this amendment to reflect development approvals that have been finalised.

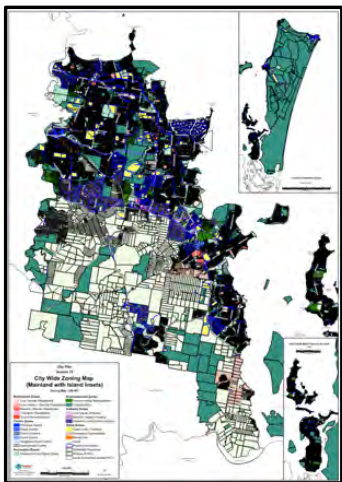
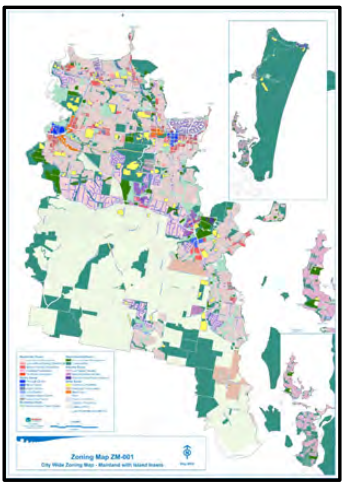
This amendment is considered to be a minor amendment in accordance with Schedule 1, item 2 (e) of the MGR under the Act.

Item 10. Update presentation of PDF maps

This amendment seeks to update the presentation of the PDF zone and overlay maps that illustrate the various elements supporting the City Plan.

The updates involve changes to the colour of the text, and certain aspects of images and their borders, but does not change any of the zone or overlay colours.

An example of the change is shown in the following table.

Current figure	Updated figure
 <p>Figure 1 – current illustration</p>	 <p>Figure 2 – proposed illustration</p>

This amendment is considered to be an administrative amendment in accordance with Schedule 1, item 1(a), (ii) of the MGR under the Act.

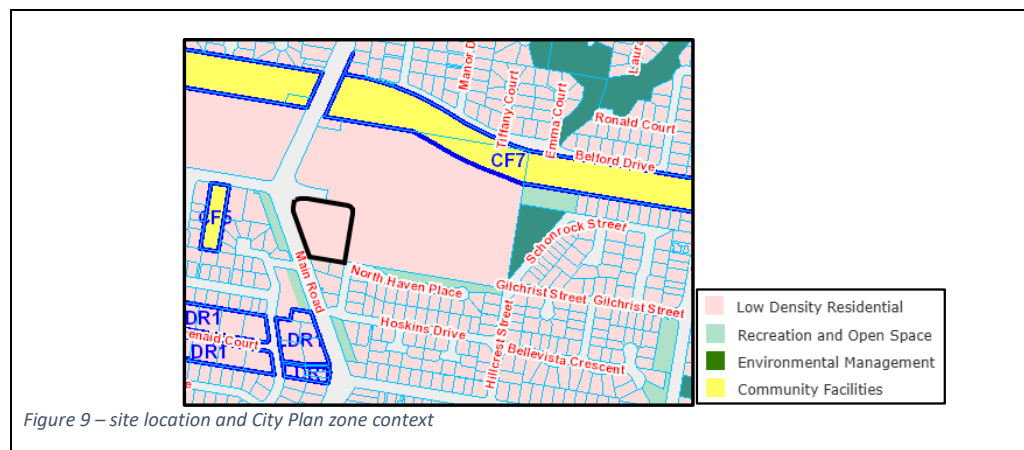
Minor amendment

Item 11. Potential rezoning of 625-635 Main Road, Wellington Point

- Summary of request

This request relates to 625-635 Main Road, Wellington Point which is currently occupied by the Wellington Point Farm market hall, café and restaurant. The request seeks to rezone the site from low density residential to rural as a minor amendment to City Plan.

The following image shows the extent of the land that relates to this request and the current zoning applied to the site and the surrounding area.



- Site description and use

With limited rural land uses remaining, the neighbourhood is now predominately defined by low density residential development. The most recent and notable approval nearby is at the former Botanix site at 614 Main Road, Wellington Point, including the land that is currently used for agricultural purposes that is situated outside the fenced tenancy area. The approval on the former Botanix land is for a mixed-use development comprising multiple and detached dwellings, and commercial space.

- Zoning request

The landholder has requested that the site is rezoned from low density residential to rural zone, citing the site's important role in maintaining a historical agricultural connection in Wellington Point and more broadly across the Redland Coast through the ongoing commercial businesses that operate at the 'Wellington Point Farm'. The landholder contends that the current low density residential zone does not reflect the nature and purpose of the site or its long-term vision.

In addition, the landholder has explained that the current zoning has led to an inflated underlying land value, which impacts the ongoing financial viability of the commercial operation. Financial matters, whether related to the consequences of zoning or the outcomes of a planning application cannot be considered in this assessment, as they are not valid

planning matters. Accordingly, this impact has not been any significant weight in assessing this request.

- Assessment

There is a detailed planning history relating to this site. However, this request specifically refers to the originating development approval that permitted the commercial businesses that are currently occupying the site.

The originating development approval (as amended) was granted in December 2011 for a Material Change of Use for a shop, refreshment establishment, educational facility and reconfiguring a lot (1 into 3 lots) (Council reference MCU012/380).

The reconfiguration element of the proposal was revoked during the assessment period and reliance on the subdivision was referred to a previously approved reconfiguration of lot (Council reference SB005439 / MC011341). This approval resulted in the creation of 625-635 Main Road and also permitted 61 residential allotments on the balance, although this has now lapsed.

The material change of use, established a commercial enterprise that would promote the “garden to plate” experience through the café and restaurant using produce from the onsite market garden. It was envisioned, by the applicant, that the site’s commercial uses would become an important facility for tourists and day trippers and to provide education experiences.

Today, the commercial enterprise contains a market hall that sells produce that is sourced locally, including from the adjoining lot, but also from regional and Australia wide suppliers, educational experiences such as messy play for pre-schoolers and meet the farmer activities, as well as hosting weddings, music events and specialised food and drink events.

At the time, the proposal was assessed against the superseded Redland Planning Scheme 2006, including against the urban residential zone code, within which the site was located, apart from a strip of open space zoned land along the western boundary, which did provide for a limited range of residential uses that could fulfill a local community need and provide opportunities for social interaction and activity.

Whilst the use was considered an out of centre development, it was determined, in consideration of an economic assessment, that the commercial enterprise would become a desirable tourist node and cater for local residents to socially interact and purchase product without compromising other centres. The long-term intent to include the cooking school was also considered a desirable use. Overall, it was concluded that there was sufficient public benefit to allow the approval to be issued.

It is important to emphasise that during the assessment, it was emphasised that the zone should not be changed from residential to ensure that any future development remains subject to a high level of scrutiny and assessment and to ensure that the residential intent of the land would be maintained.

Regardless of the considerations given during the original application, an assessment of whether the rural zone is appropriate and reflective of the use on the site should be completed.

The purpose of the rural zone is to:

“Provide for a wide range of primary production activities, while protecting natural resources and significant environmental outcomes”.

While the market garden on subject site maintains a small connection with the agricultural uses of the past, and there is an existing relationship with the agricultural use on adjoining lots, the primary activities on the site are commercial and urban in nature and not rural uses. The land surrounding the site is zoned low density residential and the rural land is not an appropriate intent for the subject site.

- Consideration of minor amendment criteria

This section considers whether the proposed rezoning qualifies as a minor amendment under the MGR. The MGR sets out four main types of planning scheme amendments, each with its own qualifiers including: administrative amendments, minor amendments, major amendments and qualified state interest amendments.

The applicant contends that rezoning the land is categorised as a minor amendment. According to Schedule 1, item 2 of the MGR, a minor amendment is typically defined as an amendment that does not materially alter the intent or policy position of City Plan, including amendments to reflect a current development approval.

Following a detailed review of the information provided with this request, and consideration of the matters assessed as part of planning application MCU012380, which determined that the subject site should remain in a residential zone, there is no basis to change the zoning of this site as a minor amendment. Instead, the proposal would constitute a major amendment, requiring a comprehensive assessment process according to the MGR.

- Conclusion

Based on a consideration of the matters outlined above, as there are no determining factors that support rezoning the site as a minor amendment the low density residential zone will remain.

Despite this position, it is acknowledged that the use of the site does not reflect the low density residential zone, or the rural zone. Rather a lower-order centre zoning may be considered more appropriate. Consideration of an alternative zone should be deferred to a future major amendment of City Plan or as part of the preparation of a new planning scheme.

- Recommendation

The site remains within the low density residential zone.

PART 3 – ITEM 12 – MAPPING CHANGES TO REFLECT DEVELOPMENT APPROVALS.**Introduction**

Minor amendments are required to the zone and overlay mapping of City Plan to reflect current development approvals granted by Council. These changes are considered minor in nature in accordance with Schedule 1, item 2 (e) of the MGR under the Act.

Proposed Amendments to Zone and Overlay Mapping

The proposed amendments to zone and overlay mapping are outlined in the following tables:

1. Table 1: Proposed zone changes;
2. Table 2: Proposed environmental significance overlay removals – MLES only; and
3. Table 3: Proposed flood and storm tide hazard overlay.

Officer Recommendation

It is recommended that Council amends City Plan in accordance with the proposed amendments to zone and overlay mapping as outlined in Tables 1, 2 and 3.

TABLE 1: PROPOSED ZONE CHANGES




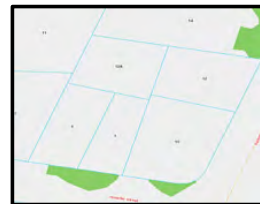
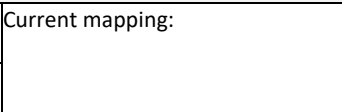
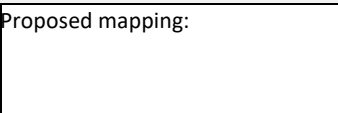






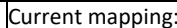
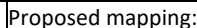




LOT	PLAN	LAND NO	PROPERTY NO	HOUSE	STREET	SUBURB	PROPOSED AMENDMENT	IMAGE
Approved reconfiguring a lot – 2 into 21 lots plus new road and drainage lot – 2-6 Thorn Street, Ormiston Refer to application RAL22/011 and plan sealing application POS24/0077								
13	SP342450	1001929	474330	11	Hilli Place	Ormiston	LDR/ROS to LDR	<div>Current mapping:</div>  <div>Proposed mapping:</div> 
101	SP342450	1001937	474410	13	Hilli Place	Ormiston	LDR/ROS to ROS	
Remove zone from road reserve Bayberry Lane, Hilli Place and Bluestem Lane								

TABLE 2: PROPOSED ENVIRONMENTAL SIGNIFICANCE OVERLAY REMOVALS – MLES ONLY

LOT	PLAN	LAND NO	PROPERTY NO	HOUSE	STREET	SUBURB	IMAGE
Approved reconfiguration of lot – 2 into 2 lot boundary realignment, reconfiguration of lot and operational works – 10 and 12 Valantine Road, Birkdale. Refer to application RAL22/0071 and plan sealing application POS23/0015							
11	SP339160	1000246	456660	12	Valantine Road	Birkdale	Current mapping:  Proposed mapping: 
Approved material change of use – Multiple dwellings (11 units) over two stages – 21 and 23 Horatio Street, Ormiston Refer to application MCU18/0201, MCU18/0201.03, MCU18/0201.05 and plan sealing POS24/0014							
0	SP316186	1001421	468990	32	Freeth Street East	Ormiston	Current mapping:  Proposed mapping: 
2	SP316186	1001416	468940	2/32	Freeth Street East	Ormiston	

3	SP316186	1001417	468950	3/32	Freeth Street East	Ormiston		
1	SP316186	1001415	468930	1/32	Freeth Street East	Ormiston		
Approved reconfiguration of lot – Standard format 1 into 8 and operational works – 314-318 Cleveland Redland Bay Road, Thornlands Refer to application RAL22/0076 and RAL22/0076.02 and plan sealing POS24/0007								
7	SP342670	1001399	468690	25	Arctic Street	Thornlands	Current mapping: 	Proposed mapping: 
5	SP342670	1001397	468670	23	Arctic Street	Thornlands		
Approved reconfiguration of lot – 1 into 2 lots – 9 Arcadia Street, Capalaba Refer to application RAL23/0023 and plan sealing application POS24/0040								
17	SP340276	1001699	471860	9	Arcadia Street	Capalaba	Current mapping: 	Proposed mapping: 
16	SP340276	1001698	471850	11	Arcadia Street	Capalaba		
Approved reconfiguration of lot – 1 into 3 lots – 55-57 Thorne Road, Birkdale Refer to application RAL22/0017 and plan sealing application POS24/0051								
10	SP334595	1001763	472540	57	Thorne Road	Birkdale	Current mapping: 	Proposed mapping: 
11	SP334595	1001764	472550	55a	Thorne Road	Birkdale		

12	SP334595	1001765	472560	55	Thorne Road	Birkdale		
Approved shopping village - 128-144 Boundary Road, Thornlands. Refer to preliminary approval, that includes the paradise shopping village plan of development, that was subject to a number of appeal proceedings (MCU013/296) Development permit for mixed commercial development (MCU012/565) an extension to currency period, until 4 April 2021 (MCU19/0043) and the originating MCU application for the shopping village MCU21/0094 Plan sealing application POS24/0032 Note: MLES to be removed from the area identified as ‘vegetation clearance zone’								
5	SP328665	1001614	471010	5	Round Road	Shop Thornlands	Current mapping: 	Proposed mapping: 
6	SP328665	101615	470120	1	Round Road	Shop Thornlands		
0	SP328665	1001616	471030	3	Round Road	Shop Thornlands		
Approved reconfiguring a lot for standard 1 into 4 and opertional works at 44 Bailey Road, Birkdale Refer to application RAL23/0067 and plan sealing application POS24/0080								
10	474620	1001952	474610	42	Bailey Road	Birkdale	Current mapping:	Proposed mapping:
11	474620	1001953	474620	42a	Bailey Road	Birkdale		
12	474620	1001954	474630	44	Bailey Road	Birkdale		

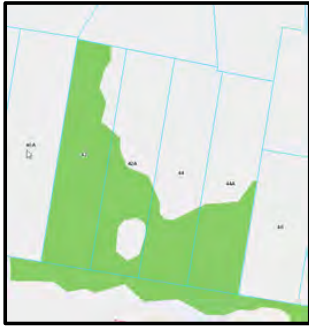

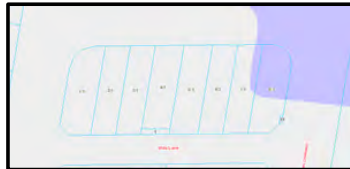

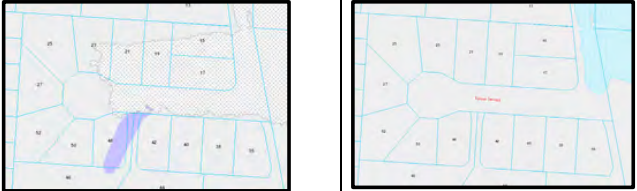
13	474620	1001955	474640	44a	Bailey Road	Birkdale		
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Table 3: Proposed Flood and Storm Tide Hazard overlay

LOT	PLAN	LAND NO	PROPERTY NO	HOUSE	STREET	SUBURB	IMAGE
Approved material change of use – Combined MCU (8 townhouses) and reconfiguration of lot (8 standard format lots and new road) – 3 Vida Lane, Alexandra Hills Refer to application MCU21/0158 and MCU21/0158.02 and plan sealing POS24/0103							
137	SP342453	1002083	475970	Unit 7/3	Vida Lane	Alexandra Hills	Current mapping:
138	SP342453	1002084	475980	Unit 8 / 3	Vida Lane	Alexandra Hills	
Remove overlay from road reserve							Proposed mapping:
							
Approved reconfiguration of lot – 1 into 24 lots – 223-231 Wellington Street, Ormiston Refer to application ROL005741 and plan sealing application APS000373							
1	SP278839	992447	373420	15	Tolson Terrace	Ormiston	Current mapping:
2	SP278839	992448	373430	17	Tolson Terrace	Ormiston	
3	SP278839	992449	373440	19	Tolson Terrace	Ormiston	
4	SP278839	992450	373450	21	Tolson Terrace	Ormiston	
5	SP278839	992451	373460	23	Tolson Terrace	Ormiston	
							Proposed mapping:

10	SP278839	992456	373510	48	Tolson Terrace	Ormiston	
17	SP278839	992463	373580	46	Tolson Terrace	Ormiston	
16	SP278839	992462	373570	44	Tolson Terrace	Ormiston	
11	SP278839	992457	373520	42	Tolson Terrace	Ormiston	
12	SP278839	992458	373530	40	Tolson Terrace	Ormiston	

15.7 STATUTORY REVIEW OF CITY PLAN 2018

Objective Reference: A11468296

Authorising Officer: David Jeanes, Acting General Manager Community & Customer Services

Responsible Officer: Michael Anderson, Acting Group Manager City Planning & Assessment

Report Author: Chris Vize, City Plan Review Project Coordinator

Attachments:

1. Amendments list [↓](#)
2. Plan and strategy alignment review [↓](#)
3. Technical audit [↓](#)
4. Stakeholder workshop outcomes [↓](#)

PURPOSE

To present to Council the findings and recommendations of the statutory review of the Redland City Plan 2018 (City Plan) and seek Council's decision on whether to amend or replace the City Plan or take no action.

BACKGROUND

Section 25 of the *Planning Act 2016* (PAct) states that a local government must review its planning scheme within ten years after the planning scheme was made or was last reviewed. This is a statutory process in which Council must review the currency of the planning scheme, having regard to the local government setting, including, amongst other things, its demographic profile and economic drivers, current legislative and state policy contexts, Council's strategic directions and industry best practice. This culminates in the preparation of a formal review report (this report), documenting the outcomes of that review for Council to decide whether to either; prepare a new planning scheme, amend the current planning scheme or decide not to amend or replace the planning scheme. Should Council decide not to amend or replace its planning scheme, under Section 25(2) of the PAct, it must give written reasons for this decision to the State government.

City Plan was prepared under the *Sustainable Planning Act 2009* and commenced under the PAct on 8 October 2018. Since commencement there have been notable changes to regional planning outcomes relevant to Redlands Coast, as well as new local plans and strategies that influence the strategic direction for the city. A number of these changes have been reflected through amendments to City Plan, with the latest version (Version 12) commencing on 14 November 2024. However, a number have either not yet been reflected or form part of draft amendments that have not yet progressed to adoption.

The statutory review of City Plan provides an important opportunity to review and reflect on the performance, operation and effectiveness of the plan.

ISSUES

Review methodology

The State guideline '*Planning scheme monitoring and undertaking a ten-year review*' provides information to support Councils in the statutory review of their planning schemes. The methodology adopted for the review of City Plan is based on this guideline and involves the following aspects:

1. Review of City Plan against the legislative requirements for a planning scheme, including regulated requirements under the *Planning Regulation 2017* and implications for the currency and function of City Plan.
2. Review of Council's current plans and strategies that inform the strategic direction of Council, including Council's Corporate Plan, and an analysis of areas of misalignment between relevant objectives or actions within these documents to the current City Plan.
3. Review of City Plan against State and regional planning instruments, including the South East Queensland Regional Plan (ShapingSEQ 2023) and the State Planning Policy, and an analysis of whether City Plan appropriately integrates State interests and facilitates key planning outcomes.
4. Engagement with relevant Council staff, Councillors and planning industry representatives to gather information on the functionality and effectiveness of City Plan and further refine Council's key strategic directions to be facilitated by City Plan.
5. Technical audit of the City Plan document that identifies gaps and opportunities for improvements and alignment with contemporary drafting standards and approaches.

The methodology adopts a logical structure, where information gathered in one stage assists in informing the next stage. The analysis of the information gained from all stages ultimately culminates in this statutory review report and its recommendations.

City Plan current and pending amendments

While City Plan commenced on 8 October 2018, it has been subject to numerous major, minor and administrative amendments over its life that have sought to maintain the currency of the planning scheme and reflect changes in State and local policy influences. Additionally, at the time of this report, there are seven proposed amendments to City Plan at varying stages of the amendment making process. Attachment 1 includes the full list of current and pending City Plan amendments and highlights the key changes either made or proposed.

What does this mean for the review?

Amendments to City Plan should, in theory, be relatively easy processes, where only a portion of is being amended for specific reasons (for example, to reflect changes resulting from development approvals, to respond to changes in State and regional policy, to improve on-ground outcomes, to correct identified errors and the like). The process, therefore, should be much quicker than the preparation of an entirely new planning scheme. However, 'in progress' amendments on this list have been awaiting information or approval from the State government to progress for one and a half years (in the cases of Amendment 03/23 and Amendment 05/23), nearly three years (in the case of Amendment 03/21) and three and half years (in the cases of Amendment 02/20, Amendment 04/20 and Amendment 02/21). In the majority of these cases, this is only the first State interest review and has not yet progressed to public consultation, review of submissions, changes in response to submissions and second State interest review – meaning, possibly, years

more required to finalise them. This severely hampers Council's ability to maintain the City Plan's currency and has a significant impact on the recommendations of this statutory review report. That is; the option of making amendments to City Plan (as opposed to preparing a new City Plan) is almost unviable. Where it is likely that these amendments will take longer than preparing a new planning scheme, it is not a practical recommendation.

Legislative context

City Plan was prepared under the now superseded *Sustainable Planning Act 2009* but commenced under the current PAct. At the time of drafting, the Queensland Planning Provisions (QPP) were in operation and mandated a standardised structure and some standardised content for planning schemes. This has since been removed and in its place, Section 16 of the PAct now mandates that a planning scheme must:

- Identify strategic outcomes for the local government area (in the case of City Plan, these are accommodated within the strategic framework),
- Include measures that facilitate the achievement of the strategic outcomes (in the case of City Plan, this is achieved through assessment benchmarks or codes),
- Coordinate and integrate the matters dealt with by the planning scheme, including State and regional aspects of these matters,
- Only adopt the zones nominated in section 6 of the *Planning Regulation 2017*,
- Only adopt the purpose statements for each of these zones as stated in the *Planning Regulation 2017*, unless a varied purpose is approved by the Minister, and
- Only adopt the uses nominated in the *Planning Regulation 2017*.

City Plan's effectiveness in conveying the strategic outcomes and the measures to achieve them is discussed in the technical audit and best practice review section of this report. Whether City Plan appropriately integrates State and regional interests is discussed in the review of State and regional planning instruments section. Finally, whether City Plan adopts the regulated requirements under the *Planning Regulation 2017* is discussed in the technical audit and best practice review section.

PAct also made changes to the way development assessment is required to be undertaken for code and impact assessment. Code assessment is only assessed against the identified assessment benchmarks and cannot be assessed against the strategic framework. This makes it critically important that there is a clear line of sight between the strategic framework and the assessment benchmarks, so that implementing the assessment benchmarks will achieve the strategic framework. Conversely, impact assessment is not only assessed against City Plan, but the assessment manager (which may ultimately be the Court) may also have regard to 'any other relevant matter' other than personal circumstances, financial or otherwise. This further elevates the importance of maintaining the currency of City Plan and its reflection of State, regional and local policy directions, demographic changes/forecasts and economic conditions to avoid these becoming relevant matters that weigh in favour of deciding an application in conflict with City Plan (which is confusing to the community at large and has potential consequences for infrastructure planning and other activities that rely on forward planning).

Review of local plans and strategies

A review of Council's current corporate strategies and plans was undertaken to highlight any areas of City Plan misalignment. The outcomes of this review were then tested with the areas of Council responsible for these strategies and plans through the stakeholder engagement workshops. The intent of this alignment review is to indicate how pressing the need is for a new or amended City Plan.

For each plan or strategy, the implications for the City Plan review are categorised into three types:

- **No implications for City Plan alignment**
- **Areas of alignment improvement are identified** – the need for amendment in relation to that plan/strategy is not pressing, or is of lower importance but would provide improved alignment.
- **City Plan is out of alignment with this strategy** – there is clear misalignment with that plan/strategy and the need for amendment is pressing and/or important.

The detailed findings from this review are presented in Attachment 2 of this report. A summary of the key aspects of these findings is provided below. In general, there has been very few new organisational plans and strategies that have implications for land use planning and the currency of City Plan.

A number of Council's current plans and strategies were in place at the time of drafting the current City Plan and were relevant informing documents. In this regard, they have limited utility in the review of City Plan, however three documents are worthy of mention here.

Cleveland Centre Master Plan 2010 and Capalaba Centre Master Plan 2011

These master plans informed the arrangement of zones, building heights and other design provisions within the current City Plan. However, there are elements within the master plans that have not necessarily been implemented effectively in City Plan.

The achievement of town squares and pedestrian spines through the centres is limited by the City Plan not including details on the composition and design of these spaces, nor including provisions that may protect them from incremental development that may make it more difficult or expensive to acquire/deliver in the future. Additionally, there are a number of other structure planning elements within the master plans that are not carried through to City Plan, including road layouts and connections and the achievement of active frontages and interfaces.

What does this mean for the review?

While the elements discussed are not critical to the success or failure of the master plans, their inclusion in City Plan would assist in realising a closer representation of the master plans in the future. As many of these outcomes will be delivered through the assessment of development applications, their inclusion would provide a head of power for their achievement.

Redland Open Space Strategy 2012-2026

An action within this strategy sought to ensure that City Plan included a comprehensive technical manual for open space and park infrastructure. This action was not entirely delivered upon by the current City Plan, with a relatively limited scope of guidance material and specifications provided in the infrastructure works planning scheme policy (PSP). Feedback received through the internal stakeholder workshops indicated very clearly that this PSP is not currently fit for purpose for park and open space infrastructure. It is not always delivering assets to the standard or type expected by the asset managers and does not provide sufficient guidance and information for assessment managers to achieve good infrastructure design outcomes.

What does this mean for the review?

At the very least, it is recommended that there is a need to review and update the infrastructure works PSP and the relevant assessment benchmarks that provide it with a head of power in City Plan.

The following plans and strategies commenced after City Plan and were therefore not informing documents for the original version of City Plan. Only those of relevance to Council's decision making for the City Plan review are discussed below, with full details provided in Attachment 2.

Our Future Redlands - A Corporate Plan to 2026 and beyond

The Corporate Plan guides the allocation and prioritisation of Council resources for the period between 2021 and 2026 and supports a vision for Redlands Coast extending out to 2041 – *'Naturally wonderful lifestyle. Connected communities. Embracing opportunities.'*

While the Corporate Plan includes a number of catalyst projects that will likely have implications for City Plan, including a new wastewater treatment strategy, strategic property planning opportunities and a roadmap to improve infrastructure on the Southern Moreton Bay Islands, these projects have not advanced sufficiently to inform any changes to City Plan.

At present, City Plan does not sufficiently support the objectives under the natural environment goal. A key initiative under this goal is to deliver on the Wildlife Connections Action Plan, which relies in part on implementation within City Plan. Ecological corridors that form the core of the wildlife connections plans are not represented in City Plan and are therefore not able to be regulated. This is discussed further with reference to the Wildlife Connections Plan further below.

Other than the above, the current Corporate Plan has no alignment implications for City Plan.

Council is currently preparing a new Corporate Plan for 2026 to 2031, with community feedback to inform a draft Corporate Plan being sought at present. This will be a key strategy document that will inform policy directions in a new or amended City Plan.

Wildlife Connections Plan 2018-2028 and Wildlife Connections Action Plan 2018-2023

The Wildlife Connections Plan aims to identify and provide priority actions for the management, protection and enhancement of a network of core wildlife habitat and connecting corridors at a city-wide scale. Its objectives are to improve corridor habitat, prevent wildlife deaths, reduce impacts on corridors and protect corridor habitat. The role of City Plan in this respect is to map the ecological corridors and establish a level of regulation of these areas. At present, the majority of ecological corridors within the Wildlife Connections Plan are not mapped in City Plan, which limits the ability to achieve the aims and objectives of the plan.

What does this mean for the review?

To improve alignment with this plan, City Plan should consider mapping key ecological corridors and include relevant provisions. It is recognised that further work may be required to check the accuracy of the corridors identified in the Wildlife Connections Plan and this should be accounted for in any new City Plan project planning.

Redlands Housing Strategy (RHS) 2024 – 2046

The RHS recognises the limited diversity of housing types within Redlands Coast and aims to ensure an adequate and diverse housing supply to meet the needs of the community over the next two decades. It includes a range of actions that are to be implemented through amendments to City Plan. These include changes to the allocation of residential zoning, improving residential design provisions, reducing car parking provisions and making more effective use of public transport networks and increasing the range of housing types and densities anticipated within the residential zones. Some of these actions are proposed within Amendment 04/20, which Council prepared in 2020, but which has been awaiting State government approval since 2022. For the other actions, these have not yet been incorporated through an amendment to City Plan.

What does this mean for the review?

City Plan is out of alignment with this strategy and the actions signal a need for a comprehensive review. This would be most effectively completed through the preparation of a new City Plan.

Coastal Hazard Adaptation Strategy (CHAS)

One of the purposes of the CHAS is to inform future land use planning, which means it has a direct correlation to City Plan and how it regulates land uses potentially affected by coastal hazards. The CHAS identifies local adaptation responses to coastal hazards across Redlands Coast with a planning horizon of year 2100. In all locations, the response is to either 'monitor, maintain and prepare' or 'mitigate'. No locations require a 'transition' response (transition certain land uses out of the hazard), which would otherwise indicate a need to review land use policy positions.

As part of the CHAS an updated erosion prone area map was prepared. City Plan has not been amended to include this map, which should replace the current coastal protection (erosion prone areas) overlay map.

What does this mean for the review?

The updated erosion prone area should be incorporated into City Plan, either as an amendment or in a new City Plan, to ensure the extent of the hazard is appropriately represented and managed.

Redlands Coast Flying-Fox Plan 2022 and Redlands Coast Flying-Fox Plan Roost Detail 2022

These plans recognise the impacts associated with the proximity of flying fox roosts to existing and future residential areas. It seeks to identify roosts and potential habitat in City Plan and develop appropriate policy responses, which may include buffers that limit or control future residential development. City Plan does not identify existing or potential roost sites, and no amendments have been sought to incorporate changes in response to these plans.

What does this mean for the review?

To improve alignment with this plan, a review of whether City Plan should consider details on existing and potential roost sites, including analysis of the implications of this change, is recommended. This should form part of the preparation of a new City Plan.

Mosquito Management Action Plan 2019-2024

This plan recognises the impacts associated with the proximity of mosquito breeding area to existing and future residential areas. It seeks to identify mosquito breeding grounds in City Plan and develop appropriate policy responses, which may discourage new residential development near these areas, incorporate buffer controls and/or include design and layout provisions that limit exposure and mosquito movement. These provisions do not currently exist within City Plan.

What does this mean for the review?

To improve alignment with this plan, a review of whether City Plan should include details on mosquito breeding areas, including analysis of the implications of this change, is recommended. This should form part of the preparation of a new City Plan.

Redlands Coast Transport Strategy 2020

The Transport Strategy guides the long-term vision for the transport system as Redlands Coast grows and develops over the next 20+ years. The objectives include a mixture of advocacy actions and establishing a planning principles framework for future local area transport plans. The only objectives directly relevant to the City Plan review relate to encouraging active transport use and reducing the need for private vehicle use. This is partly supported by City Plan's allocations of zoning and density, which tend to cluster around centres and public transport (though improvements can be made, supported by work to be undertaken in response to the Redlands Housing Strategy). However, it is recognised that City Plan does not strongly support active transport use through its detailed provisions, with limited or no provisions relating to bicycle parking and end-of-trip facilities. While achieving the objectives of the Transport Strategy require a range of actions, many of which are not related to City Plan, the plan plays a key role in supporting those actions by establishing benchmarks that do not run counter to them.

What does this mean for the review?

To improve alignment with this plan, a review of the parking provisions for all vehicles (cars, bicycles and personal mobility devices) and the supporting infrastructure and policy mechanisms (for example, car share schemes, electric charging infrastructure, end of trip facilities) is recommended. This should form part of the preparation of a new City Plan.

Flood mapping

Council is presently undertaking updated flooding and overland flow modelling and mapping. Any changes to this mapping will require incorporation into either the current or a new City Plan. It is expected that a flood hazard risk assessment based on new modelling and mapping will be required to inform land use planning responses to the hazard.

Major projects and development approvals review

This section highlights development approvals and major projects planned or occurring within Redlands Coast that have the potential to impact on the currency and strategic outcomes of City Plan.

Southern Thornlands Priority Development Area (PDA)

The Southern Thornlands PDA, which covers an area of 890 hectares, was declared by the State government on 4 April 2025. This means that the land use and infrastructure planning and development assessment functions for this area are now the responsibility of Economic Development Queensland under the *Economic Development Act 2014*. It is planned to

accommodate around 8,000 new dwellings, a new business and industrial area and supporting infrastructure.

New development is now assessed against the Interim Land Use Plan, which in time will be replaced by the Southern Thornlands PDA Development Scheme. City Plan can no longer plan for and regulate development in the PDA and the area should be removed either through an amendment or in a new City Plan. It is necessary to consider the implications of this new PDA for City Plan – what the PDA’s planned population means for planned growth and change across the city, what the extent of the PDA’s employment land means for accessing local employment, improving self-containment and meeting employment projections within the city, and importantly the impacts upon the city’s infrastructure networks.

Birkdale community precinct

The Birkdale community precinct is planned to accommodate a public lagoon, the 2032 Olympics whitewater venue supporting adventure sport, recreation and resilience training, community meeting spaces, innovation, entertainment, cultural heritage and conservation. It represents a major project for Redlands Coast with implications for infrastructure planning and delivery and future land use planning. Review of legacy implications that may influence outcomes in City Plan is recommended, supporting the impetus for a new City Plan.

The project is currently progressing through a Local Government Infrastructure Designation (LGID) process, seeking approval from the Minister.

Redlands Coast sport and recreation precinct

The introduction of a new regional sports facility at Heinemann Road, Redland Bay presents a need to strategically review the network of sport and recreation facilities across Redlands Coast. From a land use planning perspective, this may have implications for the open space network planned in the Local Government Infrastructure Plan (LGIP), the locations of development frontiers and their compositions, and consideration of any services and other facilities that may be necessary to activate and leverage off this significant regional facility.

Southern Redland Bay

Southern Redland Bay is partly represented in City Plan as an emerging community zone (covering the Shoreline development area). Other parts remain within the rural zone, despite development approvals now being in place for urban development of these areas. The strategic framework still represents this area as a ‘possible option for longer term, future urban growth’, which obviously does not reflect the fact approvals are in place and development is progressively occurring. It is noted that this land is in the urban footprint under ShapingSEQ 2023.

It is important that the strategic implications of these approvals on City Plan, including its broader settlement patterns, distribution and hierarchy of commercial centres and sport and recreation facilities, as well as infrastructure networks and capacities, be reviewed.

Botanix, Wellington Point

A preliminary approval for a material change of use for residential, retail, health and community uses in accordance with the Botanix plan of development, including a variation approval to vary City Plan, at 614 Main Road, 31, 33-38 and 39-47 Nelson Road and 1-7 Pitt Road, Wellington Point was granted on 17 July 2024. The approval will deliver a new local centre and local park, as well as low-medium and medium density residential development.

It is important that the strategic implications of this approval on City Plan, including the distribution and hierarchy of commercial centres and implications for adjoining residential land, be reviewed.

Paradise Gardens, Thornlands

A preliminary approval for a material change of use for a mixed use development comprising residential, retail and open space in accordance with the Paradise Gardens plan of development at 128-144 Boundary Road, Thornlands was granted by the Supreme Court (on appeal) on 28 August 2020. The approval delivers a new district-level centre with a full line supermarket and low and medium density residential development.

It is important that the strategic implications of this approval on City Plan, including the distribution and hierarchy of commercial centres and implications for adjoining residential land, be reviewed. This approval is also relevant to land use planning in the Southern Thornlands PDA.

Review of State and regional planning instruments

City Plan operates within a broader statutory environment and is required under the PAct to integrate State and regional planning instruments, which are the State Planning Policy (SPP) and ShapingSEQ 2023. Where City Plan does not reflect aspects of these two instruments, they will apply in place of City Plan to the extent of inconsistency (as per sections 26(2) and 30(2) of the *Planning Regulation 2017*). This complicates and frustrates the development assessment process and diminishes the line of sight between the outcomes in City Plan and the development outcomes on the ground. In that regard, ensuring alignment between State, regional and local planning instruments (for example, through amendments to City Plan over time) is always best practice.

A review of how effectively City Plan integrates the current versions of these planning instruments has been undertaken and a summary of the key aspects of these findings is provided below.

State Planning Policy

Section 2.1 of City Plan states the Minister was satisfied that it reflected the SPP 2014 (April 2016 version). This SPP has since been repealed and replaced with SPP 2017, which has not been wholly appropriately reflected within City Plan.

SPP policy element and summary of outcomes	Review comments
<i>Housing supply and diversity</i> <ul style="list-style-type: none"> New housing development is well-connected to services, employment and infrastructure. Residential land caters to current and projected demographic, economic and social profile. Diverse and affordable housing in well-serviced locations, with mix of lot sizes and dwelling types. 	<p>Partially integrated</p> <p>City Plan broadly reflects this State interest, providing sufficient urban zoned land to cater for projected growth to 2046, facilitating a full range of housing types within its residential zones and an urban structure that plans for more diverse housing in locations better serviced with infrastructure and services.</p> <p>At the more granular level, though, City Plan does present barriers to achieving a mix of lot sizes and dwelling types (this is discussed in more detail in the technical audit). The slow take-up of land for medium density residential development limits the ongoing diversification of housing across Redlands Coast (affecting housing choice and affordability).</p> <p>The RHS reviewed these challenges and recommended changes to City Plan to address them. Additionally, it is recommended that a broader review of well-serviced and</p>

SPP policy element and summary of outcomes	Review comments
	<p>high amenity locations across Redlands Coast and a consideration of the current barriers to take-up in existing medium density residential zoned areas be completed. A new City Plan provides the appropriate opportunity to complete that investigation.</p>
<p>Liveable communities</p> <ul style="list-style-type: none"> • Consolidated urban form, with higher density development in accessible and well-serviced locations and making efficient use of established infrastructure. • Good neighbourhood planning, centre design and valuing local landscape character. • High quality urban design. • Connected infrastructure networks. 	<p>Partially integrated</p> <p>City Plan focuses the majority of planned urban development around existing centres and access to public transport. Large areas of land within the medium density residential and centres zones have significant capacity to provide new housing, including for smaller dwellings and diverse households.</p> <p>Nonetheless, there remain several accessible and well-serviced locations across Redlands Coast that remain in zones or precincts that do not make most efficient use of existing infrastructure nor contribute effectively to vibrant centres. It is recommended that a review of these areas be completed to inform changes to City Plan. This is also consistent with the recommendations in the RHS.</p> <p>City Plan contains few place-based design and character outcomes, instead establishing design provisions that apply generically across the relevant zones (with the exception of some specific design provisions for Point Lookout).</p> <p>It is recommended that an urban character study is conducted to assist in the formulation of localised design outcomes for new development.</p>
<p>Agriculture</p> <ul style="list-style-type: none"> • Protect Agricultural Land Classification (ALC) Class A and Class B land. • Facilitate a strong agriculture industry. 	<p>Appropriately integrated</p> <p>Four areas of ALC Class A are mapped within Redlands Coast:</p> <ul style="list-style-type: none"> • Wellington Point on the eastern and western sides of Main Road, near the intersection to Nelson Road – this land has been zoned for residential land uses for many years and has existing development approvals for urban development. • Cleveland at the corner of Finucane Road and Delancey Street – this land is zoned Community Facilities and owned and operated by the Department of Agriculture, Fisheries and Forestry for agricultural purposes. The land has a long-standing Ministerial Infrastructure Designation dating from 31 March 2000, allowing for a vast range of land uses from conference facilities, laboratories, research and science activities and agricultural-supporting uses. • Thornlands on both sides of Cleveland Redland Bay Road – this land formed part of the South-East Thornlands structure plan and now accommodates urban development. • Southern Redland Bay at the northern and eastern extents of the Shoreline development area – this land is part of the approved Shoreline master plan. <p>Four areas of ALC Class B are mapped within Redlands Coast:</p> <ul style="list-style-type: none"> • Southern Thornlands on land along Woodlands Drive and Mount Cotton Road – this land is currently within

SPP policy element and summary of outcomes	Review comments
	<p>the Rural Zone in City Plan, however the majority forms part of the Southern Thornlands PDA.</p> <ul style="list-style-type: none"> • Redland Bay on land between Double Jump Road and Giles Road and extending south to Heinemann Road – this land is currently within the Rural Zone in City Plan. • Redland Bay on land between School of Arts Road and Cleveland Redland Bay Road – this land has been zoned for residential land uses for many years and accommodates dwelling houses on residential lots. • Southern Redland Bay extending along Serpentine Creek Road – the majority of this land forms the southern part of the approved Shoreline master plan. The southern extent (outside of Shoreline) remains within the Rural Zone in City Plan. <p>For those areas not already occupied or approved for urban development, City Plan and <i>Planning Regulation 2017</i> (PReg) provide sufficient regulation to limit further land fragmentation and avoid impacts upon these agricultural land resources (with the exception of the ALC Class A and at the corner of Finucane Road and Delancey Street, as discussed above).</p>
<p>Development and construction</p> <ul style="list-style-type: none"> • Sufficient land for residential, retail, commercial, industrial and mixed-use development to meet anticipated demand. • Efficient delivery of development by adoption of the lowest appropriate level of assessment for development consistent with zone purpose. 	<p>Appropriately integrated</p> <p>Previous analysis completed on behalf of Council confirms that there is sufficient zoned land for residential, retail, commercial and mixed-use development. The State government is preparing an analysis of industrial land demand and supply across the region as part of ShapingSEQ 2023. This work is only at an early stage but will assist in understanding whether there is sufficient industrial land within Redlands Coast.</p> <p>The levels of assessment for development are generally appropriate to facilitate development according to the purpose of each zone. There are some minor areas of improvement, and these are identified in the technical audit.</p>
<p>Mining and extractive resources</p> <ul style="list-style-type: none"> • Key resource areas (KRAs) are identified and their long-term availability protected. 	<p>Appropriately integrated</p> <p>Redlands Coast has two KRAs and these are identified and protected.</p>
<p>Tourism</p> <ul style="list-style-type: none"> • Identify and protect opportunities for tourism. 	<p>Appropriately integrated</p> <p>City Plan supports tourism outcomes across Redlands Coast, with appropriate zoning and levels of assessment for tourism uses.</p>
<p>Biodiversity</p> <ul style="list-style-type: none"> • Identify matters of state environmental significance (MSES) and matters of local environmental significance (MLES). • Development avoids adverse impacts and where cannot be reasonably avoided, impacts are minimised. • Viable koala populations are protected by conserving and enhancing koala habitat and condition. 	<p>Partially integrated</p> <p>City Plan includes an overlay that maps MSES and MLES and assessment benchmarks that seek to achieve the SPP outcomes. There are areas of improvement to the environmental significance overlay code and these are identified in the technical audit.</p> <p>The MSES layer was last updated in City Plan in 2023, since that time further changes to SPP mapping have occurred, it is recommended that this be updated as part of any new City Plan.</p>

SPP policy element and summary of outcomes	Review comments
<p>Coastal environment</p> <ul style="list-style-type: none"> • Conserve natural state of landforms, wetlands and native vegetation in coastal management districts. • Reclamation of land under tidal water is avoided, except in limited circumstances. 	<p>Partially integrated</p> <p>At present, City Plan does not separately regulate vegetation clearing within the coastal management districts. It is recommended that this be investigated as part of any new City Plan.</p>
<p>Cultural heritage</p> <ul style="list-style-type: none"> • Matters of Aboriginal and Torres Strait Islander cultural heritage are appropriately conserved. • Adverse impacts on national and State cultural heritage is avoided. • Local heritage places are identified, and development does not compromise the cultural heritage significance of these places. 	<p>Appropriately integrated</p> <p>Local heritage places are identified, with appropriate regulation and assessment benchmarks applying to them. Aboriginal and Torres Strait Islander, national and State cultural heritage are regulated under separate legislation.</p>
<p>Water quality</p> <ul style="list-style-type: none"> • Development facilitates the protection and enhancement of environmental values and water quality, through the construction and post-construction phases. • Development in water resource catchments avoids adverse impacts on drinking water supply. 	<p>Appropriately integrated</p> <p>City Plan incorporates appropriate provisions and water quality objectives for stormwater from development. There are some minor areas of improvement to how development is managed within the water resource catchments, and these are identified in the technical audit.</p>
<p>Emissions and hazardous activities</p> <ul style="list-style-type: none"> • Industrial development and activities involving storage and disposal of hazardous materials are located and designed to avoid or mitigate impacts on sensitive land uses. 	<p>Partially integrated</p> <p>The distribution of zoning across the city generally protects sensitive land uses from these impacts. Additionally, relevant provisions are incorporated into assessment benchmarks to ensure the design and operation of industrial development mitigates any impacts on sensitive land uses.</p> <p>However, at present City Plan allows for the interchange of industrial uses in industrial zones as accepted development without any criteria limiting the storage of hazardous materials. It is recommended that changes are made to include acceptable outcomes relating to this matter to align with the SPP.</p>
<p>Natural hazards, risk and resilience</p> <ul style="list-style-type: none"> • Natural hazard areas are identified. • A fit-for-purpose risk assessment is undertaken to identify and achieve an acceptable or tolerable level of risk for personal safety and property in natural hazard areas. • Development avoids natural hazards and where this is not possible, development mitigates the risks to people and property to an acceptable or tolerable level. • Development in erosion prone areas within a coastal management district is limited in scope. 	<p>Partially integrated</p> <p>City Plan incorporates overlays that map all relevant natural hazards, with assessment benchmarks that generally reflect the 'avoid, if not, mitigate' approach under the SPP. However, for specific natural hazards there are no clear explanations of what constitutes 'acceptable' and 'tolerable' levels of risk.</p> <p>Additional work would be necessary to complete a fit-for-purpose natural hazard risk assessment and provide a clear understanding of levels of risk and make informed land use planning responses.</p> <p>It is recommended that a gap analysis, evaluating the natural hazard risk assessment processes that informed the current City Plan and establishing a framework for conducting fit-for-purpose natural hazard risk assessments consistent with the SPP and associated State guidelines is completed. Following this, natural hazard risk assessments according to that framework should be completed, to inform any new City Plan.</p>

SPP policy element and summary of outcomes	Review comments
Energy and water supply <ul style="list-style-type: none"> Major electricity and water supply infrastructure are protected. 	Appropriately integrated City Plan includes an overlay that maps this infrastructure and includes assessment benchmarks to ensure its protection.
Infrastructure integration <ul style="list-style-type: none"> Development occurs in areas serviced with existing infrastructure or in a logical and orderly location, form and sequence to enable cost effective delivery of new infrastructure. 	Appropriately integrated The settlement pattern in City Plan adopts these principles. City Plan and LGIP are coordinated to deliver local infrastructure to meet the needs of development.
Transport infrastructure <ul style="list-style-type: none"> Development occurs in areas serviced with existing transport infrastructure or in a logical and orderly location, form and sequence to enable cost effective delivery of new transport infrastructure. 	Appropriately integrated The settlement pattern in City Plan adopts these principles. City Plan and LGIP are coordinated to deliver local infrastructure to meet the needs of development.
Strategic airports and aviation facilities <ul style="list-style-type: none"> Safety, efficiency and operational integrity of airports are protected. Aviation facilities are protected by avoiding development within building restricted areas. 	Appropriately integrated City Plan includes an overlay that maps this infrastructure and includes assessment benchmarks that achieve the SPP outcomes.
Strategic ports <ul style="list-style-type: none"> Strategic ports are protected from development that may adversely affect the safety, viability or efficiency of port operations. 	Not applicable to Redlands Coast

ShapingSEQ 2023

Section 2.1 of City Plan states the Minister identifies that it appropriately advances the SEQ regional plan 2009-2031. This regional plan, and the subsequent 2017 regional plan, have since been repealed and replaced with ShapingSEQ 2023, which has not been appropriately reflected within City Plan.

Regional goal and key regional strategies relevant to Redlands Coast	Review comments
Grow <ul style="list-style-type: none"> Achieve dwelling supply of 84,800 total dwellings by 2046. Achieve dwelling diversity targets of 78% detached, 17% low-rise attached (1-3 storeys), 4% medium rise attached (4-8 storeys), and 1% high rise attached (9+ storeys) by 2046. Identify and prioritise higher residential densities in high amenity areas and in walkable catchments of high frequency public transport. Achieve net residential densities of 20-30 dwellings/ha in new communities. Sequence the planning of SEQ development areas (Southern Thornlands). 	Partially integrated Previous analysis completed on behalf of Council indicates that City Plan provides sufficient zoned capacity to achieve the overall dwelling supply target. Updates to the strategic framework are necessary to reflect the targets and the planning horizon in ShapingSEQ 2023. It is possible that City Plan will not achieve the dwelling diversity targets, with provisions that limit the extent of medium and high-rise dwellings to below these targets (with the vast majority of residential land intended to accommodate dwellings only up to 3 storeys). There are opportunities to review building heights and densities in locations that are well serviced by infrastructure and centre activities, and this is recommended as part of preparation of any new City Plan. Identification of areas of high amenity and their implications for zoning, heights and densities should also be investigated as part of that process. City Plan adopts a much lower residential density for new communities than ShapingSEQ 2023, and this requires

Regional goal and key regional strategies relevant to Redlands Coast	Review comments
	revision. It is recognised this is of minimal consequence, with new growth areas either having existing approvals or forming part of the Southern Thornlands PDA.
<p>Prosper</p> <ul style="list-style-type: none"> • Achieve employment target of 71,900 total jobs by 2046. • Provide flexibility to accommodate a range of employment-generated activities in the regional activity centres of Capalaba and Cleveland. • Consolidate the growth of the knowledge and technology (health) precinct at Redland Hospital. 	<p>Partially integrated</p> <p>The State government is preparing an analysis of industrial land demand and supply across the region as part of ShapingSEQ 2023. This work is only at an early stage, but will assist in understanding whether there is sufficient zoned employment land within Redlands Coast. Updates to the strategic framework are necessary to reflect the targets and the planning horizon in ShapingSEQ 2023.</p> <p>City Plan provides support in terms of levels of assessment and appropriate assessment benchmarks to allow a range of employment-generating activities in the principal centre zones.</p> <p>In relation to the Redland Hospital precinct, this was previously part of a master planning process managed by the State government (Metro South), which was later abandoned. City Plan provides support in terms of levels of assessment and appropriate assessment benchmarks to consolidate hospital, health and supporting technology and research in the specialised centre zone.</p>
<p>Connect</p> <ul style="list-style-type: none"> • Deliver high frequency public transport services. • Advance the planning, prioritisation and delivery framework in the SEQ infrastructure plan for the Eastern Busway extension to Capalaba. • Provide an extensive, convenient, safe and connected active transport network. 	<p>Appropriately integrated</p> <p>The provision of high frequency public transport and planning and delivery of the Eastern Busway are the responsibility of the State government. Council will continue to strongly advocate for upgrades to services on Redlands Coast and delivery of the Eastern Busway.</p> <p>The LGIP supports the delivery of an active transport network across Redlands Coast.</p>
<p>Sustain</p> <ul style="list-style-type: none"> • Maintain and enhance the value and connectivity of the regional biodiversity corridor that traverses the southern and western sections of Redlands Coast. • Plan development and infrastructure to avoid koala habitat areas. 	<p>Appropriately integrated</p> <p>The regional biodiversity corridor is primarily within the rural zone and outside the urban footprint, which protects its values from urban development. Koala habitat areas are identified and mapped as MSES (albeit this mapping requires updating in City Plan) and assessment benchmarks ensure their values are protected.</p>
<p>Live</p> <ul style="list-style-type: none"> • Deliver well-designed development. • Encourage distinctive local character that contributes value to the community. • Conserve and protect significant trees as valuable community assets and to enhance local character. • Achieve a minimum tree canopy cover of 25% in urban residential and light commercial areas and 50% in suburban residential areas. • Ensure new and existing communities have access to sport and recreation opportunities. 	<p>Partially integrated</p> <p>City Plan accommodates a range of good building design outcomes to achieve quality design for new development. Enhancements to these provisions have been proposed through Amendment 04/20 for the low-medium and medium density residential zones, which awaits State government approval to adopt.</p> <p>There are opportunities to incorporate additional outcomes that encourage new development to respect and enhance local character. The first step to this is the preparation of an urban character study across Redlands Coast, and this is a recommendation of this review.</p> <p>City Plan does not currently map significant trees (other</p>

Regional goal and key regional strategies relevant to Redlands Coast	Review comments
	than those with cultural heritage or environmental values), and this is an opportunity to investigate as part of a new City Plan. Provisions that support the minimum tree canopy cover percentages will also require investigation as part of any new City Plan.

Technical audit and best practice review

This part of the review looks at the operational efficiency and effectiveness of City Plan, how it compares to contemporary, best practice planning schemes, its ease of use, clear expression of policy outcomes and alignment with legislative requirements. The detailed findings from this review are presented in Attachment 3 of this report. A summary of the key aspects of these findings is provided below, listed under each key review principle.

Regulated requirements

Schedule 2 of the PReg includes a list of zones and purpose statements for each zone that must be used in City Plan. Under section 6 of the PReg, any variation to the zone purpose statements must be approved by the Minister, otherwise the purpose statement in Schedule 2 will apply in place of City Plan (in accordance with Section 16(3) of the PAct).

What does this mean for the review?

Development applications are assessed against the assessment benchmarks (codes) in City Plan. For code assessment, applications that comply with the purpose and overall outcomes of the code comply with the code. Having a code purpose under the PReg apply in place of City Plan purpose and that is out of alignment with the subsequent overall outcomes may result in perverse development outcomes and legal challenge.

City Plan only adopts those zones listed in Schedule 2 of the PReg. However, the purposes of almost all of the zone codes vary from the regulated requirements and have not been approved by the Minister. In the majority of cases, this has no detrimental impacts, as the regulated purpose is generally reflected through the subsequent overall outcomes of the code. In three cases, however, the regulated purpose and the overall outcomes of the zone code are at odds, leaving Council exposed and signalling a need to either amend City Plan or seek approval from the Minister to allow varied zone code purposes.

Legislative requirements

City Plan complies with Section 16(1) of the PAct, which outlines the required content of a local planning scheme. The strategic framework identifies the strategic outcomes for Redlands Coast, assessment benchmarks that include measures that facilitate the achievement of the strategic outcomes and matters of State interest are integrated within City Plan. There are areas, however, where City Plan does not appropriately integrate current State and regional policy and where there is misalignment between the strategic framework and the assessment benchmark outcomes. These are discussed through the following sections of the technical audit.

There are a notable number of occasions where City Plan adopts different levels of assessment to the PReg for land uses. These include for community residence, rooming accommodation, telecommunication facility, dwelling house, rural worker's accommodation, prescribed tidal work, certain reconfiguring a lot and certain building work. In these cases, the PReg prevails over the City Plan to resolve the conflict. However, it does cause confusion, misunderstanding and, in some

cases, poor policy integration. For example, City Plan has assessment provisions for a material change of use for community residence, however the PReg prohibits City Plan making this use assessable in the majority of zones. It does, however, allow City Plan to regulate building work for this use, which it currently does not do. This should be resolved to avoid these policy gaps and improve understanding and awareness.

What does this mean for the review?

Amendments are necessary to City Plan to align it with the applicable legislation.

Integration of State interests

City Plan has not been updated to wholly reflect the current SPP and ShapingSEQ 2023.

For ShapingSEQ 2023, this particularly relates to:

- Reflecting the population, dwelling supply, dwelling diversity and employment growth targets to year 2046 and ensuring that City Plan demonstrates viable achievement of these targets.
- Identifying and planning for greater densities in high amenity areas.
- Reflecting the recent declaration of the Southern Thornlands PDA and any implications this has for City Plan and LGIP.

For the SPP, this particularly relates to:

- Ensuring that land use planning responses to natural hazards are based on fit-for-purpose risk assessments, which were not completed as informing studies to the current City Plan.
- Reflecting specific provisions for erosion prone areas that are in conflict with City Plan.
- Amending overlay maps to reflect the latest State datasets for bushfire and MSES.

What does this mean for the review?

Amendments are necessary to City Plan to reflect the current SPP and ShapingSEQ 2023. A new City Plan provides the most effective means of doing this. The review indicates the need for the following informing studies to be completed as part of preparation of a new City Plan:

- Commissioning a gap analysis that evaluates the natural hazard risk assessment processes that informed the current City Plan and establishing a framework for conducting fit-for-purpose natural hazard risk assessments consistent with the State Planning Policy and associated State guidelines.
- Completing natural hazard risk assessments according to the framework established above.
- Completing a land supply review that models residential development capacity and realistic take-up to year 2046 across Redlands Coast based on any draft City Plan.

Vertical alignment

The line-of-sight assessment following the strategic outcomes in the strategic framework through to overall, performance and acceptable outcomes in the assessment benchmarks and the levels of assessment for land uses indicates significant areas of improvement that should be resolved by amendments to City Plan. Key areas of improvement include the following.

Improving integration between strategic outcomes and overall outcomes:

- Strategic outcomes to deliver a range of lot sizes for different housing product in the medium density residential zone is undermined by the 800m² minimum lot size in the overall outcomes.
- Strategic outcomes encourage tourist accommodation within all centres on the island, however the overall outcomes only reference this use being planned at Point Lookout. Amendments are recommended to reflect the strategic framework and assist in delivering a more focused approach to tourist accommodation on the islands.
- The waterfront and marine industry zone covers locations at Thornlands and Dunwich, which have different contexts and different planning intents. This is not represented across the strategic, overall and performance outcomes, which contain conflicting provisions.
- The impacts on people and property from natural hazards is managed inconsistently across City Plan, with some parts reflecting the SPP in advocating mitigating risks to an acceptable or tolerable level, while other parts simply require impacts are minimised (with no qualifying criteria).

Improving integration between overall outcomes and performance outcomes:

- There are many examples of detailed provisions in the performance outcomes, with no corresponding overall outcomes, diluting the effect of these performance outcomes.
- Furthermore, there are also examples of detailed provisions in the overall outcomes, with no corresponding performance outcomes, diluting the effect of these performance outcomes.

Improving integration between performance outcomes and acceptable outcomes:

- There is a need to resolve several examples where adopting the acceptable outcome(s) will not always achieve the associated performance outcome.
- Strategic, overall and performance outcomes to encourage active transport and prioritise cycling as a means of transport are not delivered on by the acceptable outcomes, which identify no provisions for bicycle parking or end of trip facilities as part of development.

Improving integration of strategic and overall outcomes to levels of assessment:

- Strategic and overall outcomes recognise the need to protect wildlife corridors. However, the environmental significance overlay does not map these corridors and therefore incremental development in strategic corridor locations is not regulated and there is little strategic direction to deliver these corridors as part of development applications.
- For the majority of overlays, land uses are not made assessable against the overlay codes, except where already assessable under the zone code. This undermines the ability to achieve the overall outcomes of those overlay codes, which seek to regulate the impacts from those land uses. Furthermore, there are examples of overlay codes that contain acceptable outcomes for accepted subject to requirements. However, no development is triggered to be assessed against these acceptable outcomes, making them redundant.
- Dwelling houses are accepted development in the medium density residential and tourist accommodation zones, which has the potential to undermine the intent of these zones.

What does this mean for the review?

Amendments are necessary to City Plan to improve its functionality and clear policy positions. As discussed in the best practice section below, it is recommended that codes be limited to two levels of outcomes to reduce the potential for vertical integration conflicts emerging over time. Given this, and the extent of change needed, a new City Plan provides the best opportunity to make appropriate changes.

Horizontal alignment

The City Plan is generally well coordinated across codes, ensuring appropriate regulation and consistency. However, there are minor absences of regulation and standards within City Plan that limits its achievement of some strategic outcomes, which include:

- Operational work subsequent to material change of use is mostly unregulated by City Plan. Instead, Council has in place a process through its conditions on development approvals (conditioned works assessment). It is recommended that this approach be reviewed to identify any gaps in regulation and any concerns with consistent application and outcomes.
- The infrastructure works code relies on the zone codes to specify infrastructure service levels; however, the zone codes do not do this. Amendments are required to resolve this gap.
- Outcomes within the environmental significance overlay code rely on an understanding of different habitat values to make balanced decisions. However, the environmental significance overlay maps all MLES and MSES equally with no characterisation of habitat value.

What does this mean for the review?

Amendments are necessary to City Plan to resolve these minor regulation gaps.

Strategic alignment

While some amendments to City Plan have occurred to reflect new and updated strategies and reflect current circumstances, by and large this is not the case. Key areas of strategic misalignment include the following:

- City Plan requires amendment to reflect actions in the RHS relating to housing diversity, leveraging of public transport infrastructure for higher residential densities, improved design provisions, distribution and composition of medium rise housing forms and increased densities in emerging community areas.
- Identification of, and regulations relating to, ecological corridors to support the Wildlife Connections Plan.
- Inclusion of further provisions that support the Cleveland and Capalaba Master Plans.
- Updates to the coastal protection (erosion prone areas) overlay map to reflect refined mapping completed as part of the CHAS.
- Potential updates to the flood and storm tide overlay map to reflect new flood and overland flow mapping currently being prepared. This would need to be supported by a robust risk assessment that informs land use planning responses to natural hazard risks.

- Amendments to the strategic framework and associated assessment benchmarks to account for events that have overtaken City Plan provisions in relation to new growth areas (Southern Thornlands PDA and Southern Redland Bay), previous growth areas now becoming established neighbourhoods (South East Thornlands and Kinross Road), large format retailing no longer planned at Victoria Point south and revised planning intentions for the Birkdale Community Land and Redlands Coast Adventure Sports Precinct and the Redlands Coast Sport and Recreation Precinct.

What does this mean for the review?

Amendments are necessary to City Plan to align with other plans and strategies in Council and support their delivery. A new City Plan provides the most effective means of doing this. The review also indicates the need to continue strong advocacy to the State government to complete the State interest review for Amendment 04/20 to allow Council to adopt improved design outcomes for low-medium and medium density residential product.

Understandability and applicability

City Plan's drafting approach is similar to many contemporary planning schemes, making it reasonably understandable and easy to apply to development assessment. However, there are specific examples across the planning scheme where further explanatory information, new defined terms, better use of planning scheme policies and increased use of graphics and images would assist understanding and applications to development assessment. These examples are discussed in detail in Attachment 3 and not repeated here.

What does this mean for the review?

The changes identified are generally minor in scope and impacts and could be accommodated through amendment to City Plan.

Best practice

In comparison to other planning schemes, City Plan is relatively uncomplicated and generally easy to apply to development assessment but does lack nuanced and localised provisions and clear policy narratives. Based upon this review, the following key improvements are recommended.

- The strategic framework would benefit from additional narrative elements, including an introductory section that outlines historical settlements patterns, factors that have influenced the growth and pattern of development and emerging trends that will influence these patterns into the future. This would provide context to the strategic framework and City Plan as a whole.
- Additional images, diagrams and maps in the strategic framework would help to express clear strategic intentions to all users, including non-practitioners. A concept map that demonstrates the purpose of the various levels of commercial centres across Redlands Coast, the synergies between these centres and the spatial distribution of higher densities across Redlands Coast would be informative. This should also demonstrate the relationships to key private, public and active transport networks, past and future planned infrastructure investments and the locations of major sport and recreation facilities across Redlands Coast. These are critical elements of the strategic framework and its influence on land use and infrastructure planning and delivery decisions.

- Additional graphics in the assessment benchmarks would also assist to explain concepts and expected outcomes. It would assist those developing (by providing increased certainty on expected outcomes at the initial stages of design), those assessing applications (by providing guidance and improving consistency across individual assessment managers), and members of the community (by providing more information on what outcomes to expect for future development in their neighbourhood).
- A range of generic and subjective outcomes exist in the assessment benchmarks that are difficult to apply consistently to development assessment. Notably, many outcomes seek that development is consistent with existing and planned character of a neighbourhood or locality, without having any details on that existing or planned character, what elements contribute to the character and how the neighbourhood or locality is defined. Further characterisation of particular locations across Redlands Coast would assist in informing these outcomes.
- The zone codes are currently used to regulate a large extent of development aspects, including the design of built form, amenities, privacy, landscaping and so on. In practice, this has diluted the purpose of the zone codes and produced gaps in policy for land uses that may be less common in particular zones. It is instead recommended that the zone code content be generally focused only on land use matters, with other matters dealt with in use codes.
- All assessment benchmarks in City Plan are structured around three levels of outcomes (overall, performance and acceptable). This approach relies on precise drafting to ensure alignment of outcomes and is not realised in many cases across City Plan, with the potential for perverse outcomes. It is recommended that this approach be re-considered, and codes be structured with a maximum of two levels of outcomes.
- At present, there is little policy incentive for developers to amalgamate lots into larger parcels to create more functional and integrated development outcomes. It is recommended that consideration be given to aligning building heights with larger lot sizes in appropriate locations.
- Vegetation can play a key role in mitigating coastal and landslide erosion hazards. However, vegetation clearing is not regulated by these overlay codes. This is a significant omission, and it is recommended that vegetation clearing be further regulated when proposed within these hazard areas.

What does this mean for the review?

These represent opportunities to improve the function of City Plan and apply 'better practice' that may yield better development outcomes and easier to use planning scheme. Some of these changes are structural changes that may be difficult to achieve through individual amendments and would instead benefit from preparation of a new City Plan with a clear set of drafting principles applied throughout the document. The review also indicates the need for an urban character study across Redlands Coast as part of preparation of a new City Plan.

Stakeholder feedback

To inform this review, it is critical to gain the perspectives of those that work with City Plan and those that contribute to policy within. This helps to gain insight into aspects of City Plan that work well, any interpretation or implementation issues, the translation of policy to on-ground outcomes, areas of internal conflicts and so on.

A total of seven workshops were held between February and April 2025.

- Workshops #1 and #2 – Council policy making officers
- Workshops #3, #4 and #5 – Council development assessment officers
- Workshop #6 – External practitioners
- Workshop #7 – Councillors

Feedback received from these workshops has been collated and analysed and is presented in Attachment 4. A summary of the matters raised and their implications for this statutory review are discussed below.

- City Plan is generally easy to use, navigate and apply to development assessment. It is relatively simple in its construction, which limits internal conflicts.
- Conversely, many participants feel City Plan is too generic and broad, lacking an appreciation of local character elements. This is present both within the strategic framework, which some consider is written in a way that could apply to any local government area and to the assessment benchmark outcomes.
- There was a general desire for planning at the local level, with an appreciation of local concerns, demands and aspirations. Several participants felt the unique elements of the Redlands Coast were undervalued in City Plan.
- Set against this, is a desire to retain the simplicity of City Plan by not incorporating separate local plan codes that often compete with zone codes. Participants cited other planning schemes that apply local or neighbourhood plans and the difficulties in their application and the resulting internal conflicts within the planning scheme.
- City Plan is written in relatively easy to understand language, which assists with interpretation and implementation at development assessment.
- Conversely, City Plan sometimes uses generic and undefined terms that are open to interpretation. There is a need to review some of these subjective statements and apply more rigour to aid implementation and understanding.
- Additionally, feedback from technical officers indicated a need for more detail and guidance on engineering and landscaping design aspects. There was a general view that the PSPs are somewhat ineffective at providing direction, explanation and assisting interpretations.
- Participants stated that there were examples of internal conflicts between and within codes, and 'line of sight' issues, however, expressed that this was fairly limited in scale and consequence.
- There was strong feedback that City Plan has not remained up to date and contemporary and does not wholly reflect State and local government policy directions. The participants recognised that this has been hampered by the lengthy amendment processes.

- Participants expressed concern that there remained a lack of integration of Council plans and policies into City Plan and suggest there is a need for better structure around how this is conducted.
- Generally, it was commented that City Plan does not always deliver good environmental outcomes or appropriately balance environmental outcomes against other outcomes. Participants cited the absence of ecological corridor mapping and protection and the broad approach to mapping local environmental significance, which does not recognise different habitat values across the network.
- City Plan could be more effective at taking advantage of high amenity locations, such as along the coastline, with increased density, heights and offerings.
- City Plan could also be more effective in consolidating residential development around centres and transport hubs, taking advantage of existing infrastructure and focusing future infrastructure investment. The tie in with the need for a greater focus on active travel and improving accessibility and walkability was also expressed, with participants identifying that focusing active travel infrastructure investments in centres that have, or are planned to, contain higher density populations makes sense.
- There was a clear sentiment that City Plan does not currently use images, graphics and diagrams to convey meaning and explain concepts effectively. This would assist with interpretation, understanding and accessibility of City Plan.

What does this mean for the review?

The stakeholder feedback was a way to test (and inform) the outcomes of the technical audit and to check the 'pulse' of City Plan users – *how do they feel about the performance of City Plan and how strongly do they feel about the issues identified?*

In many ways, the feedback aligned with outcomes from the technical audit, identifying similar areas of conflict, lack of definition and clear guidance and an inability to keep pace with policy changes occurring at the local and State levels. This helps to reinforce the recommendations that flow from the statutory review. Additionally, the desire for localised planning investigations and policy responses, provisions that encourage development designs that respect local character and a focus on consolidation of urban form around centres, public and active transport and high amenity areas, provide a clear mandate for future planning activities that may inform a new City Plan. Coincidentally, these desires share alignment with several of the actions under the Redlands Housing Strategy.

Conclusion

Having regard to the findings of this statutory review, and pursuant to section 25 of the PAct, it is recommended that Council commence preparation of a new City Plan to replace Redland City Plan 2018. The key reasons for this recommendation are the following:

- City Plan is out of alignment with ShapingSEQ 2023 and the RHS, which has the effect of making development assessment outcomes less certain and more piecemeal and limiting the ability of City Plan to deliver good planning and development outcomes that reflect current statutory and demographic contexts.

- A new City Plan provides an opportunity to resolve other areas of misalignment with Council's plans and strategies and the SPP and allow an effective integration of the new Corporate Plan currently being developed and consider the results and implications of new flood and overland flow mapping in progress.
- A fit-for-purpose risk assessment for our natural hazards is a critical component for a City Plan and this requires attention. This is not just to integrate SPP requirements, but more importantly to ensure that City Plan's settlement pattern and assessment benchmarks limit people's exposure risk to the effects of natural hazards.
- Events have overtaken some policy positions expressed in City Plan, including the declaration of Southern Thornlands PDA, new major sport and recreation projects, new commercial centres and development growth in areas that were not expected during the life of the current City Plan. The implications of these events on the centres and open space networks as well as other infrastructure networks would best be investigated as part of a new City Plan.
- There is a general sentiment amongst City Plan users that it is outdated and time damaged and lacks a localised planning approach and tailored outcomes.
- The line-of-sight assessment indicates significant scope for improvement to ensure clearer policy statements, deliver on the strategic outcomes of City Plan and allow robust development assessment. To fully deliver on this, structural change to the assessment benchmarks is recommended, which would need to occur as a whole of City Plan change.
- The option of making several amendments to City Plan (as opposed to preparing a new City Plan) is not recommended due to the nature of the changes recommended and the likely longer time period to make those changes compared to preparing a new City Plan.

STRATEGIC IMPLICATIONS

Legislative Requirements

After consideration of this report, Council must decide whether to prepare a new planning scheme, amend the current planning scheme or decide not to amend or replace the planning scheme. Should Council decide not to amend or replace City Plan, under Section 25(2) of the PAct, it must give written reasons for this decision to the State government and publish a public notice.

Risk Management

Based on the analysis provided in this report, a decision not to amend or replace City Plan will see this being out of step with State and regional planning instruments. The risks of this approach are that:

- Future development applications may seek to have relevant matters considered to vary the City Plan based on its misalignment with State and regional directions (risk of poor or uncontrolled planning outcomes).
- Certain actions and outcomes expressed through Council's plans and strategies may not be easily realised due to City Plan not facilitating these outcomes (risk of lost opportunities).
- The State government may direct Council to amend or replace City Plan (reputational risk).

Financial

This decision of Council has no implications for the current financial year. Future resource requirements for any new City Plan preparation process would be subject to standard budget processes.

People

Should Council decide to amend or replace the City Plan, appropriate people resources would be engaged to undertake the project. Additionally, involvement of staff from various groups across the organisation would be key to the success of the project and this would be factored into the project plan.

Environmental

An analysis of the alignment of City Plan with Council's current environmental plans and strategies is discussed in the 'Issues' section of this report.

Social

An analysis of the alignment of City Plan with Council's current plans and strategies relating to social outcomes is discussed in the 'Issues' section of this report.

Human Rights

Neither the information in this report nor any of the options presented to Council to decide upon limit any human right under the *Human Rights Act 2019*.

Alignment with Council's Policy and Plans

This report includes an alignment review of City Plan 2018 to Council's plans and strategies.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Mayor and Councillors	28 April 2025	Councillors provided feedback on the currency and effectiveness of City Plan. Attachment 4 includes a summary of this feedback.
External planning practitioners	11 April 2025	External stakeholders provided feedback on the currency and effectiveness of City Plan. Attachment 4 includes a summary of this feedback.
All technical officers within the following Council units: Planning Assessment, Engineering and Environmental Assessment Representatives from each of the following Council Units: Development Control, Health and Environment, Legal Services	11 February 2025 & 13 February 2025	Internal stakeholders provided feedback on the currency and effectiveness of City Plan. Attachment 4 includes a summary of this feedback.
Representatives from each of the following Council Units: Strategy and Transformation, Economic Strategy and Services, Destination and Place Development, Strengthening Communities, Environment and Education, Disaster Management, Strategic Property, Infrastructure	10 February 2025	Internal stakeholders provided feedback on the currency and effectiveness of City Plan. Attachment 4 includes a summary of this feedback.

Consulted	Consultation Date	Comments/Actions
Planning and Charging, Transport Planning, Water and Wastewater Infrastructure Asset Management, Civic and Open Space Asset Management, Civil and Traffic Infrastructure Asset Management, Marine Infrastructure Asset Management, Waste Infrastructure Asset Management, Wastewater Operations, Parks and Conservation		

OPTIONS

Option One

That Council resolves as follows:

1. To note the outcomes of the statutory review report.
2. To commence preparation of a new planning scheme in accordance with Section 18 of the *Planning Act 2016* to replace the current Redland City Plan 2018.

Option Two

That Council resolves as follows:

1. To note the outcomes of the statutory review report.
2. To make amendments to the current Redland City Plan 2018 in response to the outcomes of the statutory review report.

Option Three

That Council resolves as follows:

1. To note the outcomes of the statutory review report.
2. To make no changes to the current Redland City Plan 2018, other than those already progressing and other amendments that may arise throughout the life of the planning scheme.
3. To provide written reasons to the State government as to why Council has decided not to make changes to the City Plan (reasons will need to be identified by Council).
4. For officers to prepare and publish a public notice about Council's decision and keep a copy of this public notice available for public viewing for a minimum period of 40 business days, in accordance with section 25(2) of the *Planning Act 2016*.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

- 1. To note the outcomes of the statutory review report.**
- 2. To commence preparation of a new planning scheme in accordance with Section 18 of the *Planning Act 2016* to replace the current Redland City Plan 2018.**

ATTACHMENT 1 – CITY PLAN AMENDMENTS

To amend the Redland City Plan (planning scheme), Council will either follow a tailored approach to the planning scheme amendment process as per Section 18 of the *Planning Act 2016* (the PAct) or undertake the planning scheme amendment by following the process set out in the Minister's Guidelines and Rules (MGR) as provided for under Section 20 of the PAct. The following major and minor amendments to the City Plan follow the MGR.

There are four types of planning scheme amendments tabled below.

Amendment Category	Brief Description	Council/State
Administrative amendment	To correct or change simple matters e.g. spelling, grammatical, mapping errors, updating references to redundant or outdated terminology.	Council process - does not require public consultation or State approval.
Minor amendments	To make changes that do not materially affect the intent of the instrument, or a policy position e.g. updating zoning and overlay mapping to reflect development approvals that have commenced or updating natural hazard mapping that forms part of the State Planning Policy (SPP).	Council process - does not require public consultation or State approval.
Major amendments	Gives effect to changes in policy positions, introduce new or materially different planning provisions e.g. zone changes, establishing local area plans, introducing new or changed planning provisions.	Requires State interest review, public consultation and Ministerial consideration and approval.
Qualified State interest amendments	Amendments that are not considered administrative or minor amendments but have limited impact on State interests.	This requires public consultation and consideration by the Planning Minister.

Table 1. Types of planning scheme amendments.

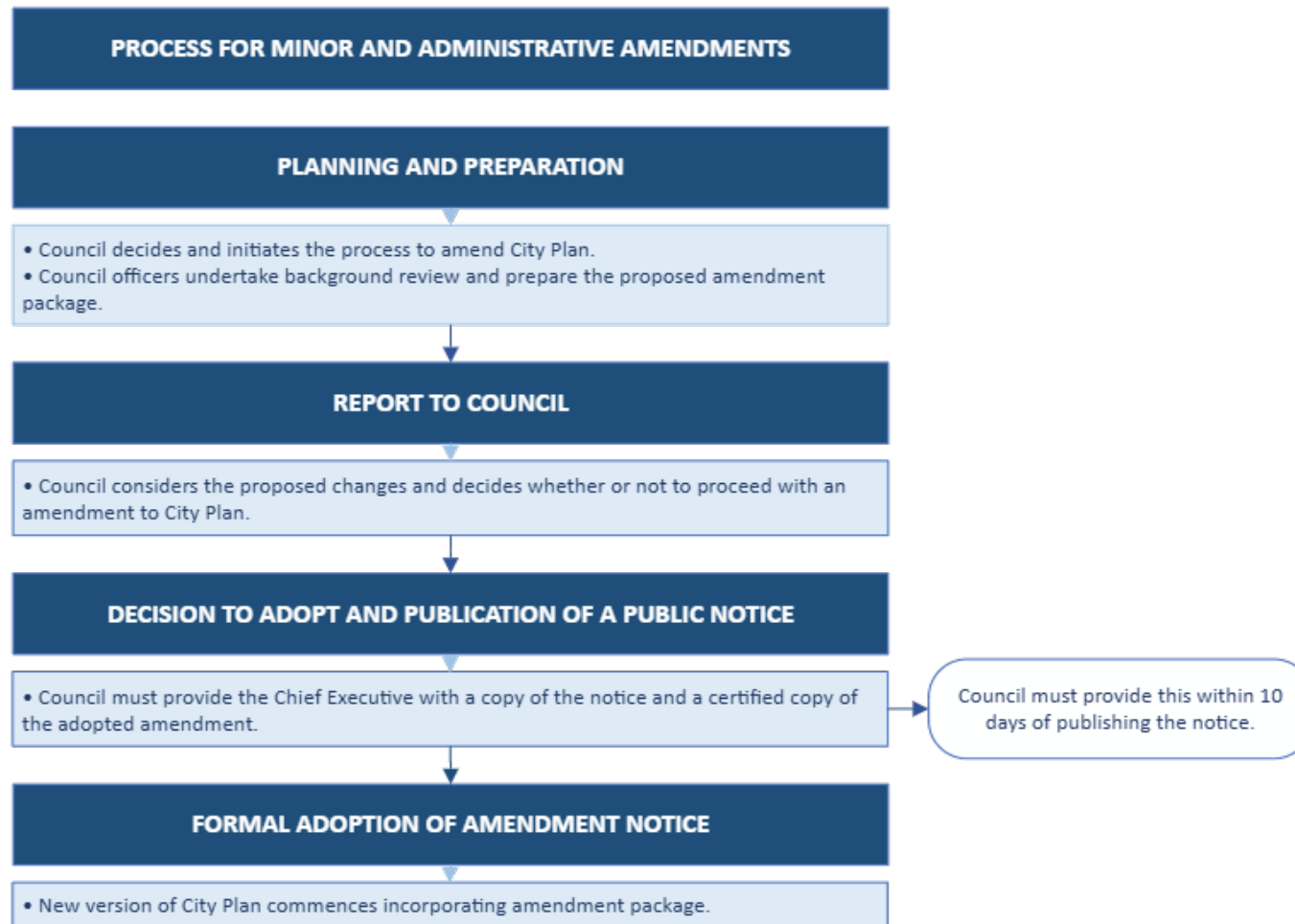
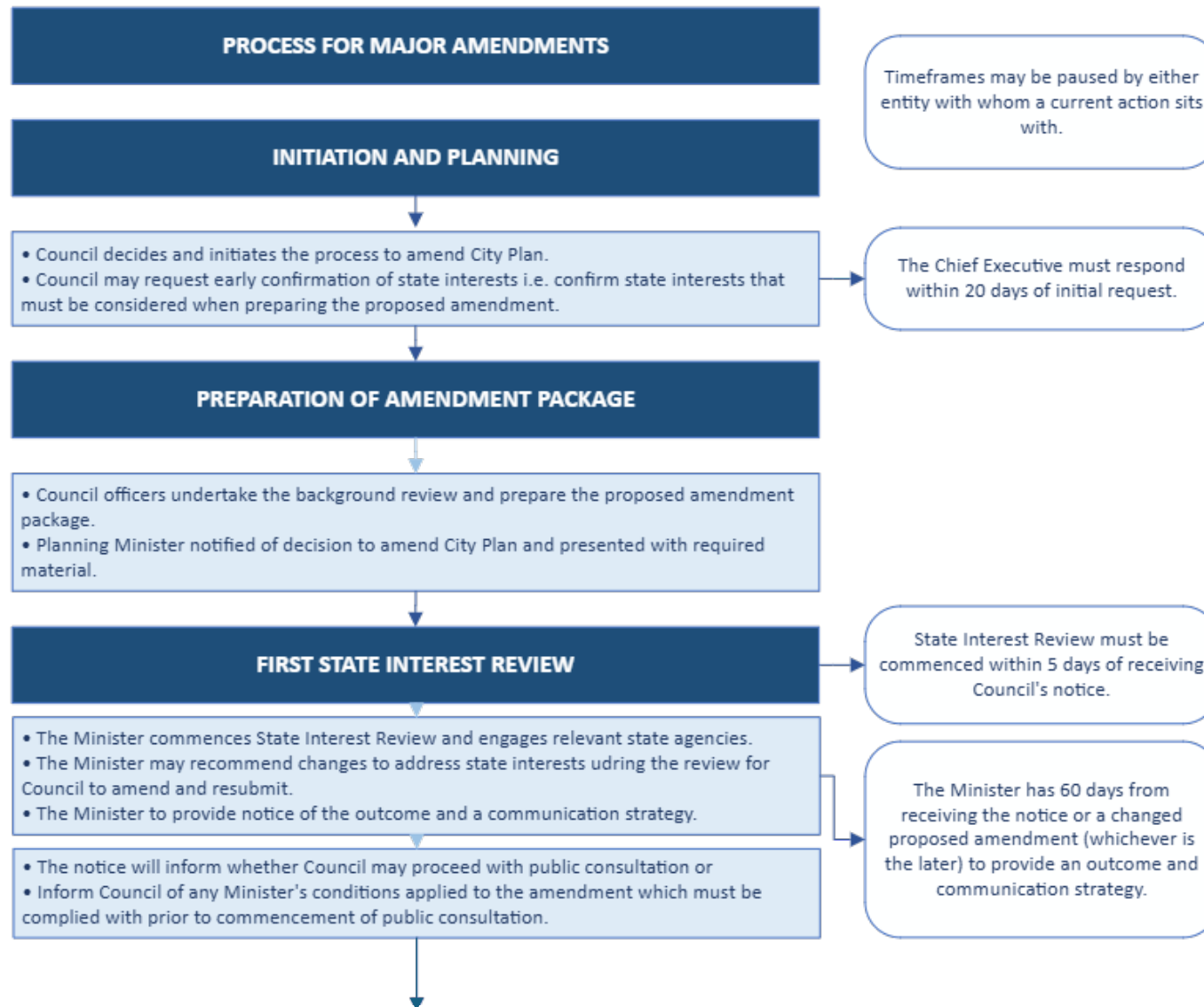


Figure 1. Process for minor and administrative amendments with timeframes.



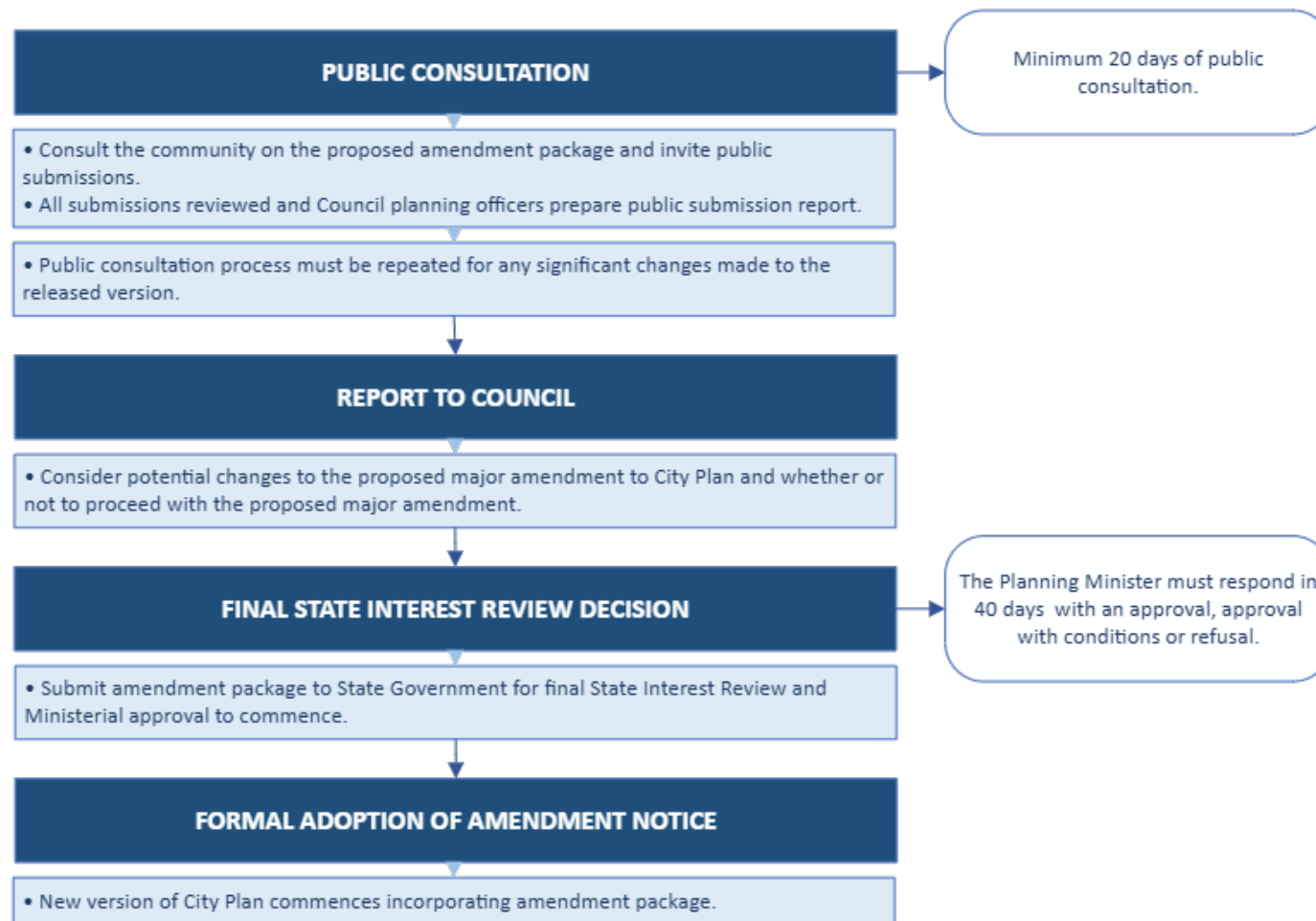


Figure 2. Process for major amendments with timeframes.

Table 2: Table of Current Amendments.

Amendment Title	Summary of Proposed Amendments	Stage
05/19 - Major Amendment (South West Victoria Point Local Plan)	<p>The proposed amendment aimed to incorporate the South West Victoria Point Local Plan to create a well-planned, attractive and walkable urban community supported by infrastructure networks to service both the new and future residents.</p> <p>Given a large number of Planning and Environment Court (P & E Court) approvals during this period, the proposed amendment is not planned to progress.</p>	<p>Request for early confirmation of State interests: 21 November 2018.</p> <p>Date submitted for first State interest review: 28 November 2019.</p> <p>Approval to proceed to public consultation: 12 June 2020.</p>
02/20 - Major Amendment - General	<p>A wide range of changes including:</p> <ul style="list-style-type: none"> • Inclusion of a new acceptable outcome in the LDR zone code and allowing auxiliary units in the environmental management zone. • Inclusion of new administrative definitions and amend tables of assessment to provide for craft breweries as code assessable. • Allowing self-contained camping sites in the rural zone and environmental management zone. Removal of infrastructure charges for self-contained recreational vehicle sites. • New neighbourhood centre precinct NC1: Colburn Avenue, Victoria Point. • Changes to assessment provisions of the LDR5 precinct to incorporate new assessment outcomes relating to minimum lot sizes, site frontages and setbacks. • Change level of assessment for dual occupancies in the LDR5 precinct provisions. • Reducing levels of assessment for certain types of reconfiguration within tourist accommodation, character residential and rural zones. • Provide greater design detail for rear lots to reduce user conflict. 	<p>Date submitted for first State interest review: 08 February 2022.</p>

	<ul style="list-style-type: none"> • New assessment outcomes for essential services in basements. 	
04/20 - Major Amendment - Medium Density Residential Code Review	<p>The amendments focused on changes to the low-medium density residential (LMDR), medium density residential (MDR) and tourist accommodation zone codes to deliver well-designed housing products.</p> <ul style="list-style-type: none"> • Improve coordination of assessment criteria <ul style="list-style-type: none"> ○ Amending the site cover performance outcome to support other design assessment criteria including new outcomes relating to boundary, frontage setbacks, private and communal open space, residential amenity and landscaping outcomes. ○ Changes to the acceptable outcomes for community and private open spaces to address the related performance outcome. • Refine existing assessment criteria <ul style="list-style-type: none"> ○ Expanding the site requirement performance outcome for apartment building, its design and servicing requirements to accommodate the proposed scale and form. ○ Amending building heights. ○ Specific provisions of building boundary setbacks for apartments and townhouses. ○ Changes to the existing communal open space trigger. ○ Inclusion of deep planting areas. ○ Reducing overall roof and building bulk through articulation and variety in design. ○ Amending car parking and waste and recycling storage area outcomes. • Introduce new assessment criteria <ul style="list-style-type: none"> ○ Managing dwelling mix, facilitate freehold titling of townhouses, building size, streetscapes and site analysis criteria. • Incorporating the Multiple Dwelling Design Guide into the City Plan 	<p>Date submitted for first State interest review: 17 November 2020.</p> <p>Approval to proceed to public consultation: 21 June 2021.</p> <p>Public consultation: 04 August 2021 to 16 September 2021.</p> <p>Date submitted for second State interest review: 28 January 2022.</p> <p>State formally placed the amendment on hold: 04 April 2023.</p>

	<ul style="list-style-type: none"> ○ Integration of the Guide into the assessment criteria of the amended MDR zone code. ○ Converting the Guide into a new Planning Scheme Policy. • New administrative definitions <ul style="list-style-type: none"> ○ New definitions for a townhouse and apartment multiple dwelling forms. ○ New definitions including building footprint, building envelope and articulation. • Proposed amendments to the LMDR and tourist accommodation zone to ensure alignment with revised MDR zone code. 	
02/21 - Major Amendment - (Southern Thornlands Potential Future Growth Area (STPFGA))	<p>To reflect the preferred future land use intents for the STPFGA, which included:</p> <ul style="list-style-type: none"> • Mixed Industry and Business Precinct • Rural Residential Precinct • Transport Uses Precinct • Education, Training and Tourism Precinct • Storage and Larger Scale Home Based Enterprise Precinct. 	<p>Date submitted for first State interest review: 03 February 2022.</p> <p>Formal gazette of the Southern Thornlands as a Priority Development Area: 04 April 2025.</p> <p>Council resolved its General Meeting on 21 May 2025 to withdraw this amendment, given the PDA declaration by the State government.</p>
03/21 - Major Amendment - Minjerribah (site-specific land uses)	<p>To incorporate Temporary Local Planning Instrument (TLPI) No. 1 of 2022 (Quandamooka Land Aspirations Area) into the City Plan, as directed by the Planning Minister on 27 July, 2021.</p> <ul style="list-style-type: none"> • Proposed rezoning of 25 land parcels. • Potential uses include low density residential, tourist accommodation, community facilities, emerging community, local and neighbourhood 	<p>Date submitted for first State interest review: 21 March 2022.</p> <p>Approval to proceed to public consultation: 28 April 2022.</p>

	<p>centres, medium impact industry, waterfront and marine industry, recreation and open space.</p> <ul style="list-style-type: none"> • Ensure future development has regard to and considers natural hazards and risks, including bushfire. <p>Council was unable to adequately address the matters raised in the submissions made during public consultation:</p> <ul style="list-style-type: none"> • Due to lack of background information provided by the State Government to support the zone changes; and • Changing the amendment would result in outcomes which are inconsistent with the TLPI and Ministerial Direction. <p>Following public consultation, in September 2022, the amendment was paused to allow further information supporting the proposed zone changes to be provided by the State government.</p>	Public consultation: 31 May 2022 to 11 July 2022.
03/23 Major Amendment - Secondary Dwellings	<ul style="list-style-type: none"> • Amend City Plan to regulate secondary dwellings through planning outcomes and compliance with the relevant parts of the Queensland Development Code. • Amend the Amenity and Aesthetics Policy and Guideline to include provisions relating to secondary dwellings. • Ensure larger secondary dwellings are levied infrastructure charges. 	Date submitted for first State interest review: 04 October 2023.
05/23 – Major Amendment – Dual Occupancies in the Low Density Residential Zone	Support dual occupancies on lots that are 700sqm or greater in the low density residential zone.	<p>Date submitted for first State interest review: 18 November 2023.</p> <p>Pause date: 21 December 2023.</p>

Table 3: Table of Completed or Withdrawn Amendments

Amendments Title	Summary of Proposed Amendments	Decision to prepare amendment	Commencement Date	Redland CP Version No.
06/19 - Minor Amendment - Dual Occupancies	Provides clarity on design and siting criteria for dual occupancy development, ensuring that the assessment process for both attached and detached dual occupancies is consistent.	06 March 2019	04 April 2019	The amendment package took effect as Redland City Plan V.2.
07/19 - Minor and Administrative Amendment - General	<ul style="list-style-type: none"> • Corrects errors, wording and missing references. • Amends outdated terminology to: <ul style="list-style-type: none"> ○ change the reference from 'Priority Infrastructure Plan' to the correct 'Local Government Infrastructure Plan', and ○ replace references to the repealed <i>South East Queensland Koala Conservation State Planning Regulatory Provisions</i> (SPRP's) with the introduction of the PAct and <i>Planning Regulation 2017 (PReg)</i>. • Incorporates references to the Multiple Dwelling Design Guide adopted by Council in 2018 through editor's notes. • Updates to Table SC5.1 - Designation of Premises for Development of Infrastructure, with three additional sites. • Clarifies acceptable outcomes which are not alternatives to the Queensland Development Code (QDC). • Updates to reflect planning instruments, including: <ul style="list-style-type: none"> ○ new terminology in the PAct reflected in schedule 4, and ○ aligning City Plan with regulated requirements in the PReg. 	05 June 2019	17 June 2019	The amendment package took effect as Redland City Plan V.3.

	<ul style="list-style-type: none"> Includes 'Emerald Fringe' on Coochiemudlo Island as a Local Heritage Place. Mapping changes to reflect development approvals. 			
01/19 - Major Amendment - General	<ul style="list-style-type: none"> Amends provisions in the low density and medium density residential zones for design and siting criteria. Amends the strategic framework relating to the Birkdale Commonwealth land. Incorporates provisions for adult stores into the City Plan in response to the repeal of the former SPRPs. Amends provisions for filling and excavation and road network provisions. Amends provisions for development along canal and lakeside estates. Zone changes of individual sites to better reflect current uses, neighbouring properties or planned future uses. <p>This amendment also incorporated changes that were originally proposed as part of the 02/19 major amendment to amend provisions for dual occupancies in the low density residential zone. Council resolved on 20 February 2019 to withdraw this package and amalgamate changes into the 01/19 amendment package.</p>	10 October 2018	19 February 2020	The amendment package took effect as Redland City Plan V.4.
04/19 - Major Amendment - Environmental	Amendments to incorporate wildlife corridor mapping into the environmental significance overlay to support actions under the Council's Wildlife Connections Plan 2018.	10 October 2018	Withdrawn by Council on 10 June 2020.	N/A
01/20 - Minor and Administrative amendment	Minor amendments to the zone and overlay mapping to reflect current development approvals.	04 November 2020	18 November 2020	The amendment package took

				effect as Redland City Plan V.5.
04/21 – Minor and Administrative Amendment – General	<ul style="list-style-type: none"> Administrative amendments to codes and policies. Updates to mapping for the transport and noise corridor overlay in response to the updated State Planning Policy Interactive mapping. Modifying Schedule 5 – Designation of premises for development of City Plan to include five Ministerial decisions. Updates to Schedule 2 mapping to reflect current development approvals. 	19 January 2022	09 February 2022	The amendment package took effect as Redland City Plan V.6.
03/19 – Major Amendment – Heritage	<ul style="list-style-type: none"> Amends Schedule 7 and the heritage overlay map to include 44 additional properties of European heritage and individual heritage citations for each place. 	08 May 2019	05 October 2022	The amendment package took effect as Redland City Plan V.7.
01/22 – Minor and Administrative Amendment – Heritage	Amends Schedule 7 and the heritage overlay map to reflect current development approvals and miscellaneous amendments including format and presentation changes.	25 October 2022	09 November 2022	The amendment package took effect as Redland City Plan v.8.
01/23 Minor Amendment – Environmental	<ul style="list-style-type: none"> Amends the matters of state environmental significance (MSES) layer on the environmental significance overlay map to reflect the latest State mapping. 	15 March 2023	05 April 2023	The amendment package took

Significance Overlay Maps: Matters of State Environmental Significance (MSES) and Matters of Local Environmental Significance (MLES)	<ul style="list-style-type: none"> • Minor changes to matters of local environmental significance (MLES) to reflect recent development approvals. • Presents the MSES and MLES as two separate mapping layers to improve functionality and application. 			effect as Redland City Plan V.9.
02/23 Administrative Amendment – Environmental Significance Overlay	Corrects errors in the environmental significance overlay map that have resulted in properties being incorrectly mapped as containing MLES.	18 May 2023	25 May 2023	The amendment package took effect as Redland City Plan V.10.
01/21 - Major Amendment - Environmental Significance Overlay	Amendments to incorporate revised wildlife corridor mapping into the environmental significance overlay to support actions under the Council's Wildlife Connections Plan 2018.	04 November 2020	Withdrawn by Council on 11 October 2023.	N/A
01/24 – Minor and Administrative Amendment – General	<ul style="list-style-type: none"> • Minor amendments to the zone and overlay mapping to reflect current development approvals. • Administrative and editorial corrections for inconsistent numbering and referencing. • Provide clarification to ensure correct approval pathways are followed in accordance with the approval of the General Exemption Certificate – Local Heritage Places on 7 June 2023. • Amends the bushfire hazard overlay code to include reference to the Queensland Fire and Emergency Services guideline. 	19 June 2024	31 July 2024	The amendment package took effect as Redland City Plan V.11.

	<ul style="list-style-type: none">Removes Willard's Farm from local heritage register to reflect its inclusion in the Queensland State heritage register.			
03/24 – Administrative Amendment – General	Removes references to 'brothel' and related parking provisions in Part 5, tables of assessment. This amendment is in response to the commencement of the <i>Criminal Code (Decriminalising Sex Work) and Other Legislation Amendment Act 2024</i> on 2 August 2024.	17 October 2024	14 November 2024	The amendment package took effect as Redland City Plan v.12.

Attachment 2 – Plan and Strategy Alignment Review

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
Liveable Communities and Housing			
Corporate Plan 2021-2026	<p>The Corporate Plan guides the allocation and prioritisation of Council resources for the period between 2021 and 2026 and supports a vision for Redlands Coast extending out to 2041.</p> <p>The Plan was developed through extensive community engagement and therefore is a viable representation of the community's views and aspirations for the City.</p> <p>The Plan is structured around seven strategic themes:</p> <ul style="list-style-type: none"> • City Leadership • Strong Communities • Quandamooka Country • Natural Environment • Liveable Neighbourhoods • Thriving Economy • Efficient and Effective Organisation. <p>A number of catalyst projects are also identified within the Plan.</p>	<p>The role of the City Plan in achieving outcomes in the Corporate Plan is primarily to ensure that:</p> <ol style="list-style-type: none"> 1. The vision for the City and delivery of the catalyst projects are appropriately facilitated; and 2. The level of regulation will achieve the stated balance between social, economic and environmental values. <p>The alignment of the City Plan to the delivery of these two aspects is considered below with reference to relevant parts of the Corporate Plan.</p> <p><u>Strong Communities</u></p> <p>The Corporate Plan seeks to ensure that people of all locations, ages, abilities and cultures can participate and have access to the necessary services and facilities. In relation to City Plan this is manifest through (1) the spatial allocation of centre-zoned land and their operating levels (providing access to a hierarchy of services) and (2) planning for the delivery of trunk infrastructure that meets the demands of new development. In relation to (1), this has been assessed through the Centres Review and</p>	<p>Areas of alignment improvement are identified.</p> <p>Objectives and initiatives in the current Corporate Plan are largely outside the realm of City Plan and do not move the dial for City Plan in a meaningful way. The areas of alignment improvement identified are in relation to environmental protection and to reflect catalyst projects.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>Strategy discussed in the review report. In relation to (2), this is managed through the Local Government Infrastructure Plan (LGIP). A review of the LGIP is outside the scope of this City Plan review. However, should Council decide to prepare a new City Plan, preparation of a new LGIP would be completed at the same time.</p> <p><u>Natural Environment</u> The Corporate Plan seeks to manage, maintain and enhance our natural assets and ecosystems, including wildlife protection, vegetation management, and marine and waterway health and values. It also seeks to support ecologically sustainable development through clear planning and policy. As discussed in relation to the Wildlife Connections Plan later in this table, the City Plan does not currently map important ecological corridors throughout the City. This limits the effectiveness of City Plan in delivering on these Corporate Plan objectives.</p> <p><u>Liveable Neighbourhoods</u> The Corporate Plan seeks a framework to be developed for an ongoing local area planning program to meet the specific needs of individual local areas. Changes to the planning scheme resulting from future local area planning can be managed through City Plan amendments and this program does not flag a need for a new or</p>	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>amended City Plan in and of itself.</p> <p><u>Thriving Economy</u> The Corporate Plan seeks to implement the Economic Development Framework and industry sector plans. These are discussed separately in this review table.</p> <p><u>Relevant catalyst projects</u> <i>Smart and connected city strategy –</i> Consultation occurred in 2019 to progress the Redlands Coast smart and connected city strategy, however no draft strategy has been developed. Therefore, there are no implications for City Plan at this stage.</p> <p><i>Strategic property planning opportunities –</i> A strategic property plan has not yet been prepared by Council, and therefore there are no implications for City Plan at this stage.</p> <p><i>Coastline activation strategy –</i> A coastline activation strategy has not yet been prepared by Council, and therefore there are no implications for City Plan at this stage.</p> <p><i>Wastewater treatment strategy –</i> A new wastewater treatment strategy for the City has not yet been prepared by Council, and therefore there are no implications for City Plan at this stage. Should Council decide to prepare a</p>	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>new City Plan, this future strategy will be an important informing document.</p> <p><i>Southern Moreton Bay Islands Infrastructure –</i> A roadmap to improve infrastructure on the islands has not yet been prepared by Council, and therefore there are no implications for City Plan at this stage.</p> <p><i>Cleveland administration building –</i> A review of Council's Cleveland accommodation requirements has not yet been prepared by Council, and therefore there are no implications for City Plan at this stage.</p> <p><i>Redlands Coast Sport and Recreation Precinct –</i> Draft amendment 02/20 to current City Plan proposes to change zoning of part of this land to recreation and open space to reflect this project. However, this amendment has not proceeded. This zoning change should either progress as an amendment or as part of a new City Plan, depending on the outcome and timing of this Review.</p> <p><i>Birkdale Community Land and Redlands Coast Adventure Sports Precinct –</i> The assessment of this project is proceeding through a local government infrastructure designation, which is an appropriate approach. Should Council decide to prepare a new City Plan, the implications of a</p>	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		decision on this designation will be considered at that time.	
Redlands Housing Strategy 2024 – 2046	The Redlands Housing Strategy (RHS) aims to ensure an adequate and diverse housing supply to meet the needs of the community over the next two decades. It focuses on increasing housing options and densities in suitable locations.	<p>The RHS contains 18 implementation actions to achieve improved housing supply and diversity across the city. Several of these actions require further studies and investigations to implement.</p> <p>The strategy also states: <i>'Implementation actions are expected to be addressed through a comprehensive City Plan review and all actions must be completed within 1-5 years of the publication of the Strategy'</i>.</p> <p>Implementation actions are as follows:</p> <ol style="list-style-type: none"> 1. Expand the medium density residential (MDR) and low-medium density residential (LMDR) zones. 2. Refine the MDR zone code to improve design outcomes. 3. Remove barriers to gentle density across all relevant zones. 4. Allow for freeholding of townhouses/ terraces. 5. Remove dwelling house as a use anticipated in the MDR zone. 6. In the low density residential (LDR) zone; <ul style="list-style-type: none"> • on corner lots, allow dual occupancy on 600m² lots and subdivision down to 300m² lot size, and • allow dual occupancy on 600m² lots and 	The City Plan is out of alignment with this strategy.

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>subdivision down to 300m² on all LDR lots with a 10m frontage within 800m of District Centres and/or within 200-400m of Local and Neighbourhood Centres (with a minimum site area of 2,000m²).</p> <ol style="list-style-type: none"> 7. Modify the LMDR zone code to permit freehold townhouses without minimum lot size, detached houses on 250m² lots, and low-rise apartments (up to 3 storeys) near train stations. 8. Create a dwelling house (small lot) code. 9. Increase building height within the MDR zone to a maximum of 7 storeys, where within 400m of a principal centre zone. 10. Require future greenfield development to incorporate LMDR and MDR zones to facilitate a mix of housing types and lot sizes at varying densities (including setting a minimum density of approximately 25 dwellings/ hectare) in new communities. 11. Review the capacity of the Southern Moreton Bay Islands to accommodate additional housing. 12. Review and update the LGIP. 13. Review and revise the current master planning for the Cleveland and Capalaba principal centres. 14. Update category of assessment for rooming accommodation in the LDR zone to remove barriers to this land use. 15. Consider areas of neighbourhood character, 	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>design and environmental features to inform design guidance.</p> <p>16. Review car parking requirements for residential land uses within residential and centre zones, with the objective to reduce car parking requirements in areas well serviced by public transport.</p> <p>17. Develop an incentives policy/ mechanism (including both land use and infrastructure incentives) for alternative housing typologies.</p> <p>18. Incorporate the Quandamooka temporary local planning instrument (TLPI) into the City Plan.</p> <p>The current City Plan is out of alignment with the RHS and all of its implementation actions, with some specific matters noted:</p> <ul style="list-style-type: none"> • Items 2, 4 and 14 in large part currently form part of City Plan Major Amendment 04/20, which has been with the State government seeking their approval to adopt the changes since January 2022. • For Item 11, Council has committed in its current Corporate Plan to develop a roadmap to improve infrastructure on the islands, which will investigate infrastructure capacity. In tandem, Council plans to undertake natural hazard risk assessments, which will also assist in indicating capacity for the islands to accommodate planned 	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>population growth.</p> <ul style="list-style-type: none"> For Item 12, an update to the LGIP to align with ShapingSEQ would need to progress alongside amendments to the City Plan. Any proposal to commence a new planning scheme will necessarily require a further amendment to the LGIP to ensure alignment. A number of actions can be completed as an amendment to the current City Plan, rather than through a new City Plan (Items 5, 6 and 7). Council disagrees with Items 17 and 18 and has made representations to the State government accordingly. 	
Local Housing Action Plan 2024	The Local Housing Plan establishes a set of priority actions in response to housing and homelessness challenges within the City, based on the analysis of contemporary data, plans and policies.	<p>The Plan has a number of priority actions relevant to the City Plan. These are discussed below.</p> <p><i>1.1 Council to partner with the State government to review government land holdings and identify lots that would be suitable for development and/or redevelopment to support development for affordable and key worker housing outcomes.</i></p> <p>This is a work in progress and there are no confirmed sites at this stage. There are no current alignment implications for City Plan.</p>	<p>Areas of alignment improvement are identified.</p> <p>The areas of alignment improvement identified are in relation to actions emanating from the RHS discussed above.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p><i>2.2 Investigate amending City Plan to provide greater diversity in lot size, reducing minimum lot sizes for dual occupancies and facilitating a broader range of housing typologies across residential zones.</i></p> <p>This action relates to the RHS. Refer to discussion against that strategy for further details.</p> <p><i>2.3 Council to undertake a design review of multi-unit housing in Centre and Residential zones to assist in reducing the cost of construction and therefore the cost of dwellings for Community Housing Providers (CHP), particularly in areas well served by public transport.</i></p> <p>This is a work in progress and there are no known outcomes at this stage. There are no current alignment implications for City Plan.</p> <p><i>7.2 Council to work with the State government to identify opportunities to enable new residential construction in the private market and social housing including the innovative (non-traditional) housing options in response to emergent need.</i></p> <p>This is being led by the State government, with no information received by Council to date.</p>	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		There are no current alignment implications for City Plan.	
Cleveland Centre Master Plan 2010	<p>The Master Plan is intended to guide the growth and development of the Cleveland Centre over the period extending to roughly 2031. While the Master Plan does include several non-City Plan actions, the City Plan is an enabler of many of the Master Plan's actions.</p> <p>The Master Plan was an input to the current City Plan, with zoning and assessment benchmark provisions changing from the previous planning scheme to enable outcomes in the Master Plan.</p>	<p>Major changes to the previous planning scheme were made and incorporated into the current City Plan to enable outcomes in the Master Plan. In particular, changes to land use zoning, levels of assessment and anticipated building heights were made consistent with the Master Plan. However, a number of outcomes and implementation actions relevant to City Plan remain outstanding and are discussed below.</p> <p>Development of a new Cleveland streetscape design manual for incorporation into the City Plan (and to guide Council design works) is identified as a short-term action (Implementation Strategies 2 and 5). This has not been undertaken and streetscape design guidance is not currently present in the City Plan.</p> <p>Public realm and design guidance is provided as an underpinning document to the Master Plan. Implementation Strategy 3 seeks for key public realm and built form outcomes to be incorporated into the City Plan. Key outcomes that require further investigation and incorporation to align with this strategy include:</p> <ul style="list-style-type: none"> • Encourage usable rooftops, green roofs and landscaping onto the building. 	<p>Areas of alignment improvement are identified.</p> <p>The areas of alignment improvement identified are in relation to further guidance for streetscape and building design, achieving a functional town centre and pedestrian lanes, the distribution of active frontages across the centre and encouraging a mix of dwelling types.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<ul style="list-style-type: none"> • Design for a mix of dwelling types that cater for a diverse population mix and encourage more affordable rental accommodation. • Manage the impacts of wind movement associated with taller buildings. • Provisions that mitigate contributions to the heat island effect. <p>Incorporating provisions and design guidance that will facilitate delivery of the pedestrian spines and town centre planned in the Master Plan (Implementation Strategies 4 and 6). At present, while these elements are shown in the City Plan, the details of their composition (size and dimensions of the town centre, pathway widths of the major pedestrian spines, level of embellishment and public furniture, etc) is unclear. Additionally, it is unclear how these future elements are protected from incremental development (i.e. redevelopment and small expansion of existing tenancies in these planned spaces) and the implications for their ultimate delivery/ acquisition.</p> <p>The intention to remove voids in the urban grid through change of use of at-grade car parking areas and have a clear planned active frontages structure to the centre (Implementation Strategies 3 and 4) is not entirely realised in the current City Plan. The active frontage diagram in the principal centre zone in City Plan does not</p>	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		reflect the planned active frontages in the Master Plan. In particular, there is no recognition of planned active frontages to the majority of Queen Street, the western side of Wynyard Street for its northern extent and the eastern side of Waterloo Street.	
Capalaba Centre Master Plan 2011	<p>The Master Plan is intended to guide the growth and development of the Capalaba Centre over the period extending to roughly 2031. While the Master Plan does include several non-City Plan actions, the City Plan is an enabler of many of the Master Plan's actions.</p> <p>The Master Plan was an input to the current City Plan, with zoning and assessment benchmark provisions changing from the previous planning scheme to enable outcomes in the Master Plan.</p>	<p>Major changes to the previous planning scheme were made and incorporated into the current City Plan to enable outcomes in the Master Plan. In particular, changes to land use zoning, levels of assessment and anticipated building heights were made consistent with the Master Plan. However, a number of outcomes and implementation actions relevant to City Plan remain outstanding and are discussed below.</p> <p>The Master Plan seeks for Noeleen, Loraine and Rickey Streets to be connected with an activated esplanade road adjoining the major east-west pedestrian spine. This outcome is not represented in the City Plan. Additionally, with the approved layout of the Shayher Alliance development in this location, this outcome may not be viably realised.</p> <p>The approved layout of the Shayher Alliance development also changes the locations and orientation of the planned civic park and major pedestrian spine currently represented in both the Master Plan and City Plan. A reconsideration</p>	<p>Areas of alignment improvement are identified.</p> <p>The areas of alignment improvement identified are in relation to further guidance for streetscape and building design, achieving a connected and functional road and pedestrian movement network and the distribution of active frontages across the centre.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>of these mapped elements and associated implications for planned road layout and built form orientations should be considered in any amendments to City Plan.</p> <p>The Master Plan seeks for the Pittwin Road North and Mitch Lane cul-de-sac to be connected. This outcome is not represented in the City Plan.</p> <p>Development of a public realm strategy for the centre (i.e. streetscape manual) is identified as a short-term action (section 5.1.5). This has not been undertaken and streetscape design guidance is not currently present in the City Plan.</p> <p>Incorporation of planning provisions that promote the development of green courtyards, podiums and roofs is identified as a short-term action (section 5.1.6). The City Plan includes only limited promotion of this outcome, which could be improved.</p> <p>The active frontage diagram in the principal centre zone in City Plan does not reflect the planned active frontages in the Master Plan. In particular, there is no recognition of planned active frontages along key sections of Redland Bay Road, Coolnwynpin Creek, Rickey Street and the internal road at the northern end of</p>	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>Capalaba Park Shopping Centre.</p> <p>Additionally, the intention to remove areas of surface parking on the eastern side of Capalaba Central and activate this space with public space and buildings is not represented in the City Plan, providing no planning policy impetus to achieve this outcome in the future.</p>	
Redlands Coast Stronger Communities Strategy 2024-2027	<p>The Stronger Communities Strategy sets out how Council will plan and deliver approaches and initiatives to strengthen our city's social fabric, to safeguard Redlands Coast as a city with a naturally wonderful lifestyle, connected communities and a city ready to embrace opportunities.</p> <p>The Strategy includes a series of key initiatives to achieve its vision and objectives.</p>	The Strategy's initiatives are not related to the City Plan, other than statements that encourage planning to recognise unique community attributes and involve the community in planning decisions. This is inherent in any plan-making process that Council undertakes, including in formulating the current City Plan, and does not in itself indicate any strategy alignment concerns.	No implications for City Plan alignment.
Redlands Coast Young People's Action Plan 2024-2027	<p>The purpose of the Young People's Action Plan is to:</p> <ul style="list-style-type: none"> Position Redlands Coast communities as safe and welcoming for young people Build strong relationships that create connections and pathways for young people to navigate their needs 	The Plan's actions are not related to the City Plan. Action 2.10 recognises that Council will support initiatives that increase the supply of housing suitable for young people. However, this action only identifies Council having an advocacy role despite Council's lead role in land use planning for housing supply and diversity.	No implications for City Plan alignment.

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	<ul style="list-style-type: none"> Create, promote and foster access, inclusion and participation opportunities for all young people Acknowledge and celebrate the accomplishments and positive contributions young people make to Redlands Coast. 		
Redlands Coast Age-Friendly Action Plan 2021-2026	<p>The Age-Friendly Action Plan is based on the World Health Organisation's age-friendly cities model. The plan guides the design of Council's policies, services and infrastructure to ensure we create environments that enable older adults to enjoy active and healthy lives and continue to participate in community life. It covers eight broad areas for action that collectively influence health and wellbeing as people age.</p> <p>These eight action areas are:</p> <ol style="list-style-type: none"> 1. Outdoor spaces and buildings 2. Transport 3. Housing 4. Social participation 5. Respect and inclusion 6. Civic participation and employment 7. Communication and information 8. Community support and health services. 	<p>Actions relating to outdoor spaces and buildings and Housing are relevant to City Plan and are discussed below.</p> <p><i>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.</i></p> <p>The City Plan includes performance outcomes relating to these building and landscape design elements at a general level. However, improvements could be made to provide more specific design guidance. This has been recognised in the current Major Amendment 04/20, which has not yet been endorsed by the State government. Additionally, while the non-statutory multiple dwelling design guide is a useful tool for design practitioners, the incorporation of relevant elements (and the advancement of certain provisions) into the City</p>	<p>Areas of alignment improvement are identified.</p> <p>The area of alignment improvement identified is in relation to further building and landscape design guidance.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>Plan may assist in achieving better design and streetscape outcomes for Redlands Coast.</p> <p><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.</i></p> <p>After the commencement of this Action Plan, the RHS commenced and relates to this action. Refer to discussion on the Redlands Housing Strategy.</p> <p><i>3.1.2 Deliver simplified assessment processes for development applications of a secondary dwelling to accommodate multi-generational living.</i></p> <p>After the commencement of this Action Plan, the definition of secondary dwelling in the <i>Planning Regulation 2017</i> was amended to remove its purpose to accommodate household members that live together and make provision for food and other essentials with the main dwelling house. In this regard, the nexus between secondary dwelling and multi-generational living was severed.</p> <p><i>3.2.1 Ensure new housing developments are</i></p>	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p><i>accessible to transport, health and social services, public open space and recreational facilities in accordance with the Redland City Plan.</i></p> <p>Current provisions within the City Plan and associated Local Government Infrastructure Plan are sufficient to achieve this outcome.</p>	
Creative Arts Service Strategic Plan 2024-2029	The Creative Arts Service Strategic Plan provides the framework for service delivery by Council's Creative Arts Unit and is underpinned by five pillars: Engagement, Partnerships, Spaces, People and Sustainability.	<p>The relevance of this Strategic Plan to the City Plan is limited, however the following action under the 'Spaces' pillar may have relevance as it is further developed.</p> <p><i>Review existing facilities and plan for infrastructure to support the growth and delivery of services through to 2034.</i></p> <p>No growth plans are currently available to assess whether the City Plan encourages the intended outcomes.</p>	No implications for City Plan alignment.
Library Services Strategic Plan 2023-2028	<p>The Library Services Strategic Plan covers the next five years and involves four goals:</p> <ol style="list-style-type: none"> 1. Welcoming destinations and flexible spaces 2. Innovative and accessible services 3. Activate and engage through programs and partnerships 4. Skilled and cohesive team. 	<p>None of the focus areas have relevance to the City Plan, with the exception of the intent to develop a library network plan for future capital investment in library facilities. This may have implications for zoning arrangements to facilitate any new or changed library locations. The library network plan has not yet been developed by Council and therefore has no current implications for the City Plan review.</p>	No implications for City Plan alignment.

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
Economic Growth			
Economic Development Framework 2014-2041	<p>This Framework highlights key areas of focus for the Redland's business community. It provides a snapshot of our economy as it is now, and provides an insight into exciting opportunities for the future.</p> <p>It adopts a Strategic Direction, which states that <i>"Redlands will be a vibrant inclusive economy and be the destination of choice for businesses, workers, residents and tourists because of its proactive, innovative and creative approach to business development and expansion"</i>.</p> <p>A key outcome of the Framework was initiating preparation of action plans for the eight key industry sectors of the local economy. Sector plans for four of the eight sectors have been developed and are discussed below.</p>	<p>As a broad objective, the Framework seeks that all decisions made by Council, including planning and infrastructure policy making, consider the economic impacts and how the decisions support the Strategic Direction in the Framework.</p> <p>The Framework itself does not include specific actions to drive economic growth and development. Instead, these actions are initiated through the industry sector plans.</p>	No implications for City Plan alignment.
Redland City Education and Training Industry Sector Plan 2018-2023	<p>The purpose of the Sector Plan is to provide:</p> <ul style="list-style-type: none"> a strategic direction and focus for the sector in Redlands based on market trends and consultation an assessment of the sector for the 	<p>None of the implementation actions are related to City Plan.</p> <p>However, in relation to the goal to grow the post-secondary education and training opportunities, the City Plan has a role in</p>	<p>Areas of alignment improvement are identified.</p> <p>The areas of alignment improvement identified are in relation to adopting</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	<p>Redlands, including opportunities and challenges</p> <ul style="list-style-type: none"> a framework and recommendations for how Council can best enable, along with education and training stakeholders, the growth of education and training for the economic and social benefit of Redland City. <p>The key goals are to:</p> <ul style="list-style-type: none"> Support the establishment of an education and training network Facilitate collaboration and partnership with the industry Facilitate the growth of international education as an emerging market Grow post-secondary education and training options for students. 	<p>ensuring the appropriate level of regulation to facilitate this outcome. At present, educational establishments are encouraged on land in the community facilities (accommodating existing education facilities) and principal, major and district centre zones. Educational establishments in the local centre zone, which includes centres on North Stradbroke Island and the Southern Moreton Bay Islands, are subject to impact assessment and not explicitly encouraged through the associated zone code. This means that that any establishment of educational uses on these Islands (other than on existing school land) is discouraged by the City Plan.</p> <p>Amending the City Plan to change this level of assessment to code assessment and accepted subject to requirements where within an existing building and amending the local centre zone code to give encouragement to this use, would better align with the Sector Plan. This is particularly important, given the Sector Plan recognises the value of connection to cultural heritage in the establishment of educational opportunities.</p> <p>Additionally, development for an educational establishment within an existing building in the specialised centre zone (Redland Hospital precinct) and the community facilities zone is</p>	<p>appropriate levels of assessment for educational establishments in the local centre, specialised centre and community facilities zones.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		subject to code assessment. Allowing for this use to be accepted subject to requirements will avoid the need for a development application, where for example an education provider is moving into an existing building in the hospital precinct. This would align with the intent of these zones and with the goals within the Sector Plan.	
Redland City Health Care and Social Assistance Industry Sector Plan 2018-2023	<p>The objective of the Sector Plan is to contribute to achieving the key growth measures in the Economic Development Framework by addressing the challenges and harnessing the emerging opportunities in the health care and social assistance services sector through a number of actions.</p> <p>The key goals are to:</p> <ul style="list-style-type: none"> • Deliver the Health and Wellness Precinct • Support workforce attraction and development • Enhance business capacity and organisational sustainability • Facilitate innovative opportunities in the aged and health sector • Attract strategic investment opportunities in the sector • Facilitate international linkages and innovative partnerships. 	The only implementation action relevant to City Plan is to amend regulatory instruments to give effect to the Redlands Health and Wellness Precinct Master Plan. As this master plan has not been prepared and endorsed, there are no alignment implications for the City Plan.	<p>No implications for City Plan alignment.</p> <p>It is recognised that, with the abandonment of the previous master plan, further investigation may be required by Council in partnership with Metro South to plan the future of the precinct.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
Redlands Coast Rural Enterprises Industry Sector Plan 2019-2024	<p>The purpose of the Sector Plan is to identify Council's role in supporting the growth of the sector.</p> <p>The key goals are to:</p> <ul style="list-style-type: none"> • Explore potential for rural enterprise cluster and cooperatives to collaborate and growth the sector • Investigate investment attraction and expansion opportunities in the sector • Identify and facilitate new research and development opportunities in the sector through partnerships. 	<p>Two implementation actions are relevant to City Plan and are discussed below.</p> <p><i>Identify opportunities to provide greater certainty for future land use for rural enterprises and related industries, including consideration of economic implications of City Plan amendments on the rural sector.</i></p> <p>Any amendments to the City Plan or preparation of a new City Plan will consider the impacts on rural enterprise and related industries. There is no alignment implications associated with this action.</p> <p><i>Investigate land in Southern Thornlands that has been identified as a Potential Future Growth Area in the Shaping South East Queensland Regional Plan 2017—41 as a future employment area for key industry sectors, including rural enterprises.</i></p> <p>Council completed an investigation into the future of Southern Thornlands, along with a proposed amendment to the City Plan to support some business and industrial uses in the area. Subsequent to this, the ShapingSEQ 2023 regional plan was released identifying the land within the urban footprint and an SEQ Development Area, with intentions to</p>	No implications for City Plan alignment.

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		accommodate residential and employment outcomes. On 4 April 2025, a priority development area was declared for Southern Thornlands, with all planning responsibilities for this area now resting with the State government.	
Redlands Coast Destination Management Plan 2023-2028	<p>The Destination Management Plan (which replaces the previous tourism sector plan) provides a strategic vision and direction for the local tourism industry, including 27 actions across five key areas:</p> <ol style="list-style-type: none"> 1. Destination marketing 2. Product development and experience delivery 3. Visitor services and business readiness 4. Enabling infrastructure 5. Destination stewardship. 	<p>The only identified action relevant to City Plan is the intention to “<i>explore opportunities for additional accommodation offerings including hotels, RV/Caravan Parks and campgrounds across Redlands Coast’s coastline and hinterland</i>”.</p> <p>The City Plan currently supports this outcome by encouraging tourist accommodation throughout the Redlands Coast. Specifically, short-term accommodation, tourist park and nature-based tourism are subject to code assessment within the rural zone and short-term accommodation is subject to code assessment in the tourist accommodation, medium density residential and centre zones.</p> <p>However, this is not recognised within the Strategic Framework, which currently only identifies the Islands as supporting tourism accommodation and infrastructure. Amendment to the Strategic Framework to recognise the planned role of the mainland’s hinterland and coastline locations providing</p>	Areas of alignment improvement are identified.

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		future tourism accommodation opportunities is recommended.	
Environment and Heritage			
Wildlife Connections Plan 2018-2028	<p>The Wildlife Connections Plan 2018-2028 (WCP) aims to identify and provide priority actions for the management, protection and enhancement of a network of core wildlife habitat and connecting corridors at a city wide scale. Five categories of wildlife habitat corridors have been defined: Established Corridors; Regional Riparian Corridors; Coastal Foreshore Corridors; Enhancement Corridors; and Stepping Stone Corridors.</p> <p>The priority objectives and outcomes for each corridor include:</p> <ul style="list-style-type: none"> • improve corridor habitat, • prevent wildlife deaths, • reduce impacts on corridors and • protect corridor habitat. <p>The identified mapped core habitat and corridors within this plan represent the highest value habitat and corridors, however areas not identified will still provide habitat and safe movement opportunities for many wildlife species.</p>	<p>City Plan is one of the means of achieving the objectives in this plan. The other means include rehabilitation and enhancement on Council owned land, acquiring high priority land within identified corridors, providing for fauna crossings, considering light and noise impacts when planning and constructing new roads or road upgrades and community education and enforcement to minimise impacts from pets and feral animals.</p> <p>The main objective relevant to the City Plan is to 'protect corridor habitat'. However, the City Plan does have a role in supporting the achievement of all four objectives.</p> <p>City Plan can support the implementation of this plan by mapping the corridors to give them statutory effect, identifying appropriate levels of assessment for land uses affecting these corridors and including provisions within the assessment benchmarks that are aligned to and help to achieve the WCP's objectives.</p> <p>The City Plan does include generic provisions to protect corridors and facilitate movement but</p>	<p>Areas of alignment improvement are identified.</p> <p>The areas of alignment improvement identified are in relation to mapping environmental corridors and including assessment provisions that ensure these corridors are reasonably protected and enhanced.</p> <p>Council previously considered an amendment to City Plan to reflect the principles of the WCP and support the achievement of its objectives. This amendment was '01/21 – Major Amendment – Environmental Significance Overlay'.</p> <p>After considering the proposed amendment, Council resolved on 11 October 2023 "To note that the proposed</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	Each of the corridors are identified and described in the Corridor Descriptions and Locations companion document.	<p>does not identify or prioritise existing corridors or preferred locations for enhancement. This has resulted in ad hoc decision making on individual development sites, without sufficient guidance of strategic corridor mapping, nor a proper understanding of the implications of individual development application decisions on the broader network. Assessments also lack statutory weight without the guidance of strategic corridor mapping and assessment provisions that support a strategic corridor network.</p> <p>Additionally, not including strategic corridor locations mean that corridors are not protected from incremental development. A large range of buildings, structures and works within areas that connect areas of core habitat are not assessable development.</p> <p>At present, the City Plan relies on the Waterway corridors and wetlands overlay to also function as fauna movement corridors. However, this does not consider terrestrial corridors. Previous analysis of the two mapping products indicated that over 50% of the corridors in the WCP are not currently mapped by the waterways corridors and wetlands overlay.</p>	amendment may, subject to Council approval, be further investigated as part of a future review of City Plan".
Wildlife Connections Action Plan 2018-2023	This plan documents the priority actions to progress the outcomes outlined in	One of the highlighted 'Action Plan Outcomes' is to 'Protect Corridor Habitat' by reviewing City	Areas of alignment improvement are identified

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	<p>the Wildlife Connections Plan 2018-2028.</p> <p>The Plan and associated Action Plan aim to guide management actions to protect, manage and enhance a network of core wildlife habitat patches and corridors. The Action Plan identifies immediate on-ground measures that are achievable by Council.</p>	Plan to determine any necessary consequential amendments.	(as discussed above).
Conservation Land Management Strategy 2010	<p>The Conservation Land Management Strategy (CLMS) provides strategic direction for managing conservation land in the Redlands and a clear set of guidelines for identifying and categorising conservation land.</p> <p>Conservation land (17.7 per cent of land in the Redlands) includes:</p> <ul style="list-style-type: none"> • conservation areas • nature refuges • bushland refuges • nature belts • creek corridors • urban habitat • conservation coastal foreshores • wetlands • drainage reserves • road reserves. 	<p>The CLMS is now 14 years old, and identified outcomes were aligned to the previous Redland Planning Scheme (RPS) that was superseded by the City Plan.</p> <p>The CLMS has limited relevance to City Plan as its primary purpose is to guide land management practices on Council's existing conservation estate. However, the CLMS does identify environmental themes to be considered in undertaking structure planning or master planning. The six main principles are:</p> <p>Principle 1: Consolidate infrastructure Master or structure planning ensures infrastructure provision is sited and consolidated to maximise regeneration of 'endangered ecosystems'.</p> <p>Principle 2: No harm to RAMSAR sites.</p>	<p>Areas of alignment improvement are identified.</p> <p>The areas of alignment improvement identified are in relation to mapping environmental corridors along with associated assessment provisions, providing additional structure planning guidance to achieve good environmental design outcomes and a review of environmental significance mapping to identify habitat value.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>Minimise and investigate adverse or potentially adverse impacts on RAMSAR sites.</p> <p>Principle 3: Ensure full habitat connectivity throughout site. Master or structure planning must ensure habitat connectivity along littoral zones and along and between riparian corridors is maintained and enhanced.</p> <p>Principle 4: Protect strategic habitat corridors Any other strategic habitat corridors within or adjoining the master or structure planned areas must be identified and connectivity provided.</p> <p>Principle 5: Ensure habitat is risk managed and buffered against climate change. Endangered species, sedentary species, species with narrow habitat niches and sensitive ecosystems will be most affected by predicted climate change whilst robust ecosystems will survive leading to overall changes in the City's biological composition from species to landscape level. Master or structure planning must allow for the maintenance and enhancement of habitat and regional ecosystems that allows for longer term dispersion and survival of species that are sensitive to temperature and general climate change.</p> <p>Principle 6: Conserve Regional Ecosystems. Existing identified remnant regional ecosystems</p>	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>must be conserved and, where possible, enhanced in scale and quality. No development should occur on, or impact upon, these ecosystems.</p> <p>The City Plan does map matters of State environmental significance (MSES) and matters of local environmental significance (MLES); however it does not map environmental corridors. This limits the City Plan's effectiveness in guiding development outcomes. Additionally, the assessment provisions relating to environmental protection in new development areas are under-developed and there is limited guidance on structure planning principles to achieve environmental outcomes.</p> <p>At present, the City Plan's environmental significance overlay treats all environmental areas the same, with no recognition of the habitat value of some areas over others. This makes the assessment of whether to avoid, minimise, mitigate or offset difficult. Identifying habitat value will inform this assessment, as well as land use planning and zoning decisions, and prioritise protection of higher habitat value locations.</p>	
Conservation Management Plan – Cylinder Beach Reserve	The Conservation Management Plan (CMP) is associated with upgrade works under the <i>Cylinder Beach Master Plan</i>	The CMP sets out policy outcomes relevant to any proposed development adjacent to and within the Cylinder Beach Reserve:	No implications for City Plan alignment.

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	<p>and the ongoing management of this Queensland heritage listed site. The CMP identifies and protects the heritage value in accordance with the <i>Queensland Heritage Act 1992</i> and the <i>Aboriginal Cultural Heritage Act 2003</i>.</p> <p>The CMP outlines a heritage strategy and policies to protect the cultural heritage significance of this area and guide conservation of the site.</p>	<ul style="list-style-type: none"> Proposed development proximal to the Cylinder Beach Reserve should consider the natural, Indigenous and historical values of the site, respecting and retaining an appropriate setting and prominent views to and from the Cylinder Beach Reserve. No structures, other than those outlined in the current Master Plan for the site or other endorsed initiatives in line with this CMP should be planned or constructed in the Reserve. The existing vegetation, with the exception of weed species, should be conserved, protected and where necessary maintained. No vegetation, except weed species, should be removed to allow for a wider or more direct walking space, nor for views. Dead trees, or dead branches of trees, may be removed only if they overhang a pathway and could fall and cause injury to pedestrians. Revegetation should meet with the requirements of the Redland City Council Vegetation Enhancement Strategy (VES) 2007. <p>The City Plan zones this area as Conservation, which limits any development in this area. There are many applicable overlays, including the Environmental significance overlay and Waterway corridors overlay. This combination of zoning and overlays will ensure that</p>	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>development is limited and generally consistent with the CMP.</p> <p>In addition, any development adjoining the Queensland heritage-listed site will be subject to referral to the State government and assessed against the principles in the Queensland Heritage Act.</p>	
Eastern Escarpment Conservation Management Plan: Connecting with Recreation 2018	The purpose of this planning and design document is to guide the development of the trail network within the Eastern Escarpment Conservation Area.	<p>The plan was focussed on mapping existing trails, identifying new trails, capital improvements and maintenance of the trails.</p> <p>The Eastern Escarpment Conservation Area is zoned Conservation in the City Plan, which is consistent with these recreational uses and any capital improvements or maintenance works to be undertaken.</p>	No implications for City Plan alignment.
Redlands Coast Koala Conservation Plan 2022	<p>The overall aim of this Plan and the accompanying Action Plan is to guide management actions that will help retain a viable koala population and conserve, restore and manage suitable habitat across Redlands Coast.</p> <p>The Plan provides the background, policy and process alignment to underpin the Action Plan, while the Action Plan provides a functional 'hands on' tool for Council and the community to identify priority actions in</p>	One of the short-term actions of the Plan is to provide policy advice to guide the consideration of koala habitat with regard to statutory planning strategies and applications. One of the desired outcomes identified for this action is an increase in percentage of planning decisions that consider delivery of beneficial outcomes for retaining or improving koala habitat and movement. There is also a long term KPI for the plan that threats such as habitat loss and fragmentation are mitigated through strategic landscape planning.	No implications for City Plan alignment.

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	consolidating koala habitat and ecology data, and information to achieve koala conservation within Redlands Coast.	Koala habitat is a MSES and regulated through assessment benchmarks in Schedule 11 of the PReg.	
Redlands Coast Koala Conservation Action Plan 2022-2027	This Action Plan outlines on-ground koala conservation measures that are achievable by Council. To develop the Action Plan, current threats and available conservation measures were analysed to identify underlying issues. Each action in the Action Plan addresses one of these issues.	The implementation actions within the Action Plan do not specifically reference changes to the City Plan to deliver outcomes.	No implications for City Plan alignment.
Redlands Coast Flying-Fox Plan 2022	<p>The Objectives of the Plan are to:</p> <ol style="list-style-type: none"> 1. Address concerns of residents experiencing lifestyle impacts associated with living in close proximity to flying-fox roosts on Council land. 2. Develop flying-fox management strategies consistent with legislative obligations. 3. Increase community understanding and appreciation of the essential ecological role of flying-foxes and the need for conservation efforts. 4. Develop information management strategies to ensure community access to accurate and up-to-date information relating to perceived 	<p>The Plan identifies some general actions that are relevant to the City Plan, including a specific action for the City Plan Review:</p> <ul style="list-style-type: none"> • Identify roosts and potential habitat in City Plan to incorporate suitable buffers in new developments, and to allow potential property owners to see roost locations. • Investigate level of protection / buffers already in place e.g. conservation zones. • Identify and implement suitable development controls e.g. dwelling setbacks, glazed windows, covered car areas, covered clotheslines, outdoor areas away from roost etc. • Consider exemptions to some general development controls if required for impact mitigation structures near roosts (e.g. car 	<p>Areas of alignment improvement are identified.</p> <p>The City Plan should clearly identify roosts, and areas that could be used as roosts, including buffers around these areas. This should then guide zoning decisions in proximity to these roost sites. Assessment benchmarks should ensure new developments for sensitive land uses are located a suitable distance from these roosts to provide both environmental protection and</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	<p>health risks.</p> <p>5. Increase Council's understanding of flying-fox behaviour through monitoring and research and ensure management practices align with most recent knowledge.</p> <p>6. Develop achievable flying-fox conservation strategies to protect the three species found on the Redlands Coast.</p> <p>7. Identify and where possible prevent future residential/ flying-fox land use conflict issues.</p> <p>8. Meet requirements of a Flying-Fox Roost Management Plan to be endorsed by the (then) Queensland Government Department of Environment and Science that provides support and management direction for Council's endorsed Statement of Management Intent.</p>	<p>covers, garages).</p> <ul style="list-style-type: none"> Consider habitat protection measures (e.g. appropriate zoning) for flying-fox roost and foraging habitat. <p>The Plan also includes some roost site specific actions:</p> <ul style="list-style-type: none"> Birkdale, Collingwood Road – Ensure planning controls for new developments in the area. Macleay Island, Bay Islands Golf Club – Ensure new developments have controls to protect the roost and avoid future conflict. Redland Bay - Weinam Creek Wetland – Ensure new developments are considerate of roosting flying-foxes with controls to protect the roost and avoid future conflict. <p>The actions have not yet been undertaken and represent an opportunity to improve the City Plan policy framework and protect roost sites and residential amenity.</p>	<p>high residential amenity.</p>
Redlands Coast Flying-Fox Plan Roost Detail 2022	<p>This Roost Detail document is a supplement to the Redlands Coast Flying-fox Management Plan 2022. It provides background information on each of the known roosts.</p> <p>There are 32 known flying-fox roosts on the Redlands Coast, most within the</p>	<p>The document provides background information on each of the known roosts, specifically:</p> <ul style="list-style-type: none"> Site description Roost history Sensitive sites in the area (schools, residential, aged care centres etc) Other ecological values 	<p>Areas of alignment improvement are identified.</p> <p>This information should inform updates to the mapping of Matters of Local Environmental Significance.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	urban footprint.	<ul style="list-style-type: none"> Management maps (for select roosts) <p>In conjunction with the actions identified above from the Action Plan this information could be used to inform improvements to the City Plan in protecting Flying Fox habitat and roost sites.</p>	
Lower Brisbane-Redlands Coastal Catchment Action Plan 2018-2021	<p>The actions identified in this Plan contribute to achieving the four goals in the Resilient Rivers Regional Strategy (2015–25):</p> <ol style="list-style-type: none"> 1. Keep soil on land and out of waterways. 2. Help protect the region's water security. 3. Improve the climate resilience of the region. 4. Promote partnerships with strong leadership to deliver prioritised actions to achieve the Resilient Rivers Initiative vision based on the best of our knowledge coordinated approach. <p>This Catchment Action Plan:</p> <ul style="list-style-type: none"> Provides prioritised actions to achieve the Resilient Rivers Initiative vision based on the best knowledge and understanding and reflects the values of the key stakeholders. 	<p>Key actions relevant to City Plan include: Embed updated SEQ Environmental Values, Water Quality Objectives and accompanying aquatic ecosystem mapping under the Environmental Protection (Water) Policy 2009 into local planning schemes. The City Plan refers to the environmental values and water quality objectives in the <i>'Environmental Protection (Water) Policy – Redland Creeks environmental values and water quality objectives (July 2010)'</i>. The most recent version is the <i>'Environmental Protection (Water and Wetland Biodiversity) Policy 2019 Redland Creeks Environmental Values and Water Quality Objectives'</i>.</p>	<p>Areas of alignment improvement are identified.</p> <p>This most recent version should be referred to in the City Plan.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	<ul style="list-style-type: none"> Identifies actions to mitigate risks in the catchment within the context of the Resilient Rivers Initiative. Helps with preparing strategic and prioritised investment to deliver on the identified actions. Aligns with existing regional and local plans. 		
Redlands Coast Bay and Creeks Plan 2021-2031	The purpose of this Plan is to address the complex issues, which include land use change, population growth and climate change, to manage the waterways and the bay by setting a clear vision to identify priorities, set a clear future directions and drive coordinated and targeted actions.	<p>The Plan identifies four goals to work towards its vision of “working together to protect and enhance the resilience of the creeks and Moreton Bay for a sustainable future”.</p> <p>These four goals are:</p> <ul style="list-style-type: none"> Decisions based on science, Protect creek and bay assets, Restore degraded systems, and Community making a difference. <p>The City Plan includes provisions to protect the Bay and waterways, specifically through the Waterway corridors and wetlands overlay and the Healthy Waters code. The Plan identifies impacts on waterways from population growth and changing land use patterns as a challenge but does not itself identify actions to resolve these impacts and influence City Plan.</p>	No implications for City Plan alignment.
Redlands Coast Bay and	The Action Plan identifies high priority	The majority of the actions are operational in	Areas of alignment

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
Creeks Action Plan 2021-2026	actions to implement the Redlands Coast Bay and Creeks Plan.	<p>nature. The Action Plan does include some actions that are more directly relevant to City Plan, including:</p> <ul style="list-style-type: none"> • Risk assessment to be undertaken to identify gaps, barriers and opportunities in current assessment and compliance processes and tools. • Review offsets and off-site solutions framework to manage offsets/off-site solutions. • Review the current approach to manage artificial water bodies across the city. • Recommendations from artificial water bodies management are implemented. <p>These actions are still either in progress or have yet to be commenced:</p> <ul style="list-style-type: none"> • Redland City Council has been testing and validating the Urban Water Stewardship Framework to evaluate urban water management practices and identify opportunities. This is still in progress • There has been work undertaken in relation to offsets and off-site solutions. However, there is no formal framework to be incorporated into City Plan. • There has been no formal review of artificial waterbodies undertaken to date as there has not been budget allocated to this action. 	<p>improvement are identified.</p> <p>The City Plan includes provisions to protect the Bay and waterways. However, this Action Plan was prepared after the City Plan commenced and so identifies areas to focus on in the gap analysis or technical review, as well as some key policy areas (offsets and offsite solutions and artificial waterbodies) that will need to be addressed with stakeholders and Council.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
Total Water Cycle Management Plan for Redland City Council 2013	<p>This Total Water Cycle Management (TWCM) Plan identifies the key water cycle management issues and develops solution sets to address these issues. The solutions will be further investigated through detailed planning studies. It also includes an implementation plan that sets out required strategies and actions to achieve Council's TWCM vision. The key objective of this project is to further Council's strategic vision to "improve waterway and environmental management in a manner that meets community expectations in the most cost effective way." A secondary objective of the TWCM planning project is to meet the legislative requirements of the <i>Environmental Protection (Water) Policy 2009</i> that required the development, endorsement and publication of a TWCM Plan by 1 July 2013.</p>	<p>Water quality objectives identified in the Plan have since been superseded by those within the State Planning Policy, which are incorporated in the current City Plan.</p> <p>Other than water quality objectives, the Plan also identifies the following objectives relevant to City Plan:</p> <ul style="list-style-type: none"> • Protect the values of waterways and wetlands through the City Plan. • Maintenance of high ecological value waterways and ecological processes. • Tarradarrapin Creek catchment - constrain future development on land subject to flooding/storm tide inundation. • Increased restrictions on development extent and intensity for proposed development areas in the Hilliards Creek catchment, Erapah Creek catchment, South Eastern Creeks catchment, SMBI and Coochiemudlo catchments and NSI. <p>Existing mapping and provisions in the City Plan recognise and protect the values of waterways and include development restrictions on land subject to flood and storm tide inundation. In relation to the Hilliards Creek, Erapah Creek and South Eastern Creeks catchments, development extent and proposed restrictions relate to development areas at Kinross Road, South West Victoria Point and Southern Redland</p>	No implications for City Plan alignment.

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		Bay. These areas have already been planned either through Council structure planning or as part of development application assessment.	
Heritage Master Plan: Redland Bay Cemetery 2010	This document sets out the management objectives and actions for the Redland Bay Cemetery including future expansion of the cemetery.	The document identifies vacant land and surrounding opportunities to expand the existing cemetery. The cemetery is already protected in the heritage overlay and zoned community facilities CF1, which encourages cemetery uses to prevail. This zone includes the proposed expansion area.	No implications for City Plan alignment.
Safety and Resilience to Hazards			
Coastal Hazard Adaptation Strategy (CHAS)	<p>The purpose of the CHAS is to:</p> <ul style="list-style-type: none"> • Inform future decisions regarding the protection and management of the coast and foreshore. • Inform future land use planning. • Guide the management of public utilities and facilities. • Guide the management of areas of environmental and cultural significance. <p>The CHAS has a planning horizon to the year 2100.</p>	<p>The CHAS incorporates an adaptation framework based on the following possible responses:</p> <ol style="list-style-type: none"> 1. Avoid 2. Monitor, maintain and prepare 3. Mitigate 4. Transition <p>Adaptation responses have been formulated for key localities across the Redlands Coast. After modelling coastal hazards and assessing the risks, no sites have been identified for (1) avoid or (4) transition responses from present day to the year 2100.</p> <p>The following priority strategic actions are relevant to the City Plan, with comments on</p>	<p>Areas of alignment improvement are identified.</p> <p>The revised EPA mapping developed as part of the CHAS should be reflected in a new or amended City Plan, unless a revised version of the SPP EPA mapping is produced that better reflects coastal erosion risks.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>their status.</p> <p>Priority Strategic Actions:</p> <p><i>2.1.2 Investigate incorporating updated and refined Erosion Prone Area mapping into the Coastal Protection (Erosion Prone Areas) Overlay through a future amendment to the Redland City Plan.</i></p> <p>Updated and refined erosion prone area mapping has not been incorporated into City Plan. Amending City Plan to incorporate this updated mapping would improve the currency of City Plan.</p> <p><i>2.1.3 Review development outcomes in hazard areas to assess whether amendments are needed to overlay codes to ensure development accounts for predicted or emerging hazards and future planned infrastructure upgrades and mitigation works.</i></p> <p>This body of work has not been completed, and therefore it is unknown whether it affects the currency of City Plan.</p> <p>Should Council decide to prepare a new City Plan, Council will be required to undertake a fit for purpose natural hazard risk assessment. As part of this process, there will be an opportunity to review the suitability of existing assessment</p>	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>provisions with regard to mitigating impacts on development and infrastructure and installation of mitigation works (e.g. erosion control devices).</p> <p><i>3.1.2 Develop/update design guidelines for infrastructure (stormwater drainage assets, wastewater assets, water assets, waste assets, community and cultural assets, property assets, information and communication technology assets, roads, fleet assets, marine assets, parks and open space assets).</i></p> <p>This body of work has not been completed. It should be noted that this review is broader than City Plan, which can only regulate infrastructure design undertaken as part of new development, whereas the majority of this infrastructure is delivered by Council/ government with no reference to City Plan.</p> <p><i>4.2.1 Implement Shoreline Erosion Management Plan (SEMP) for Amity Point and Coochiemudlo Island.</i></p> <p>These SEMP's are discussed below.</p>	
Amity Point Shoreline Erosion Management Plan 2019 and Implementation Plan 2020	The purpose of the strategy is to outline the preferred response/s for managing shoreline erosion at Amity Point. Responses are broken down into three	The implementation plan primarily deals with the construction and maintenance of seawalls, as well as beach nourishment. There are no actions that relate to how future development	No implications for City Plan alignment.

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	<p>areas/sections: the southern, central and northern reaches.</p> <p>The Amity Point SEMP has a planning horizon of 20 years.</p>	in this area is to be regulated.	
Coochiemudlo Shoreline Erosion Management Plan 2020	<p>The purpose of the strategy is to outline the preferred response/s for managing shoreline erosion on Coochiemudlo Island.</p> <p>The planning horizon for the Coochiemudlo SEMP is not identified in the plan.</p>	<p>The implementation plan primarily references formalising access points, beach reprofiling and nourishment as responses to erosion risk/activity.</p> <p>There are no actions that relate to how future development in this area is to be regulated.</p>	No implications for City Plan alignment.
Updated Flood Mapping (in progress)	<p>New riverine and overland flood mapping is currently being developed by Council.</p> <p>Updated riverine studies:</p> <ul style="list-style-type: none"> • Council is currently undertaking work to update riverine flood studies and mapping. • These flooding studies will assess a full range of design Annual Exceedance Probability (AEP) events including the 50%, 20%, 10%, 5%, 2%, 1%, 0.5%, 0.2%, 0.1% (1 in 1,000), 0.05% (1 in 2,000) and 0.01% (1 in 10,000) design events 	<p>This project is not yet completed and therefore it is unclear the extent of changes required to flood mapping in City Plan. Once finalised, the updated mapping will need to be incorporated into City Plan via the flood and storm tide hazard overlay.</p> <p>The new data will also provide a key input for preparing a natural hazard risk assessment, as required by the State Planning Policy.</p>	The City Plan may be out of alignment with this future study.

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	<p>along with the Probable Maximum Flood (PMF). The modelling methodology will follow the Australian Rainfall and Runoff 2019 guidelines which includes climate change considerations.</p> <ul style="list-style-type: none">• There will be sensitivity assessments on blockage, roughness, areal reduction and where required coincident flooding. Climate change will be assessed for the emission scenarios of Representative Concentration Pathways (RCP) 4.5 and 8.5 for the 2100 year, this will include rainfall and sea level increases.• The data for updated flood study will include LiDAR topographic survey data captured in 2022 and aerial imagery captured in 2023/2024. Flood extent layers will be provided that distinguish between overland flow and riverine flooding.• Key flooding issues and concerns will be identified for each of the models. High level recommendations will be made on the issues that can be addressed in future flood risk management plans and City Plan.		

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	<p>Overland flow mapping:</p> <ul style="list-style-type: none"> Council is also in the process of developing new overland flow mapping. Once finalised, the intent is to merge this data with updated creek flooding mapping (mentioned above) to form a comprehensive interactive flood layer for the Redland Coast and inform updates to City Plan. 		
Local Disaster Management Plan	Under the Queensland Disaster Management Arrangements, Local Governments are responsible for planning for and responding to natural disasters. A Local Disaster Management Plan (LDMP) is a crucial document that outlines the disaster management arrangements for Redlands Coast. The plan details arrangements for mitigating, preventing, preparing for, responding to, and recovering from disasters in Redlands Coast.	The plan includes a disaster risk assessment section. This should be used to inform preparation of 'fit for purpose risk assessments' that the State Planning Policy requires Councils to complete when preparing a new City Plan.	No implications for City Plan alignment.
Mosquito Management Plan 2017-2024	The purpose of the Redland City Mosquito Management Plan is to establish a comprehensive framework for controlling mosquito populations and mitigating the risks associated with mosquito-borne diseases. It aims to	The strategies identified in the Plan do not specifically relate to City Plan.	No implications for City Plan alignment.

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	prevent new breeding sites, eliminate existing ones, and reduce human contact with mosquitoes through integrated management strategies. The plan emphasises collaboration among local governments, health authorities, and the community to enhance surveillance, education, and public awareness.		
Mosquito Management Action Plan 2019-2024	<p>The Mosquito Management Action Plan 2019-2024 is a more specific operational plan that:</p> <ul style="list-style-type: none"> • Focuses on implementing the strategies outlined in the broader Management Plan. • Details specific actions, projects, and research initiatives. • Incorporates the latest technologies and approaches for mosquito surveillance and control. • Guides the day-to-day operations of the mosquito management program. <p>The key difference is that the Management Plan provides the overall strategic direction, while the Action Plan outlines the specific steps and actions to be taken to achieve those strategic</p>	<p>The Action Plan acknowledges the encroachment of urban areas into mosquito breeding sites and associated concerns due to the increased potential for exposure to mosquito-borne diseases.</p> <p>Given the above, the plan notes that a proactive approach to mosquito management can be achieved by incorporating specific provisions into City Plan which seek to minimise nuisance and health risks associated with mosquitoes; and minimise human contact with mosquitoes.</p> <p>This might be achieved by:</p> <ul style="list-style-type: none"> • Identifying spatially where mosquito breeding grounds exist. • Discouraging new development from locating in these areas. • Where the above is not possible, incorporating appropriate development provisions in relation to buffers, stormwater 	Areas of alignment improvement are identified.

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	goals.	<p>management, design elements (screens for dwellings and rainwater tanks).</p> <p>No specific provisions that minimise and mitigate the impacts of mosquitoes on new development areas are present within the current City Plan.</p>	
Infrastructure			
Local Government Infrastructure Plan (LGIP)	The purpose of the LGIP is to integrate infrastructure planning with land use planning identified in the City Plan and plan the provision of trunk infrastructure within the defined Priority Infrastructure Area (PIA) up to year 2027.	<p>The City Plan and LGIP were prepared based on the same planning assumptions with one informing the other. Amendments that have occurred to the City Plan since its commencement have not had any material effect on the currency of the LGIP.</p> <p>As the LGIP has a shorter planning horizon than the City Plan, an amendment to the LGIP is currently in train. If Council supports the preparation of a new City Plan consideration should also be given to preparing a new LGIP.</p>	No implications for City Plan alignment.
Water Netserv Plan 2017	The Water Netserv Plan is the strategic plan for Redland Water in providing water and wastewater services to Redland residents and customers, as well as infrastructure planning for these services. These infrastructure plans then form the planned water and wastewater infrastructure networks in the LGIP.	<p>The Netserv Plan was based on the same planning assumptions as the City Plan and informed the LGIP. Amendments that have occurred to the City Plan since its commencement have not had any material effect on the currency of the Netserv Plan.</p> <p>An amendment to the Netserv Plan is currently</p>	No implications for City Plan alignment.

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		in train. If Council supports the preparation of a new City Plan consideration should also be given to preparing a new NetServ Plan.	
Redland City Council Drinking Water Quality Management Plan	This Management Plan outlines Council's water treatment and distribution network and its operation and water quality objectives. The Management Plan has the expressed purpose to protect public health and meet the needs and expectations of the community.	The Management Plan has no direct relevance to City Plan.	No implications for City Plan alignment.
Redlands Coast Transport Strategy 2020	<p>The Transport Strategy guides the long-term vision for the transport system as Redlands Coast grows and develops over the next 20+ years.</p> <p>Its vision is that Redlands Coast has an efficient, accessible and integrated transport system which sustainably facilitates the movement of people and goods within and beyond the city and the bay. It adopts five key themes:</p> <ul style="list-style-type: none"> • Integrated innovative and sustainable planning. • Leadership, governance and decision making. • A liveable, active and prosperous city. 	<p>The objectives of the Strategy are a mixture of advocacy actions and adopting a range of general planning principles. The objectives are generic in nature and align with the strategic outcomes in City Plan. It is intended that local action plans developed under this Strategy will include more specific implementation actions, however these are not yet developed.</p> <p>Objectives relevant to City Plan are highlighted below.</p> <p><i>'Undertake integrated and innovative land use and transport planning coordinated across industry and government'</i></p> <p>This is a generic objective and no further</p>	<p>Areas of alignment improvement are identified.</p> <p>The areas of alignment improvement are in relation to the review of density surrounding centres and public transport, and provisions relating to car parking, bicycle parking and end-of-trip facilities.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
	<ul style="list-style-type: none"> • A connected and accessible city. • Positive education and behaviour. 	<p>detailed planning has been undertaken that may inform a need to amend City Plan.</p> <p><i>‘Prioritise integrated planning outcomes which provide positive environment, social and economic benefits’</i></p> <p>The balancing of environmental, social and economic outcomes is inherent in the preparation a new City Plan and mandated through the <i>Planning Act 2016</i>.</p> <p><i>‘Promote and apply best practice to deliver outcomes which best serve the Redlands Coast’</i></p> <p>This objective is generic and has no tangible impact on the currency of City Plan.</p> <p><i>‘Support the development of high quality built environments which encourage active transport use’</i></p> <p>The current City Plan does not include provisions for end of trip facilities for active transport activities within new development. This does not encourage active transport patronage and there is therefore an opportunity for alignment improvement.</p> <p><i>‘Improve safety and access to transport hubs and key community services for all ages, abilities</i></p>	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p><i>and incomes'</i></p> <p>This objective includes the intent to encourage cycling as a means to access public transport, increasing the accessible catchment of high frequency transport hubs. As above, this is not encouraged by the provisions in the current City Plan.</p> <p><i>'Car parking supports land use intents and is complemented by sustainable transport'</i></p> <p>This objective seeks to provide fair and equitable access to activity centres and balance controlled parking supply with convenient access by public and active transport modes. Car parking provisions in the current City Plan do little to encourage this outcome, seeking for example that non-residential development within our activity centres provides car parking at a relatively high rate and includes no provision for bicycle parking facilities. This encourages patrons of the centre to drive and then continue moving around the centre by car.</p> <p><i>'Reduce the need for private vehicle use'</i></p> <p>The allocation of land surrounding activity centres and high frequency public transport services for higher density development is present in the current City Plan and helps to</p>	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		facilitate this outcome. This will be further reviewed and refined in response to actions under the Redlands Housing Strategy. As above, car parking and bicycle parking provisions in the City Plan do not align with this objective and require consideration.	
Redland Open Space Strategy 2012-2026	The Open Space Strategy provides a framework for parks and open space management up to year 2026 and seeks to ensure that all new and existing communities have access to open space for recreation activities, sport, community facilities and walking and cycling.	<p>A large number of implementation actions are identified in the Strategy, with many of these not related to City Plan. Key actions relating to City Plan are discussed below.</p> <p><i>Update Council's open space priority infrastructure plan (PIP)</i></p> <p>The LGIP adopted the desired standards of service for parks and open space and the identification of trunk park infrastructure in accordance with this Strategy and this remains current. This strategy will need to be updated if Council resolves to prepare a new City Plan and LGIP.</p> <p><i>'A new streetscape manual is required to provide better quality street level outcomes'</i></p> <p>A streetscape manual(s) does not form part of the current City Plan.</p> <p><i>'Rewrite elements of the Redland Planning Scheme relating to parks and open space in</i></p>	<p>Areas of alignment improvement are identified.</p> <p>The areas of alignment improvement are in relation to improving and updating park and open space design provisions in the planning scheme policy and adopting clear and consistent methodology for zoning open space, recreation and conservation land.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p><i>preparation for the Redland Planning Scheme (2015)'</i></p> <p>This matter was addressed in drafting the current City Plan.</p> <p><i>'Develop mechanisms to protect special places and features in the rural non-urban landscape'</i></p> <p>Key natural features in the rural landscape are protected through the combination of zonings and overlays in the current City Plan.</p> <p><i>'Ensure that parks and open space technical details are clearly outlined in the Redland Planning Scheme 2015 infrastructure manual'</i></p> <p>Provisions within the current infrastructure works planning scheme policy relating to the planning and delivery of park infrastructure are limited in scope and were not informed by an infrastructure manual guiding Council's parks design and operations. This represents an alignment improvement opportunity.</p> <p><i>'Investigate the application of sport and recreation zoning'</i></p> <p>The PReg now prescribes a suite of zones that must be used in the City Plan. The intent of this action is to clearly identify land that is currently</p>	

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		<p>or planned for use for sport and recreation, distinct from public land that has other value, such as passive open space and conservation.</p> <p>There remains some confusion in the delineation of open space and recreation and conservation zonings and their purposes in the current City Plan. The impact of this is considered low, given that the majority of this land is in Council's ownership or trusteeship. However, should Council decide to prepare a new City Plan, a reconsideration of the methodology for these zoning types is recommended.</p>	
Waste Reduction and Recycling Plan 2021-2030	<p>The Plan outlines a path forward to achieving a zero-waste society by 2050 and achieving the interim goals of reducing waste generation by 15% and increasing the amount of materials recycled to 60% by 2030.</p> <p>The Plan focuses on four themes for action:</p> <ul style="list-style-type: none"> • Lift the right lid • Transforming organics • Creating a zero waste Redlands • Providing effective services 	<p>The action items relating to the four themes are primarily behaviour changes actions and review of Council's waste services over time, and not related to City Plan.</p> <p>One action is relevant and seeks to ensure that planning scheme provisions align with evolving waste requirements. While not conducted at this stage, it would be relevant to review the assumed waste generation rates by use type outlined in the infrastructure works planning scheme policy (PSP) with current waste collection data.</p> <p>It is relevant to note that the current infrastructure works PSP does specify the</p>	<p>Areas of alignment improvement are identified.</p> <p>The area of alignment improvement identified is in relation to ensuring the waste generation rates generally reflect current real data.</p>

Strategy/ Plan	Brief Overview and Purpose	Key Outcomes Relevant to City Plan and Alignment Discussion	Alignment Implications
		provision of green waste bins in multiple dwellings and similar developments, which reflects current practice. Food waste collection is not current practice for Council, however if this were to be adopted in the future, a change to the waste arrangements in the PSP would be applicable.	
Redland City Council Strategic Asset Management Plan 2019-2029	<p>The Strategic Asset Management Plan (SAMP) aligns Council's organisational objectives (in the Corporate Plan) to asset management objectives, the approach Council takes for developing its asset and service management plans, and the role of its asset management system in supporting the delivery of the asset management objectives and community services.</p> <p>Key objectives of the SAMP and Council's Asset Management Policy include ensuring the sustainable management of assets, the efficient and effective balancing of whole of life asset related costs and considering risks and asset performance when making decisions relating to assets.</p>	<p>None of the actions in the SAMP are relevant to City Plan. However, considering the objectives of the SAMP and associated Asset Management Policy, it is always good practice to review infrastructure specifications for developer contributed assets, and whether these remain fit-for-purpose and sustainable. These specifications exist in the LGIP for trunk infrastructure and within the PSPs for non-trunk infrastructure. Feedback received from internal stakeholders in the workshops indicates that there is a need to review the PSPs in this regard.</p> <p>Additionally, while Council does not currently have a smart cities framework informing its future planned assets, any future move in this direction will also require review of specifications in the PSPs.</p>	<p>Areas of alignment improvement are identified.</p> <p>The area of alignment improvement identified is in relation to reviewing the infrastructure specifications in the PSPs.</p>

Attachment 3 – Technical Audit of the City Plan

Glossary of acronyms used:

Acronym	Meaning	Further explanation
OO	Overall outcome	Qualitative outcomes for proposed development that, collectively, represent the purpose of the code. Development that complies with the overall outcomes, complies with the code.
PO	Performance outcome	While still being qualitative outcomes for proposed development, these are more specific than the overall outcomes and therefore tend to be easier to “apply” to the assessment of development. Development that complies with the performance outcomes, complies with the overall outcomes, and therefore complies with the code.
AO	Acceptable outcome	These are quantitative outcomes that represent one way of achieving the associated performance outcome. Development that adopts an acceptable outcome is deemed to comply with the associated performance outcome.
EOTF	End-of-trip facilities	
KRA	Key resource area	
LDR	Low density residential	
LGA	Local government area	
LGIP	Local government infrastructure plan	
LMDR	Low-medium density residential	
MDR	Medium density residential	
MLES	Matters of local environmental significance	
MSES	Matters of State environmental significance	
PAct	<i>Planning Act 2016</i>	
PReg	<i>Planning Regulation 2017</i>	
PDA	Priority Development Area	
PSP	Planning scheme policy	
QDC	Queensland Development Code	
QPP	Queensland Planning Provisions	
QUDM	Queensland Urban Drainage Manual	
SEQ	South East Queensland	
SPP	State Planning Policy	

City Plan Section	Key Principles	Discussion
Part 1 About the planning scheme	Understandability and Applicability	<p>This section follows the structure and content mandated by the QPP, which no longer exists. Overall, the structure and content remain appropriate and understandable. The fact City Plan follows what was a mandated structure, along with many other contemporary planning schemes in Queensland, means that practitioners generally find it easy to use and locate relevant information.</p> <p>That said, some minor areas of improvement are identified:</p> <ul style="list-style-type: none"> • The planning scheme component section effectively re-states the table of contents and should be deleted. • Section 1.3.3(1) – Should also identify ‘; and’ as an option that means ‘and’, as this is used often in City Plan. • Section 1.6(4) – The second editor’s note refers to preliminary approval for building work under the now superseded <i>Sustainable Planning Act 2009</i>, which is no longer applicable. This editor’s note should be deleted. The <i>Planning Act 2016</i> does make it clear that when Council has jurisdiction as an assessment manager and referral agency for building work, then they must undertake this role at the same time. This should be conveyed in an editor’s note that would be best located in Section 5.3 tables of assessment. • The designation of the flood hazard area and declaration of the defined flood levels for Redland City in accordance with section 8 of the <i>Building Regulation 2021</i> should be identified in Section 1.6 of City Plan. • Defined terms in Sections 1.7.1 and 1.7.3 would be better located in the administrative definitions in Schedule 1 of City Plan. • Section 1.7.2 – Identifying a category of ‘accepted development’ in this section and not in Section 5.3 tables of assessment is confusing and difficult for users to find and understand. Should there be a need for these provisions, they would be best incorporated into Section 5.3.
Part 2 State planning provisions	Integration of State Interests	The City Plan does not appropriately integrate the current version of the SPP (July 2017).

City Plan Section	Key Principles	Discussion
		<p>The City Plan does not appropriately integrate the current SEQ Regional Plan, <i>ShapingSEQ 2023</i>.</p> <p>The implications for the policy setting within the City Plan are discussed in the statutory review report.</p>
	Regulated Requirement	<p>The City Plan complies with the regulated requirements in sections 7 (use terms that may be adopted) and 8 (administrative terms) of the <i>Planning Regulation 2017</i>.</p> <p>The City Plan does not entirely comply with section 6 of the <i>Planning Regulation 2017</i> (PReg). While it adopts only the prescribed zones, it includes purposes for many of the zone codes that are different to those prescribed in the Regulation, and these variations have not been approved by the Minister. Section 16 of the PAct states that the regulated requirements (i.e. the purpose prescribed by the Regulation) will apply instead of the City Plan, to the extent of any inconsistency.</p>
Part 3 Strategic framework	Legislative Requirement	The City Plan includes a strategic framework that identifies the strategic outcomes for Redlands Coast, and assessment codes that include measures to facilitate the achievement of the strategic outcomes, which complies with Section 16(1) of the PAct.
	Best Practice	<ul style="list-style-type: none"> It is commonplace for contemporary planning schemes to include an introductory section to the strategic framework that outlines historical settlements patterns for the LGA, factors that have influenced the growth and pattern of development within the LGA and emerging trends that will influence these patterns into the future. While this is not mandatory and is positioned as extrinsic material that does not form part of development assessment, it provides context to the strategic framework

City Plan Section	Key Principles	Discussion
		<p>and the City Plan as a whole. It is recommended that Council considers inclusion of a context statement.</p> <ul style="list-style-type: none"> The strategic framework has very limited images, diagrams and maps to support its policy positions, underpinning assumptions and expected strategic outcomes. This limits its ability to express clear strategic intentions to all users, including non-practitioners. While zoning and overlay maps play important regulatory functions, concept maps convey meaning and assist understanding. This lack of visual information also came across strongly in feedback from internal stakeholders that use City Plan on a regular basis. Accordingly, additional images, diagrams and maps to support the strategic framework are recommended.
3.2 Strategic intent	Integration of State interests	<p>To appropriately integrate <i>ShapingSEQ 2023</i>, the following changes are necessary to section 3.2.1:</p> <ul style="list-style-type: none"> Planning horizon for the City Plan updated to year 2046 Population projection updated to 211,500 people Estimated dwellings at 2046 updated to 84,800 Estimated employment projections at 2046 updated to 71,900 <ul style="list-style-type: none"> Section 3.2.2 – While Southern Thornlands is a Priority Development Area (PDA) and not subject to the City Plan, the implications of development planned in this PDA must be considered by the City Plan and the Local Government Infrastructure Plan (LGIP), with changes made accordingly. Section 3.2.3 – This section identifies potential land uses along Taylor Road, Sheldon. This area is now within the Southern Thornlands PDA, and therefore this part should be deleted. Section 3.4.1.7 – The Redlands hospital precinct is now identified as a Knowledge and Technology (health and research) Precinct under <i>ShapingSEQ 2023</i>.

City Plan Section	Key Principles	Discussion
	Vertical Alignment	<ul style="list-style-type: none">Section 3.2.4 – This section recognises the need to protect wildlife corridors, however the City Plan does not currently map these corridors and does not include provisions that protect them from incremental development.
	Strategic Alignment	<ul style="list-style-type: none">Section 3.2.2 – The list of newly developing communities requires updating, with those listed now becoming established neighbourhoods, and new development areas should be identified. This would include Southern Redland Bay, South West Victoria Point and Southern Thornlands.Section 3.2.3 – This section identifies a list of potential land uses for the former Birkdale Commonwealth land. This has now been overtaken by events, with the land now being planned as the Birkdale Community Land and Redlands Coast Adventure Sports Precinct, subject to an emerging Local Government Infrastructure Designation (LGID). This section requires updating to align with this planning intent.Section 3.2.3 and 3.4.1.13 in the strategic framework should be amended to make clear that future land use of the Birkdale Commonwealth land must consider the restrictions that limit any building, structure or associated activity within 120m of the Birkdale Satellite Ground Station (SGS) aviation facility.

City Plan Section	Key Principles	Discussion
	Understandability and Applicability	<ul style="list-style-type: none"> Section 3.2.2 – With approvals at Southern Redland Bay and declaration of the Southern Thornlands PDA, the strategic intent to contain urban development within the designated urban area can no longer be achieved and requires re-drafting to be an effective policy statement. Section 3.2.2 – The strategic outcome to offer housing diversity and affordability and address the housing requirements of an ageing demographic profile and young first home owners is being impacted by current economic factors that have substantially lifted house and rental prices, coupled with a development market that continues to deliver the majority of housing as single, detached, large dwellings. While there are large undeveloped/ under-developed areas of medium density residential and in-centre locations available for more compact and affordable housing, development of these areas remains slow. This is exacerbated by the declaration of Southern Thornlands PDA, which may release pressure on the market to deliver well-located, more compact and affordable dwellings in the existing urban area. This signals a need to review the locations of planned increased density, the policy levers available to Council to assist delivery in the right locations and the policy challenges that may be presented by City Plan and explore options to course-correct. Section 3.2.3 – This section does not currently recognise the role of the mixed use zone at Cleveland and Capalaba in supporting large format retail activities.
	Best Practice	<ul style="list-style-type: none"> Section 3.2.2 – The approval and construction of a district level centre at the corner of Boundary Road and Panorama Drive, Thornlands establishes the need to review land use planning on surrounding land, including residential densities, housing types, movement networks and design outcomes. Section 3.2.5 – The policy position with regard to risk tolerance and acceptance is not clearly stated in this section. It is further noted that there is an absence of natural hazard risk assessments available to

City Plan Section	Key Principles	Discussion
		<p>underpin that policy position. Risk assessments for each of the natural hazards are recommended to be completed.</p> <ul style="list-style-type: none"> Section 3.2.6 – An overall position on the coordination of infrastructure and land use planning could be more clearly stated in this section. For example, stating that the location, form and density of development is aligned with planned infrastructure capacity and maximises the cost and effectiveness of investment in infrastructure; and that development provides infrastructure in accordance with the anticipated sequence of infrastructure delivery in the LGIP (which is not clearly stated here or in the more detailed section 3.7). This, along with further detail, would guide land use and infrastructure planning decisions within the City Plan and for individual development applications that may challenge the planned settlement pattern.
3.3 Theme: liveable communities and housing	Strategic Alignment	<ul style="list-style-type: none"> Section 3.3.1.1(3) – This strategic outcome seeks to provide affordable housing throughout the city for a diverse and changing community by providing housing in accordance with the zoning intentions. It is unclear whether the current zoning intentions are sufficient to achieve the underlying objective. It remains that housing stock in Redlands Coast is dominated by large, detached dwelling houses. Expected lot sizes in the low density and low-medium density residential zones are unlikely to facilitate smaller dwellings that may cater to single person and couple households and unlikely to represent housing that is “affordable” to a broad range of households. Re-consideration of how this strategic outcome influences levels of assessment and assessment benchmarks is recommended, alongside review against the Redlands Housing Strategy. Section 3.3.1.2(2) – This strategic outcome expects medium rise development only close to principal centres, while there may be the need for this scale of housing in other strategic locations (for example, close to district centres and high frequency public transport corridors) to reflect the urban development pattern provisions in Section 3.3.1.1(9) and the Redlands Housing Strategy.

City Plan Section	Key Principles	Discussion
		<ul style="list-style-type: none"> Section 3.3.1.4(1) – The list of newly developing communities requires updating, with those listed now becoming established neighbourhoods, and new development areas should be identified. This would include Southern Redland Bay, South West Victoria Point and Southern Thornlands. Section 3.3.1.4(9) – This strategic outcome has been overtaken by approvals at Southern Redland Bay and requires re-drafting. Section 3.3.1.4(10) – This strategic outcome has been overtaken by the declaration of the Southern Thornlands PDA, and therefore this part should be deleted.
	Vertical Alignment	<ul style="list-style-type: none"> Section 3.3.1.4(2) – It is questionable whether the strategic outcome to efficiently use land and to deliver a range of lot sizes and housing forms in newly developing areas is facilitated by the assessment benchmarks. In particular, the density ranges for these areas are relatively low, minimum lot sizes do not encourage a range of lot sizes and there is a lack of clarity within the assessment benchmarks around the arrangement of different housing forms and density.
	Understandability and Applicability	<ul style="list-style-type: none"> Section 3.3.1.2(6) – Reference to new development in low-medium and medium density residential zones providing ‘public’ space and facilities is confusing. Reference to ‘communal’ open space and facilities would be more appropriate. Section 3.3.1.3(7) – It is unclear what elements make up the distinctive character of housing in Point Lookout (LDR3). Some level of detail about these character elements in this strategic outcome would improve its function for development assessment.
3.4 Theme: economic development	Strategic Alignment	<ul style="list-style-type: none"> Since the City Plan commenced, Redlands Coast was announced as accommodating a new venue for the 2023 Olympics. The implications of

City Plan Section	Key Principles	Discussion
		<p>the venue location at Birkdale should be considered through a new City Plan and recognised in this section of the strategic framework.</p> <ul style="list-style-type: none"> • Section 3.4.1.9(1)(a) – Large format retailing in the emerging community zone at Victoria Point is no longer planned and the reference should be removed. • Section 3.4.1.9(1)(e) – The described purpose of the marine industry areas at Beveridge Road and North Stradbroke Island may not suitably describe the unique aspects of each location. It is recommended that the purpose of each location be described separately in this section of the strategic framework. In relation to the North Stradbroke Island location, alignment with outcomes in the Gumpi Master Plan 2023 should be sought. • Section 3.4.1.10(13) – This strategic outcome has been overtaken by the declaration of the Southern Thornlands PDA, and therefore this part should be deleted. • Section 3.4.1.11(1)(e) – Sand resources on North Stradbroke Island are no longer protected for extraction and this outcome point should be removed. • Section 3.4.1.12 – This section encourages a strong tourism economy with accommodation offerings on our Islands but does not extend that encouragement to the mainland. This is at odds with the Redlands Coast Destination Management Plan, which seeks to support a variety of tourism accommodation offerings on the mainland's hinterland and coastline. • Section 3.4.1.13 – This section identifies a list of potential land uses for the former Birkdale Commonwealth land. This has now been overtaken by events, with the land now being planned as the Birkdale Community Land and Redlands Coast Adventure Sports Precinct. This section requires updating to align with this planning intent.
	Understandability and Applicability	<ul style="list-style-type: none"> • Section 3.4.1.2(8) – Given the principal centre zone code intends building heights to scale down where they interface with Raby Bay

City Plan Section	Key Principles	Discussion
		<p>harbour, the strategic outcome stating that building height generally increases towards Raby Bay harbour is confusing. A revised outcome that recognises the intended built form arrangement is recommended.</p> <ul style="list-style-type: none"> Sections 3.4.1.3 to 3.4.1.7 – Each level of centre seeks to ensure that it does not compromise higher order centres. It is not clear in the drafting what constitutes a compromise of a higher order centre. For example, is this intended to limit lower order centres from offering goods and services intended to be only located within higher order centres (a relatively low non-compliance threshold), or is this intended to ensure that development in lower order centres does not compromise a higher order centre achieving its ultimate place in the hierarchy and servicing its intended catchment (a relatively high non-compliance threshold)? This should be made clearer in the drafting. Sections 3.4.1.8(2) – This strategic outcome identifies that large format retailing occurs in centres; however, this land use is not intended in lower order centres (local and neighbourhood centres). The wording of the outcome could be made clearer. Section 3.4.1.8(4) – The use of the term ‘small scale’ could be clarified to make clear that it includes built form, extent of use area and operational characteristics.
	Best Practice	<ul style="list-style-type: none"> Section 3.4.1.1 – This section would benefit from a concept map that demonstrates the purpose of the various levels of centres across Redlands Coast and the synergies between these centres. Understanding these synergies, along with key private, public and active transport networks and the spatial distribution of higher densities areas across Redlands Coast will assist in clearly portraying the urban settlement pattern, its major drivers and outcomes and the importance of existing and planned major infrastructure investments. Section 3.4.1.1 – This section identifies the importance of commercial centres as community meeting places that shape the settlement pattern of Redlands Coast. Major recreation and sporting infrastructure across

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		the city increasingly perform a complementary role as community meeting places in addition to traditional centres. These facilities provide further influence on the shape of Redland's settlement pattern, the concentration of residential densities and a focus for infrastructure investment. It is recommended that this is better recognised in the strategic framework, along with mapping of these higher order sport and recreation facilities in the strategic framework.
3.5 Theme: environment and heritage	Strategic Alignment	<ul style="list-style-type: none"> Section 3.5.1.1(2) – This outcome does not recognise, protect and enhance existing and future ecological corridors identified in the Wildlife Connections Plan and is recommended for review, along with amendments to associated mapping and assessment benchmarks.
	Understandability and Applicability	<ul style="list-style-type: none"> Section 3.5.1.1(3) – Identifying that a significant residual impact on important habitat 'may' need to be offset lacks strength and clarity.
3.6 Theme: safety and resilience to hazards	Integration of State Interests	<ul style="list-style-type: none"> Section 3.6.1.3(1) – The drafting of this outcome is inconsistent with the SPP outcome, by providing additional scope for allowing development in the erosion prone area. Section 3.6.1.3(3) – This outcome does not represent the SPP outcome, which identifies that coastal protection works are a last resort option, with a number of qualifiers that must first be met.
	Vertical Alignment	<ul style="list-style-type: none"> Section 3.6.1.3(1) – The coastal protection (erosion prone areas) overlay code has more stringent provisions for Amity Point than other locations due to the higher risk factors, however this is not represented in the strategic framework. Amendments to this section are recommended.
	Understandability and Applicability	<ul style="list-style-type: none"> Section 3.6.1.1(2) – Nowhere in the City Plan makes it clear what is an 'acceptable' and 'tolerable' level of risk for each of the natural hazards. In practice, this makes it very difficult to conduct development

City Plan Section	Key Principles	Discussion
		<p>assessment in areas affected by natural hazards and deliver consistent decision-making and risk assessment. The meanings of these terms should be clearly established through the natural hazard risk assessments and then expressed in City Plan.</p> <ul style="list-style-type: none"> • Section 3.6.1.1(3) – While locating hazardous materials outside of hazard areas is important, it is unclear from an underpinning risk assessment whether this is sufficient to manage the risk. For example, would establishing industries that manufacture hazardous materials in an area affected by a 0.5% AEP flood event manage the risk to an acceptable level? • Section 3.6.1.1(4) – Similarly, it is unclear from any underpinning risk assessment whether simply locating community activities and infrastructure that require continuous operation during natural hazard events outside of the hazard area is sufficient. • Sections 3.6.1.1 to 3.6.1.4 – There is currently no recognition of the different risk factors (for example, ability to sustain temporary loss of power, ability to evacuate, ability to shelter in place for extended periods of time) that may be experienced by land uses that contain vulnerable persons (for example, residential care facilities). • Section 3.6.1.2 – There is inconsistency in the use of terms, where Section 3.6.1.1 requires mitigation to an ‘acceptable or tolerable level’, while Section 3.6.1.2 requires that the risk is ‘minimised’.
3.7 Theme: infrastructure	Integration of State Interests	<ul style="list-style-type: none"> • The strategic framework does not refer to the Brisbane Strategic airport. Amendments are recommended to the strategic framework to ensure that development that could adversely impact on aircraft, airport operations or aircraft safety is appropriately assessed. • Air transport infrastructure is not currently identified as key infrastructure in the City, which is inconsistent with the SPP and amendments to this section of the strategic framework are recommended.

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	Vertical Alignment	<ul style="list-style-type: none">Section 3.7.1.3(5) and (6) – The outcome for development to promote and prioritise cycling over private vehicles is not reflected in associated assessment benchmarks, with no provisions for bicycle parking or end of trip facilities.Section 3.7.1.5(2) – Energy from waste management infrastructure could be further supported by applying an appropriate level of assessment for a ‘renewable energy facility’ in the community facilities zone (CF6 precinct).
Part 4 Local government infrastructure plan	A review of the local government infrastructure plan is outside the scope of this technical audit of the City Plan.	
Part 5 Tables of assessment		
5.3 Categories of development and assessment	Understandability and Applicability	<ul style="list-style-type: none">Section 5.3.3(5) – In most cases, the City Plan does not identify assessment benchmarks for impact assessable development. Instead, the development application will be assessed against all relevant parts of the City Plan. This could be better conveyed in points (a) and (b).
5.4 Categories of development and assessment – Material change of use	Legislative Requirement	<p>Comments applicable to a number of Tables within this section:</p> <ul style="list-style-type: none">Rooming accommodation is subject to impact assessment in the low density residential zone and code assessment in the low-medium density residential zone. However, Schedule 6 of the PReg currently makes it prohibited for the City Plan to make this assessable in certain circumstances. It is noted that this section of the PReg is due to expire in December 2025. Should this section be made more permanent, amendment to the associated tables of assessment would be recommended to make this clear to users.Community residence is subject to either code or impact assessment in the residential zones, centre zones, environmental management, conservation, community facilities and rural zones. However, Schedule 6

City Plan Section	Key Principles	Discussion
		<p>of the PReg currently makes it prohibited for the City Plan to make this assessable in certain circumstances. Amendment to the associated tables of assessment is recommended to make this clear to users. Additionally, to manage the impacts of this development, it is recommended that building work for community residence be made assessable, with acceptable outcomes relating to built form included in the zone code.</p> <ul style="list-style-type: none"> Low impact telecommunications facilities are not regulated by the City Plan (by virtue of the Commonwealth's <i>Telecommunications Act 1997</i>), and instead are regulated by the <i>Telecommunications (Low Impact Determination) 1997</i>. This is recognised in an editor's note in the telecommunications facilities, substations and utilities code, however it would make more sense to include this editor's note in the tables of assessment to assist user's understanding.
Table 5.4.1 Low density residential zone	Vertical Alignment	<ul style="list-style-type: none"> The prescribed levels of assessment suitably reflect the intentions of the zone code.
Table 5.4.2—Low-medium density residential zone	Vertical Alignment	<ul style="list-style-type: none"> The prescribed levels of assessment suitably reflect the intentions of the zone code.
Table 5.4.3—Medium density residential zone	Vertical Alignment	<ul style="list-style-type: none"> Allowing for dwelling houses as accepted development may undermine the purpose of the medium density residential zone, and amendment is recommended to discourage this land use on anything but small lots within this zone.
Table 5.4.5—Character residential zone	Vertical Alignment	<ul style="list-style-type: none"> Allowing for cropping on any lot within the character residential zone as accepted development has the potential to negatively impact residential amenity. It is suggested that a minimum lot size be considered for determining accepted or assessable development and/or a number of AOs be required to be met to be accepted development.

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Table 5.4.6—Tourist accommodation zone	Vertical Alignment	<ul style="list-style-type: none"> Allowing for dwelling houses as accepted development may undermine the purpose of the tourist accommodation zone, and amendment is recommended to discourage this land use. The Stradbroke Island Beach Hotel is located in this zone. Any material change of use to this hotel is currently impact assessable, which would appear at odds with the intent of the zone code, and amendment is recommended.
Table 5.4.7—Principal centre zone	Vertical Alignment	<ul style="list-style-type: none"> A range of residential uses, including multiple dwelling and retirement facility, are accepted subject to requirements within an existing building and involving only minor building work. This may undermine the intent of the principal centre zone to limit residential uses on the ground floor to achieve active frontages. It is recommended that an additional qualifier be included for these uses to be accepted development, which requires that they be above the ground floor level.
	Understandability and Applicability	<ul style="list-style-type: none"> Community use, food and drink outlet, market and theatre are listed in two separate sections of this table. This could result in misinterpretation of levels of assessment for these uses and amendment is recommended.
Table 5.4.8—Major centre zone	Vertical Alignment	<ul style="list-style-type: none"> A range of residential uses, including multiple dwelling and retirement facility, are accepted subject to requirements within an existing building and involving only minor building work. This may undermine the intent of the principal centre zone to limit residential uses on the ground floor to achieve active frontages. It is recommended that an additional qualifier be included for these uses to be accepted development, which requires that they be above the ground floor level.
	Understandability and Applicability	<ul style="list-style-type: none"> Shop and shopping centre should be included in the list with other non-residential uses, as they have the same levels of assessment and assessment benchmarks.

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Table 5.4.9—District centre zone	Vertical Alignment	<ul style="list-style-type: none"> The prescribed levels of assessment suitably reflect the intentions of the zone code.
	Understandability and Applicability	<ul style="list-style-type: none"> Shop and shopping centre should be included in the list with other non-residential uses, as they have the same levels of assessment and assessment benchmarks.
Table 5.4.10—Local centre zone	Vertical Alignment	<ul style="list-style-type: none"> A range of non-residential land uses are accepted subject to requirements in an existing building and involving only minor building work. There are no qualifications regarding tenancy size, which may undermine the intent of the zone code to provide smaller scale non-residential uses servicing a constrained catchment. It is recommended that a maximum tenancy size be included as an AO for a number of these land uses.
Table 5.4.11—Neighbourhood centre zone	Vertical Alignment	<ul style="list-style-type: none"> A range of non-residential land uses are accepted subject to requirements in an existing building and involving only minor building work. There are no qualifications regarding tenancy size, which may undermine the intent of the zone code to provide smaller scale non-residential uses servicing a constrained catchment. It is recommended that a maximum tenancy size be included as an AO for a number of these land uses.
Table 5.4.12—Specialised centre zone	Vertical Alignment	<ul style="list-style-type: none"> Allowing for an educational establishment and research and technology industry uses to be accepted subject to requirements within an existing building would align with the intent of this zone code.
Table 5.4.13—Recreation and open space zone	Vertical Alignment	<ul style="list-style-type: none"> The prescribed levels of assessment suitably reflect the intentions of the zone code.

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Table 5.4.14—Environmental management zone	Vertical Alignment	<ul style="list-style-type: none"> The prescribed levels of assessment suitably reflect the intentions of the zone code.
Table 5.4.15—Conservation zone	Vertical Alignment	<ul style="list-style-type: none"> Club and food and drink outlet (not undertaken by Council or by Council resolution) is subject to code assessment, which would appear at odds with the OOs of this zone code. It is recommended that these uses be impact assessable (where not undertaken by Council or by Council resolution).
Table 5.4.16—Low impact industry zone	Vertical Alignment	<ul style="list-style-type: none"> Industry land in Redlands Coast remains a scarce and valuable resource. A number of land uses in this zone may not be a suitable use of this valuable land resource. A garden centre, currently identified as code assessable, usually occupies a large area of land, has a low employment density and does not require substantial separation from sensitive uses. It may be an inefficient use of land in the industrial zone and is not encouraged by the zone code itself. Impact assessment may be a better category of assessment. Outdoor sales, currently identified as code assessable, usually occupies a large area of land, with a low employment density. It may be an inefficient use of land in the industrial zone and is not encouraged by the zone code itself. This type of use is encouraged in the mixed use zone, which is a more appropriate location. Impact assessment may be a better category of assessment. A number of uses are accepted subject to requirements, allowing the interchange of industrial and related uses over time. However, while these uses have a range of different vehicle parking demands, no AOs relating to vehicle parking apply. This may cause the demand for vehicle parking to exceed the supply at points in time, resulting in overflow to surrounding streets. A review of this approach is recommended, which may involve including additional AOs or limiting the types of uses that can interchange to and from, as accepted development. This comment

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		also applies to the medium impact industry, waterfront and marine industry and mixed use zones below.
Table 5.4.17—Medium impact industry zone	Vertical Alignment	<ul style="list-style-type: none"> The prescribed levels of assessment suitably reflect the intentions of the zone code.
Table 5.4.18—Waterfront and marine industry zone	Vertical Alignment	<ul style="list-style-type: none"> The prescribed levels of assessment suitably reflect the intentions of the zone code.
Table 5.4.19—Mixed use zone	Vertical Alignment	<ul style="list-style-type: none"> This zone is intended to accommodate a range of bulky goods retailing and low impact industry uses and are located along major road corridors. A childcare centre, currently identified as code assessable, would appear incompatible with many of these uses and setting, resulting in amenity and reverse amenity impacts. Additionally, this use is not encouraged within the zone code itself. Impact assessment would be a better category of assessment. A shop, up to 500m² gross floor area, is subject to code assessment. A proliferation of shops within the mixed use zone has the potential to detract from the intended function of neighbouring centre zones. The potential for this outcome may become more apparent due to factors such as lower land cost compared to centre zones, high visibility locations along major roads and reducing demand for ‘bricks and mortar’ bulky goods retailing due to increasing online purchasing. The level of assessment and the threshold size should be re-considered to substantially constrain shop uses in the mixed use zone.
Table 5.4.20—Community facilities zone	Legislative Requirement	<ul style="list-style-type: none"> A dwelling house is subject to impact assessment in this zone. However, Schedule 6 of the PReg currently makes it prohibited for the City Plan to make this assessable development in certain circumstances. Amendment to the associated tables of assessment is recommended to make this clear to users.

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	Vertical Alignment	<ul style="list-style-type: none"> Allowing for an educational establishment to be accepted subject to requirements within an existing building would align with the intent of this zone code.
Table 5.4.21—Emerging community zone	Vertical Alignment	<ul style="list-style-type: none"> This zone allows for rural uses to continue to establish on land as accepted development. While this is appropriate for large undeveloped lots, it would not be appropriate for these uses to occur on newly created residential lots. It is suggested that a minimum lot size threshold be applied to the categories of assessment for rural uses in this zone.
Table 5.4.22—Rural zone	Legislative Requirement	<ul style="list-style-type: none"> Rural worker's accommodation is subject to code assessment in this zone; however, Schedule 6 of the PReg currently makes it prohibited for the City Plan to make this assessable in certain circumstances. It is noted that this section of the <i>Planning Regulation 2017</i> is due to expire in December 2025. Should this section be made more permanent, amendment to the table of assessment would be recommended.
	Understandability and Applicability	<ul style="list-style-type: none"> To assist users of the City Plan, the editor's note dealing with forestry for wood production could include a reference to the particular schedules in the Planning Regulation that apply. To assist users of the City Plan, an editor's note could be included that refers to Schedule 10, Part 16 of the PReg, which makes urban activity, residential development and residential care facilities in the SEQ regional landscape and rural production area prohibited in certain circumstances.
	Vertical Alignment	<ul style="list-style-type: none"> The prescribed levels of assessment suitably reflect the intentions of the zone code.
Table 5.5.1—Reconfiguring a lot	Legislative Requirement	<ul style="list-style-type: none"> Schedule 6 of the PReg makes certain reconfiguration types (for example, amalgamation of lots) prohibited from being made assessable

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		by City Plan. Amendment to this table of assessment is recommended to make this clear to users.
	Understandability and Applicability	<ul style="list-style-type: none"> To assist users of the City Plan, an editor's note could be included that refers to Schedule 10, Part 16 of the PReg, which makes almost all reconfiguring a lot within the SEQ regional landscape and rural production area prohibited development.
Table 5.6.1—Building work	Legislative Requirement	<ul style="list-style-type: none"> Schedule 1 of the <i>Building Regulation 2021</i> (by virtue of Schedule 7 of the PReg) makes certain building work accepted development. Amendment to this table of assessment is recommended to make this clear to users.
	Vertical Alignment	<ul style="list-style-type: none"> Building work for dwelling houses in the recreation and open space zone is accepted development. There are numerous lots that are within both a residential zone and the recreation and open space. In these scenarios, building work to extend or replace an existing dwelling house into, or further into, the recreation and open space zoned part of the property will be accepted development, which is in conflict with the OOs in the recreation and open space zone.
	Horizontal Alignment	<ul style="list-style-type: none"> There is currently no coordination between building work for domestic car parking structures (garages and carports) and operational work for the associated domestic driveway crossovers. The building work is generally assessable only against the QDC (in relation to setbacks and building height), with no assessment criteria relating to the impact caused by the location of the driveway (impacts on road safety, street trees and existing infrastructure). This has put Council in the difficult position of having to assess a non-compliant driveway for a carport that has already been approved and constructed. It is recommended that the impacts should be assessed in the placement of the building structure, through inclusion of accepted subject to requirements criteria.

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Table 5.7.1—Operational work	Legislative Requirement	<ul style="list-style-type: none"> Operational work that is prescribed tidal work is assessable development in accordance with Schedule 10, Part 17 of the PReg, with assessment benchmark prescribed by Schedule 3 of the <i>Coastal Protection and Management Regulation 2017</i>. Amendment to this table of assessment is recommended to reflect this level of assessment.
	Horizontal Alignment	<ul style="list-style-type: none"> Currently, this table of assessment only regulates three types of operational work; driveway crossovers, excavation and fill and works associated with reconfiguring a lot. This means that the balance of operational work (for example, works on mains stormwater, water and wastewater infrastructure (not exclusively associated with reconfiguring a lot) and landscaping work) is accepted development. Council created conditioned works assessment subsequent to a material change of use to fill this gap. This approach has pros and cons. Importantly, there will remain operational work that should be regulated to achieve the outcomes of the City Plan, but currently is not. It is recommended that a review of this table of assessment is conducted, and appropriate amendments made.
	Understandability and Applicability	<ul style="list-style-type: none"> For a driveway crossover to be accepted development it must comply with criteria and standard drawings listed in PSP2. This approach is very confusing for users, as (1) the specific section of the PSP is not referenced in the associated code (making locating the criteria difficult), (2) the relevant standard drawing(s) is not referenced in either the code or the PSP section (making locating the right drawing difficult) and (3) the PSP requires compliance with the standard drawings except where they are varied by other standards (but does not outline where and how they are varied). It is recommended that a different approach be taken to this level of assessment determination, with the criteria listed in the code itself and a clear reference to the applicable standard drawing. Review of the standard drawings are necessary to ensure that they

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		comply with relevant Australian Standards and Austroads, removing the need to include the confusing qualifier currently in the PSP.
Table 5.9.1—Assessment benchmarks for overlays	Vertical Alignment	<p>In relation to the airport environs overlay part:</p> <ul style="list-style-type: none"> Development within this overlay is only made assessable against the overlay code, where it has already been made assessable by the zone code. This does not achieve the outcomes of the code, as it allows for a range of accepted development types (for example, all forms of building work, material change of use for dwelling houses and dual occupancy in most zones, a number of rural uses, and aspects of operational work) to be unregulated by the overlay, potentially compromising safe and efficient aviation operations. The code itself includes a number of AOs that are identified as applicable to accepted subject to requirements development, however, have no statutory effect because of the drafting of this table of assessment. Amendments to this table are recommended to correct this. <p>In relation to the coastal protection (erosion prone areas) overlay part:</p> <ul style="list-style-type: none"> Most development within this overlay is only made assessable against the overlay code, where it has already been made assessable by the zone code. This may not achieve the outcomes of the code, as it allows for a range of accepted development types that may be impacted by coastal erosion or cause impact upon coastal processes (for example, home-based business in a new domestic outbuilding, caretaker's accommodation, cropping and animal husbandry) to be unregulated by the overlay. Amendments to this table are recommended to correct this. Conversely, material change of use for dual occupancy, dwelling house and community residence is made code assessable, regardless of whether the building itself is located within the erosion prone area (noting that the 'use' will generally apply across the whole of the premises). Considering the outcomes within the overlay code, this is unnecessary regulation, and it is recommended that code assessment

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		<p>for these uses (and home-based business and caretaker's accommodation recommended above) only apply where buildings or structures are proposed within the mapped erosion prone area.</p> <p>In relation to the environmental significance overlay part:</p> <ul style="list-style-type: none"> The overlay code includes outcomes to not cause substantial fragmentation of habitat areas, retain connections between habitat areas, remove barriers restricting movement of wildlife, restore ecological corridors and minimise disturbance to wildlife from light, noise and other sources. However, this table of assessment only regulates the clearing of vegetation and does not regulate uses and building work from occurring within areas that represent important connections between habitat areas or adjoining important habitat areas. It is recommended that, along with the mapping of ecological corridors, the table be amended to make certain uses and works within ecological corridors and adjoining important habitat areas assessable development and/or include acceptable outcomes for accepted development. <p>In relation to the landslide hazard overlay part:</p> <ul style="list-style-type: none"> The overlay code has outcomes that restrict vulnerable land uses, such as emergency services, substations, major electricity infrastructure, telecommunications facilities and utility installations, from locating in landslide hazard areas. However, all of these uses are accepted development in the table of assessment for this overlay, and therefore this code outcome may not be achieved. Changes are recommended to the table of assessment to improve this functionality. <p>In relation to the regional infrastructure corridors and substations overlay part:</p> <ul style="list-style-type: none"> The overlay code has outcomes that restrict sensitive land uses, including dwelling houses, from locating in or near these mapped corridors. However, these uses are accepted development in the table of

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		<p>assessment for this overlay, and therefore this code outcome may not be achieved. Changes are recommended to the table of assessment to improve this functionality.</p> <p>In relation to the water resource catchments overlay part:</p> <ul style="list-style-type: none"> The overlay code has outcomes that seek development complies with setback distances in the Seqwater drinking water catchment guidelines, involves no clearing of vegetation and no worsening of surface or ground water quality. However, all uses are accepted development in the table of assessment for this overlay, and therefore these code outcomes may not be achieved. Changes are recommended to the table of assessment to improve this functionality. <p>In relation to the waterway corridors and wetlands overlay part:</p> <ul style="list-style-type: none"> The overlay code has outcomes seeking a development-free, vegetated buffer area to waterways and that waterway corridors do not restrict wildlife movement. However, all uses are accepted development in the table of assessment for this overlay, and therefore these code outcomes may not be achieved. Changes are recommended to the table of assessment to improve this functionality.
	Understandability and Applicability	<p>In relation to the airport environs overlay part:</p> <ul style="list-style-type: none"> The table of assessment uses the terms 'airport's operational airspace' and 'aviation facilities buffers area'. Neither of these terms are defined nor appear on the associated overlay maps. Instead, the overlay maps include a number of different named layers, and it is unclear if these layers, collectively, relate to the terms used in the table of assessment. The terms should be explained, either in the dictionary, or as an editor's note in the table of assessment. <p>In relation to the environmental significance overlay part:</p>

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		<ul style="list-style-type: none"> To assist users of the City Plan, an editor's note could be included that refers to Schedule 10, Part 10 of the <i>Planning Regulation 2017</i>, which makes development involving interfering with koala habitat prohibited in certain circumstances. Most land in the rural zone mapped as environmental significance, is also mapped as koala habitat. Therefore, in many cases, there will be a conflict between the clearing threshold of 2,500m² in the City Plan and the prohibited development threshold of 500m² of koala habitat. In these cases, while the prohibited development threshold applies in place of the City Plan, this is not apparent from the table of assessment and is confusing for users. Re-drafting of the level of assessment trigger to account for this prohibition is recommended. <p>In relation to the heritage overlay part:</p> <ul style="list-style-type: none"> All overlays in this table are listed in alphabetical order, except the heritage overlay. To assist with user wayfinding, it is recommended that this overlay be listed in alphabetical order. <p>In general:</p> <ul style="list-style-type: none"> The use of the term 'reconfiguration of a lot' throughout this table should be replaced with 'reconfiguring a lot' to reflect the defined term under the PAct.
Part 6 Zones		
6.2 Zone codes	Best Practice	<ul style="list-style-type: none"> The zone codes are currently used to regulate a large extent of development aspects, including the design of built form, amenities, privacy, landscaping and so on. It is understood the intent of this approach, as opposed to incorporating many of these aspects within separate use codes, was to limit the number of codes applicable to development assessment and limit potential internal conflicts within the scheme. However, in practice, this has diluted the purpose of the zone

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		<p>codes and produced gaps in policy for land uses that may be less common in particular zones (and therefore do not currently have specific provisions within the zone code for their design and layout). For example, where a community housing provider proposes social and affordable housing in the community facilities zone, there are no assessment provisions relating to built form, design, layout or on-site amenities, complicating the assessment process and making it less clear for applicant and assessment manager.</p> <p>It is recommended that this approach be reconsidered, and a range of use codes be developed and the zone codes amended accordingly.</p> <ul style="list-style-type: none"> • Zones are, and should be, the main spatial and land use organising tool for City Plan. Most contemporary planning schemes now use only one level of outcomes for zone codes (such as in Brisbane City Plan, Sunshine Coast Planning Scheme and the draft Ipswich Plan). This approach results in very clear and strong planning positions that are more easily defended. It avoids internal conflicts and wording differences between levels of outcomes that can result in perverse development outcomes and legal challenge. It is recommended that this revised approach to the zone codes be adopted and amendments made, along with the dot point above. • The zone codes currently include a range of design and layout provisions. However, the codes lack graphics and diagrams to explain design and layout concepts and expected built form and landscaping outcomes. Additional graphics would assist those developing (by providing increased certainty on expected outcomes at the initial stages of design), those assessing applications (by providing guidance and improving consistency across individual assessment managers), and members of the community (by providing more information on what outcomes to expect for future development in their neighbourhood). Gold Coast City Plan and Brisbane City Plan, in particular, make excellent use of explanatory graphics for building design elements, integrating

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		<p>landscaping into built form, relatable building scale, pedestrian movement and permeability and ground plane treatments.</p> <p>In relation to the MDR, character residential and tourist accommodation zone codes:</p> <ul style="list-style-type: none"> • The demand for private open space for temporary (short-term) accommodation is less than for permanent accommodation. This should be represented in the AO, by applying reduced size and dimensions for short-term accommodation. This also assists to improve the feasibility of this land use. <p>In relation to the principal centre, major centre, district centre, local centre and neighbourhood centre zone codes:</p> <ul style="list-style-type: none"> • These zones anticipate in-centre residential development; however, they have no provisions relating to on-site private open space. It is recommended that additional outcomes be included in this regard. <p>In relation to the major centre, district centre, local centre and neighbourhood centre zone codes:</p> <ul style="list-style-type: none"> • There are limited outcomes relating to the scale of development above the ground floor (i.e. no setbacks or site cover identified and no corresponding performance outcomes). To achieve well-designed buildings that integrate with surrounding residential land, it is recommended relevant provisions are introduced. <p>In relation to the principal centre, major centre and MDR zone codes:</p> <ul style="list-style-type: none"> • There are no provisions in these zone codes relating to building separation on the site (only provisions regarding setbacks to external boundaries). Impacts, such as privacy, wind movement, solar access and visual amenity, are relevant whether the building are located on the same site or adjoining sites. It is recommended provisions for building separation are included.

City Plan Section	Key Principles	Discussion
		<p>In relation to the principal centre and MDR (within specific precincts) zone codes:</p> <ul style="list-style-type: none"> At present, there is little policy incentive for developers to amalgamate lots into larger parcels to create more functional and integrated development outcomes. It is recommended that expected building heights scale with larger lot sizes. Brisbane City Plan currently does this effectively in a number of its' neighbourhood plans. <p>In relation to the medium impact industry, local impact industry, waterfront and marine industry, mixed use, community facilities and specialised centre zone codes:</p> <ul style="list-style-type: none"> These zone codes include provisions relating to mitigating hazard scenarios. It is recommended that an editor's note be included in each of these zone code identifying that a hazard assessment report may be required to demonstrate compliance. It is also recommended that a new section be included in PSP6 outlining the methodology for a hazard assessment report.
	Vertical Alignment	<p>In relation to the LDR, LMDR, MDR, character residential and tourist accommodation zone codes:</p> <ul style="list-style-type: none"> These zone codes apply the AOs in QDC MP1.3 to dual occupancies. However, the criteria in the associated POs are limited, which hampers the assessment of dual occupancy not adopting AOs in QDC MP1.3. The PO should include assessment criteria for streetscape outcomes, privacy and on-site amenities. <p>In relation to the LMDR, MDR, character residential and tourist accommodation zone codes:</p> <ul style="list-style-type: none"> The POs include provisions for usable private and communal open space areas for residential development. However, the OOs have no open

City Plan Section	Key Principles	Discussion
		<p>space/ on-site amenities provisions. This dilutes the effect of the POs and amendments to the OOs are recommended.</p> <ul style="list-style-type: none"> • The POs include provisions for facilities in the communal open space, while associated AOs only specify the size and dimensions of the space. Therefore, complying with the AOs will not always comply with the PO, and requires re-drafting. • The POs include criteria that influence the location and design of private open space, while associated AOs only specify the size and dimensions. Therefore, complying with the AOs will not always comply with the PO, and requires re-drafting. • The POs include a range of good building design and landscaping provisions; however, the OOs seek development only reduce the visual impact of the built form (a lower bar than the POs). This dilutes the effect of the POs and amendments to the OOs are recommended. • The POs include provisions to protect amenity, privacy and personal safety; however, the OOs have limited amenity, privacy and safety provisions. This dilutes the effect of the POs and amendments to the OOs are recommended. • The PO relating to discouraging crime and anti-social behaviour (for example, PO13 in the LMDR zone code) is not supported by suitable AOs that achieve all aspects of the PO. Specifically, the PO seeks to ensure spaces are well lit, potential concealment and entrapment opportunities are minimised and clear unobstructed sight lines are provided; however, the AOs only relate to balcony placement and fencing. Therefore, complying with the AOs will not always comply with the PO, and requires re-drafting. <p>In relation to the principal centre, major centre, district centre, local centre and neighbourhood centre zone codes:</p> <ul style="list-style-type: none"> • The POs include provisions for usable communal open space areas for residential development. However, the OOs have no open space/ on-site

City Plan Section	Key Principles	Discussion
		<p>amenities provisions. This dilutes the effect of the POs and amendments to the OOs are recommended.</p> <ul style="list-style-type: none"> The POs include provisions for facilities in the communal open space, while associated AOs only specify the size and dimensions of the space. Therefore, complying with the AOs will not always comply with the PO, and requires re-drafting. PO2/AO2.1 to AO2.5 – The PO relates to minimising impact on land in the residential zone, while the AOs will also apply to residential dwellings within these centre zones. This is in conflict and a position will need to be established on the level of regulation of amenity impacts on in-centre dwellings, noting that this may vary by the type of centre and the nature of the impact. This should be resolved through amendments. <p>In relation to the principal and major centre zone codes:</p> <ul style="list-style-type: none"> PO1/ AO1.1 – The PO intends to restrict operating hours to limit impacts on nearby residential land. However, the AO applies to all land in these zones. It is recommended that this AO applies only to land within a certain distance of a residential zone. This will provide additional support to overall outcome (2)(c), which seeks to accommodate high levels of night time activity.
	Horizontal Alignment	<ul style="list-style-type: none"> The infrastructure works code includes outcomes that the level of service for development is appropriate for the zone or precinct in which it is located. However, the zone codes do not specify the level of service within each zone. This is a gap in policy that should be rectified through amendment to the zone codes.
	Strategic Alignment	<p>In relation to the LMDR, MDR, neighbourhood centre, recreation and open space and community facilities zone codes:</p> <ul style="list-style-type: none"> AOs seek to facilitate Kinross Road as a boulevard style trunk collector, with a central median with mature trees and water sensitive urban design features extending from Boundary Road to Goddard Road.

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		<p>Progressive upgrades to Kinross Road have not delivered this outcome and therefore re-drafting of this AO is recommended to reflect Council's current plan for this road.</p> <ul style="list-style-type: none"> AOs seek to facilitate the new road between Kinross Road and Panorama Drive as a boulevard style trunk collector, with left in, right in and left out access to Panorama Drive. With the delivery of a new centre in this location, this intersection has now been provided as an all-movements, signalised intersection and therefore re-drafting of this AO is recommended. Updates to the road movement network figures for Kinross Road and South East Thornlands are necessary to reflect development approvals in these areas.
	Understandability and Applicability	<p>In relation to the LMDR, MDR and tourist accommodation zone codes:</p> <ul style="list-style-type: none"> OOs seek to retain 'significant trees'; however, significant trees are not identified in City Plan and this term is not defined. This makes application of this outcome very difficult and subjective. As a comparison, Brisbane City Plan includes a significant landscape tree overlay and code. The overlay is supported by a methodology for identifying significant trees and identifies the location of these trees. The code includes provisions that ensure development does not encroach into their tree protection zones and influences the layout of proposed development. POs and AOs in these codes relating to shadowing of open space and habitable rooms should be amended to clarify that this applies to the development site and adjoining land.
6.2.1 Low density residential zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, the regulated purpose is generally reflected through the OOs, and there are therefore no detrimental implications.

City Plan Section	Key Principles	Discussion
	Vertical Alignment	<ul style="list-style-type: none"> The OOs in this zone code reflect the relevant strategic outcomes in the strategic framework. OO (2)(g) seeks that building are of a 'house-like scale', whereas associated PO30 and PO31 seek a 'house compatible scale'. These terms have different meanings, with the PO being a lower bar to achieve. Re-drafting is recommended to ensure consistent outcomes. The POs include a range of good building design and landscaping provisions; however, the OOs have no design or landscaping provisions. This dilutes the effect of the POs and amendments to the OOs are recommended. The POs include provisions to protect residential amenity; however, the OOs have no amenity provisions (other than for non-residential land uses). This dilutes the effect of the POs and amendments to the OOs are recommended. PO4 and PO5 include provisions to protect amenity for residents in precincts LDR2 and LDR4; however, the OOs have no distinct amenity provisions for these precincts. This dilutes the effect of the POs and amendments to the OOs are recommended. PO8 – It is recommended that the words 'from the land' be added to the end of this PO, to ensure alignment with AO8.1 and AO8.2. PO16/AO16.1 – While the PO excludes lots in high or very high bushfire intensity, the AO does not. This results in unnecessarily triggering code assessment for houses in these circumstances.
	Horizontal Alignment	<ul style="list-style-type: none"> There is a conflict between the expected density character in OOs (2)(b) and (3)(a)(i). There is a conflict between the expected density character in OOs (2)(b) and (3)(b)(i). There is a conflict between the expected density character in OOs (2)(b) and (3)(d)(i).

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	Understandability and Applicability	<ul style="list-style-type: none"> PO10 – This PO is difficult to apply as it does not state what outcome is sought to be achieved, which would otherwise allow an assessment of what may constitute minimising earthworks. For example, is it intended to be minimised in order to maintain natural landforms, or for built form to be integrated with existing vegetated backdrops, or to maintain natural drainage patterns, or to result in a high level of interaction with the street at ground level, or a combination of all of these things? Re-drafting is recommended.
	Best Practice	<ul style="list-style-type: none"> The zone code seeks that development achieves a ‘very low density’ (where within a precinct) or ‘low density’ streetscape character. These are subjective terms that are not defined in the City Plan. Similarly, the zone code does not clearly express the character of the low density residential zone or its precincts. As such, there is little to ‘measure’ development against in assessing this outcome. OO (2)(e) and PO18 – The use of the term ‘small scale’ could be clarified to make clear that it includes built form, extent of use area and operational characteristics.
6.2.2 Low–medium density residential zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, the regulated purpose is generally reflected through the OOs, and there are therefore no detrimental implications.

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	Vertical Alignment	<ul style="list-style-type: none"> The strategic framework outcome to provide a mix of lot sizes in the LMDR zones is not realised through the assessment benchmarks, which expects a minimum lot size of 400m². Re-consideration of the associated assessment benchmarks is recommended, alongside review against the Redlands Housing Strategy. PO6/AO6.1 – The PO seeks that development occurs at a ‘house compatible scale’, while the AO only limits site cover. This AO is unlikely to achieve the PO in all circumstances. For example, an apartment building on a 1,200m² lot, with a building footprint of 600m² would comply with the AO but would unlikely be a ‘house compatible scale’. PO17 has no provision relating to the qualities of the landscaped frontage area, which should include reference to sustaining mature trees. PO26 and PO27 include provisions for screening landscaping along major roads in South East Thornlands; however, the OOs have no screen landscaping outcomes. This dilutes the effect of the POs and amendments to the OOs are recommended. PO33 limits the point of access to Kinross Road; however, the OOs have no outcomes relating to the safe function of Kinross Road that would support this PO. This dilutes the effect of the POs and amendments to the OOs are recommended.
	Horizontal Alignment	<ul style="list-style-type: none"> OO (2)(g) seeks a range of lot sizes to increase housing diversity and affordability; however, OO (2)(c) identifies a minimum lot size of 400m² and minimum frontage of 10m. These outcomes may be at odds, with smaller freehold lots able to play a role in housing diversity and affordability but are discouraged by OO (2)(c).

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6.2.3 Medium density residential zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, the regulated purpose is generally reflected through the OOs, and there are therefore no detrimental implications.
	Vertical Alignment	<ul style="list-style-type: none"> The strategic framework outcome to provide a mix of lot sizes in the medium density residential zones is not realised through the assessment benchmarks, which expects a minimum lot size of 800m². Re-consideration of the associated assessment benchmarks is recommended, alongside review against the Redlands Housing Strategy. OO (2)b expects a range of dwelling sizes, however there are no POs that support this outcome. OO (3)(a) expects delivery of the east-west pedestrian spine to Capalaba Regional Park, however there is no corresponding PO and no plan showing this pedestrian link within the MDR zone code. An additional PO is recommended to ensure this outcome is realised. PO29 and PO30 include provisions for screening landscaping along major roads in South East Thornlands; however, the OOs have no screen landscaping outcomes. This dilutes the effect of the POs and amendments to the OOs are recommended. PO34 limits the point of access to Kinross Road; however, the OOs have no outcomes relating to the safe function of Kinross Road that would support this PO. This dilutes the effect of the POs and amendments to the OOs are recommended. OO (2)(f), PO9 and AO9.1 – The OOs and POs expects a building height up to 3 storeys (where not within a precinct), whereas the AO expects a height up to 13m. This AO is unlikely to achieve the PO in all circumstances, as 4 storeys may be achievable without exceeding 13m above ground level. PO9/AO9.1 expects mid-rise buildings in MDR1 and MDR3 precincts (defined as 3 to 6 storeys), however the AO expects buildings up to 22m,

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		which can accommodate 7 to 8 storeys. Therefore, the AO will not achieve the PO in all circumstances.
	Understandability and Applicability	<ul style="list-style-type: none"> PO9 – The reference to residential areas south of Redland Bay Road is confusing and unnecessary. AO17.1 – The figure reference number is incorrect.
6.2.4 Character residential zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the <i>Planning Regulation 2019</i>. Nonetheless, the regulated purpose is generally reflected through the OOs, and there are therefore no detrimental implications.
	Vertical Alignment	<ul style="list-style-type: none"> The OOs in this zone code reflect the relevant strategic outcomes in the strategic framework. PO8/AO8.1 – While a 50% site cover will be appropriate in most circumstances to comply with the PO, there will be occasions where it is not, such as for existing larger character residential lots and for uses alternative to a dwelling house (for example, tourist accommodation uses).

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	Understandability and Applicability	<ul style="list-style-type: none">• The OOs state that short-term accommodation and tourist resorts may be established in this zone but does not clarify the scale of this development or the qualifying criteria they should comply with to demonstrate suitability within the zone. For example, short-term accommodation within existing dwellings may be appropriate, however the establishment of a new tourist resort involving individual units may not, or only where located on a lot of a suitable size and meeting key locational criteria (which should be specified within the OOs).• PO16 is difficult to apply as it does not state what outcome is sought to be achieved, which would otherwise allow an assessment of what may constitute minimising earthworks. For example, is it intended to be minimised in order to maintain natural landforms, or for built form to be integrated with existing vegetated backdrops, or to maintain natural drainage patterns, or to result in a high level of interaction with the street at ground level, or a combination of all of these things? Re-drafting is recommended.• PO19 has no provision relating to the qualities of the landscaped frontage area, which should include reference to sustaining mature trees.
6.2.5 Tourist accommodation zone code	Regulated Requirement	<ul style="list-style-type: none">• The zone code purpose generally reflects the regulated purpose in the PReg.

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	Vertical Alignment	<ul style="list-style-type: none"> The strategic framework seeks that tourism development on the islands is limited in building footprint and does not involve significant modifications to landforms. However, these outcomes are not carried through to the OOs in the tourist accommodation zone. Additionally, AO10.1 allows up to 60% site coverage, which, for the larger lots in this zone, would be at odds with these strategic outcomes. To give these outcomes statutory effect, amendments to the zone code are recommended. PO8 expects building heights of two to three storeys; however, there are no OOs regarding building height. This dilutes the effect of the PO and amendments to the OOs are recommended.
6.2.6 Principal centre zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, the regulated purpose is generally reflected through the OOs, and there are therefore no detrimental implications.
	Vertical Alignment	<ul style="list-style-type: none"> The strategic framework intends that the principal centres will accommodate tertiary and specialist education and training facilities. However, this is not referenced in the OOs of this zone code.
	Strategic Alignment	<ul style="list-style-type: none"> Inclusion of the service catchment population sizes for these two centres in the overall outcomes is recommended (similar to other centres in the hierarchy). This will ensure this is a relevant consideration for development assessment and improves alignment to the strategic framework. OO (3)(g) and (l), OO (4)(f), PO22 to PO25 – These outcomes relate to the planned town squares and pedestrian spines through the centres. While these elements are shown in the City Plan, the details of their composition (size and dimensions of the town squares, pathway widths of the major pedestrian spines, levels of embellishment and public furniture, etc) are unclear. Additionally, it is unclear how these future elements are protected from incremental development (i.e.

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		redevelopment and small expansion of existing tenancies in these planned spaces) and the implications for their ultimate delivery/ acquisition.
	Understandability and Applicability	<ul style="list-style-type: none"> PO11 – It is unclear how this outcome to protect important view corridors is intended to influence development outcomes. Implementation of the outcome should be assisted by maps/ figures in the zone code that illustrate the view corridor (and therefore the area affected by this outcome) and an editor's note identifying that a visual impact assessment may be required to demonstrate compliance. It is also recommended that a section be included in a PSP outlining the methodology for a visual impact assessment (which would be drafted to apply in this and other circumstances).
	Best Practice	<ul style="list-style-type: none"> To achieve active and pedestrian-focused main streets within these centres, it is recommended that driveway crossovers be restricted on certain streets, requiring alternative street access, with assessment outcomes that support this intent. Higher buildings have the potential to cause building downwash (wind impacts) onto public areas (i.e. public footpaths). This can be mitigated through the use of building podiums or footpath awnings. It is recommended that provisions are included that reinforce the need for these building elements for managing wind impacts, as well as achieving streetscape and human scale outcomes.
6.2.7 Major centre zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, the regulated purpose is generally reflected through the OOs, and there are therefore no detrimental implications.

City Plan Section	Key Principles	Discussion
	Vertical Alignment	<ul style="list-style-type: none"> The overall outcomes in this zone code reflect the relevant strategic outcomes in the strategic framework. PO7/AO7.1 – The PO expects 4 storey buildings; however, the AO expects buildings up to 17m, which could accommodate 5 storeys. Therefore, the AO will not achieve the PO in all circumstances.
	Understandability and Applicability	<ul style="list-style-type: none"> PO21 – Victoria Point major centre includes a series of connected internal main streets. It is unclear if this PO relates only to external streets (as it does for other zones) and therefore it is recommended that it be amended to clarify that awnings are also expected to internal main streets.
6.2.8 District centre zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, the regulated purpose is generally reflected through the OOs, and there are therefore no detrimental implications.
	Vertical Alignment	<ul style="list-style-type: none"> The OOs in this zone code reflect the relevant strategic outcomes in the strategic framework. PO6/AO6.1 – The PO expects 4 storey buildings; however, the AO expects buildings up to 17m, which can accommodate 5 storeys. Therefore, the AO will not achieve the PO in all circumstances.
	Horizontal Alignment	<ul style="list-style-type: none"> PO10, PO22 and AO7.1 – PO10 and PO22 expect highly articulated and variable building design and provision of on-site landscaping, while AO7.1 allows up to 100% site cover. Considering the land arrangements of the district centres, 100% site cover will not achieve the other outcomes and better coordination between outcomes is recommended.

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6.2.9 Local centre zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, both the regulated purpose and City Plan purpose similarly constrain the range of commercial and retail services and service catchments for this zone, and there are therefore no detrimental implications.
	Vertical Alignment	<ul style="list-style-type: none"> The strategic framework encourages tourist accommodation within local and neighbourhood centres on the islands. However, the OOs of the local centre zone code only make reference to this development within the Point Lookout local centre. Amendments are recommended to the zone code to reflect the strategic framework and assist in delivering a more focused approach to tourist accommodation on the islands. OO (2)(k) includes specific provisions for the local centre at Point Lookout; however, there is no corresponding PO. An additional PO is recommended to ensure this outcome is realised.
	Understandability and Applicability	<ul style="list-style-type: none"> OO (2)(d) and PO6 – It is clear that the intent of these outcomes is to ensure development includes non-residential uses that present an active frontage to the street at ground level and restrict residential uses to above ground or behind non-residential uses. However, the drafting of the OO and PO is unclear and open to challenge.
6.2.10 Neighbourhood centre zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. The City Plan purpose constrains the type of commercial and retail services and service catchment to day-to-day needs of the community in the immediate vicinity. This varies from the regulated purpose, which serves local residents with a limited variety of services. There is a misalignment between the regulated purpose (which will apply in place of City Plan's purpose) and the OO.

City Plan Section	Key Principles	Discussion
	Vertical Alignment	<ul style="list-style-type: none"> The strategic framework encourages tourist accommodation within local and neighbourhood centres on the Islands. However, this is not reflected in the OOs of the neighbourhood centre zone code. Amendments are recommended to the zone code to reflect the strategic framework and assist in delivering a more focused approach to tourist accommodation. The code includes a number of POs and AOs specific to the Kinross Road and South East Thornlands neighbourhood centres; however, no corresponding OOs are included. This dilutes the effect of the POs and amendments to the OOs are recommended.
6.2.11 Specialised centre zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, the regulated purpose does not conflict with the OOs, and there are therefore no detrimental implications.
	Integration of State Interests	<ul style="list-style-type: none"> A key policy in <i>ShapingSEQ</i> is the delivery of housing to key workers (which includes health care workers) close to where they work. Areas surrounding the Redland Hospital is already developed with predominantly large detached houses, which severely constrains its ability to meet this outcome. There may be, however, opportunity to deliver diverse and affordable housing within the precinct itself. The outcomes of this zone code discourage this outcome, and it is recommended that this opportunity be further investigated.
	Vertical Alignment	<ul style="list-style-type: none"> The OOs in this zone code reflect the relevant strategic outcomes in the strategic framework. OO (2)(c) and PO6 – The OO encourages establishment of residential care facilities and rooming accommodation, however the PO states that all residential development must be for temporary accommodation only. These outcomes are at odds and should be resolved.

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6.2.12 Recreation and open space zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, the regulated purpose does not conflict with the OOs, and there are therefore no detrimental implications.
	Vertical Alignment	<ul style="list-style-type: none"> The OOs in this zone code reflect the relevant strategic outcomes in the strategic framework. The OOs of the recreation and open space zone are to provide for sport and recreational uses. The mapping of recreation and open space zone across Redlands Coast does not always reflect these outcomes, comprising large areas of both public and private land that is not expected to be used for recreation or sporting purposes. Instead, much of this land serves a conservation or coastal/ riverine buffering purpose. There is inconsistency in zoning methodology across Redlands Coast, with many examples of where a section of an existing ecological corridor is in the conservation zone, with the next section in the recreation and open space zone, with both sections serving the same purpose. A review of the methodology for the recreation and open space zone, conservation zone and environmental management zone is recommended, to ensure consistency and clear purpose. The POs include good building design and landscaping provisions; however, the OOs have no design or landscaping provisions. This dilutes the effect of the POs and amendments to the OOs are recommended.
6.2.13 Environmental management zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, the regulated purpose is generally reflected through the OOs, and there are therefore no detrimental implications.
	Vertical Alignment	<ul style="list-style-type: none"> The OOs in this zone code reflect the relevant strategic outcomes in the strategic framework.

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6.2.14 Conservation zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, the regulated purpose is generally reflected through the OOs, and there are therefore no detrimental implications.
	Vertical Alignment	<ul style="list-style-type: none"> The OOs in this zone code reflect the relevant strategic outcomes in the strategic framework.
	Understandability and Applicability	<ul style="list-style-type: none"> OO (2)(b) and PO1 – The use of the term ‘management activities’ is unclear. The outcome may be made clearer by stating that it is for activities relating to management of environmental values on the land.
6.2.15 Low impact industry zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, the regulated purpose is generally reflected through the OOs, and there are therefore no detrimental implications.
	Vertical Alignment	<ul style="list-style-type: none"> The OOs in this zone code reflect the relevant strategic outcomes in the strategic framework.
6.2.16 Medium impact industry zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the <i>Planning Regulation 2019</i>. Nonetheless, the regulated purpose is generally reflected through the OOs, and there are therefore no detrimental implications.
	Vertical Alignment	<ul style="list-style-type: none"> The OOs in this zone code reflect the relevant strategic outcomes in the strategic framework.
6.2.17 Waterfront and marine industry zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, the regulated purpose is generally reflected through the OOs, and there are therefore no detrimental implications.

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	Vertical Alignment	<ul style="list-style-type: none"> There are key differences between the marine industry zone described in the strategic framework and that described in the OOs of the zone code. The strategic framework is geared towards the current use and purpose of the Beveridge Road location, while the OO recognises the more unique aspects of the North Stradbroke Island location. Amendments to the strategic framework and the zone code to reflect the purposes of each location are recommended. It may be appropriate to include each within a distinct precinct within the zone. To ensure that food and drink outlets remain small scale and do not compromise the purpose of this zone, it is recommended that a gross floor area limit be included as an AO, with an associated PO. Service stations are a code assessable use in this zone, with the purpose being that they supply fuel for marine vessels. It is recommended that a PO be included that ensures they are only for this purpose (to limit the potential for a car-based service station to locate within this zone).
6.2.18 Mixed use zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. The regulated purpose provides for a wide variety of land uses, including residential and tourist accommodation, which would be incompatible with the mixed use zone. There is a misalignment between the regulated purpose (which will apply in place of City Plan's purpose) and the OOs.
	Vertical Alignment	<ul style="list-style-type: none"> The OOs in this zone code reflect the relevant strategic outcomes in the strategic framework.
	Understandability and Applicability	<ul style="list-style-type: none"> PO5 – The first use of the word 'primary' is unnecessary.
6.2.19 Community facilities zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. The regulated purpose facilitates affordable housing co-located with community uses. This is a supportable outcome but is in conflict

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		with the OOs of the zone code and signals the need to review this code and associated levels of assessment.
	Vertical Alignment	<ul style="list-style-type: none"> The strategic framework intent for community facilities to be multi-purpose, flexible and adaptable is not reflected in the zone code outcomes (relevant to precinct CF2). The code includes POs and AOs specific to the Kinross Road community; however, no corresponding OO is included. This dilutes the effect of the POs and amendments to the OOs are recommended.
6.2.20 Emerging community zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, the regulated purpose is generally reflected through the OOs, and there are therefore no detrimental implications.
	Vertical Alignment	<ul style="list-style-type: none"> The strategic framework outcome to use emerging community land efficiently and provide a mix of lot sizes and housing forms may not be realised by the OOs of the zone code. The intended net residential density is relatively low and there are no clear outcomes that direct the spatial arrangement of densities and housing forms relative to accessibility to public transport, commercial and community services, and so on. PO1/PO2 limit the nature and scale of roadside stalls; however, no corresponding OO is included. This dilutes the effect of the POs and amendments to the OOs are recommended. PO6 includes provisions that constrain new centres to ensure they match community needs and do not impact on viability of existing centres. However, there is no corresponding OO. This dilutes the effect of the PO and amendments to the OOs are recommended. PO8 and PO9 relate to mitigating the impacts of intensive rural activities on new communities. However, there is no corresponding OO. This

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		dilutes the effect of the POs and amendments to the OO are recommended.
	Strategic Alignment	<ul style="list-style-type: none"> An increase to the expected densities in new communities is also required to align with the RHS, which recommends a minimum net residential density of 25 dwellings per hectare. There are currently no specific provisions in this code requiring that the impacts of biting insects on proposed new communities are assessed and influence the design and layout of new development, along with other mitigation measures required to be put in place. Amendments are recommended in this regard. OO (2)(e) and PO7 – The intent for large format retail in this location has been overtaken by recent approvals and development, and these outcomes should be deleted.
6.2.21 Rural zone code	Regulated Requirement	<ul style="list-style-type: none"> The zone code purpose does not reflect the regulated purpose in the PReg. Nonetheless, the regulated purpose is generally reflected through the OOs, and there are therefore no detrimental implications.
	Vertical Alignment	<ul style="list-style-type: none"> The OOs in this zone code reflect the relevant strategic outcomes in the strategic framework. OO (2)(i) seeks to ensure that built form remains subservient in the landscape; however, there are no built form or scale provisions in the POs. Additional POs are recommended to address this matter.
Part 8 Overlays	Understandability and Applicability	<p>All overlays:</p> <ul style="list-style-type: none"> The datasets and methodology used to create the overlay maps should be identified within applicable PSPs. This would yield benefits for applicants and assessment managers in assessing development application involving these overlays, allowing them to better interrogate

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		proposals against methodology, and for policy makers in updating these maps, so that they are applying consistent methodology.
8.2.1 Airport environs overlay code	Integration of State Interests	<ul style="list-style-type: none"> This overlay map identifies the Brisbane strategic airport, as required by the SPP, and outcomes are included to manage impacts upon the safety, efficiency and operational efficiency of this airport. The SPP guidance material provides recommended specific planning scheme assessment benchmarks. Adopting the recommended specific assessment benchmarks would clearly integrate the State interests and ensure that future land use and development does not impact on the safe operation of the Brisbane airport and six identified aviation facilities.
	Vertical Alignment	<ul style="list-style-type: none"> PO4, AO4.1 and AO4.2 (Mount Hardgrave) include specific provisions to ensure development does not interfere with the functioning of surveillance or very high frequency (VHF) to ensure safe navigation. However, there is no corresponding OO. An additional OO is recommended to ensure this outcome is realised.

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	Understandability and Applicability	<ul style="list-style-type: none"> PO4 addresses Mount Hardgrave surveillance tower, VHF tower and Birkdale SGS facility, and then has multiple AOs. It is recommended this PO be amended so that the Mount Hardgrave and Birkdale facilities have their own PO and corresponding AO. This would ensure that the specific requirements for each facility are clearly articulated. Amendments are recommended to include definitions and explanations of acronyms (for example 'Satellite Ground Station' instead of 'SGS') to improve understandability. Schedule 1.2 'Administrative definitions' should define the term 'aviation facilities' in accordance with the SPP definition. The airport environs overlay map should clearly identify the six 'aviation facilities' in the Redland City LGA (as outlined in Section 17.2.2 SPP Mapping, Aviation facilities which provides a table that is taken to comprise "appendix 2 of the strategic airports and aviation facilities guidance material" for the purposes of interpreting the SPP).
8.2.2 Bushfire hazard overlay code	Integration of State Interests	<ul style="list-style-type: none"> The SPP seeks that development in natural hazard areas 'directly, indirectly and cumulatively avoids an increase in the exposure or severity of the natural hazard and the potential for damage on the site or to other properties'. In certain locations, it is questionable whether this is being achieved, particularly on the SMBIs where isolated character residential blocks are being developed in pockets surrounded by high and very high potential bushfire hazard. It is recommended that further investigation be conducted (which may involve a bushfire hazard risk assessment) to determine appropriate land use planning responses to this hazard. The bushfire hazard overlay map has not been updated to reflect the latest SPP mapping, and there are significant differences between these two datasets. While the SPP will apply to development assessment in place of the City Plan's mapping, it will not apply to building applications. Instead, Council has declared its bushfire hazard overlay mapping as the

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		‘designated bushfire prone area’ under Section 7 of the <i>Building Regulation 2021</i> . This has significant and pressing implications, with the possibility that the incorrect standards are being applied to new buildings in bushfire prone areas based on outdated mapping.
	Vertical Alignment	<ul style="list-style-type: none"> • There is inconsistency in terminology used. The strategic framework seeks that development reduces the risk from bushfire hazard to an ‘acceptable’ level, while the bushfire hazard overlay code seeks to ‘minimise’ risks to people and property. • AO3.1 simply restates the PO in different words, adds no value and should be deleted. • PO14 applies where development is outside a reticulated water supply area, however this locational condition is not mentioned in AO14.1.
	Understandability and Applicability	<ul style="list-style-type: none"> • PO2 – It would be beneficial to articulate what it means for emergency services and community support services to be able to function effectively after a bushfire hazard event. There is no AO and no guidance in a PSP and ‘community support services’ is not defined. It may be appropriate for these uses to be located entirely outside of the bushfire hazard and buffer areas, however the overlay does not require this. This reflects the absence of a fit for purpose risk assessment, with appropriate land use planning responses. Completing a proper risk assessment for bushfire hazard is a recommendation of this review. • PO7/AO7 – A visual example that adopts AO7 would assist its application. • PO16 – Examples or guidance as to what does or does not constitute a significant impact on the natural environment or landscape character of the locality would assist the application of this PO. • The code should make it clear through applicable OOs, POs and AOs that mitigation measures must be undertaken on the development site and not relying on adjoining land (which is obviously outside the control of the landowner).

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		<ul style="list-style-type: none"> City Plan does not have a PSP that deals with bushfire hazard. A fit for purpose PSP could identify the methodology and expectations for preparing a bushfire management plan and identify example mitigation methods. This would assist in providing guidance for applicant's consultants and improving consistency of management plans received during development assessment.
	Best Practice	<ul style="list-style-type: none"> City Plan should be drafted to incorporate relevant parts of the latest guidance material from the State Government, including the Bushfire Resilient Communities technical reference guide 2019. References to the Public Safety Business Agency guideline entitled 'Undertaking a Bushfire Protection Plan' with the Queensland Fire and Emergency Services guideline entitled 'Bushfire Resilient Communities', which contains best practice guidance material.
8.2.3 Coastal protection (erosion prone areas) overlay code	Integration of State Interests	<ul style="list-style-type: none"> Except for Amity, provisions relating to land within a coastal management district and erosion prone area are inconsistent with the SPP, allowing for less stringent assessment. It is not clear from the City Plan's background studies, that this approach is properly supported by a fit for purpose risk assessment. The SPP identifies that coastal protection works is a last resort option for managing coastal erosion, with qualifying conditions applying. The City Plan is inconsistent with this approach, encouraging private coastal protection works without the same qualifying conditions.
	Vertical Alignment	<ul style="list-style-type: none"> OO(2)(b) and PO3 – PO3 talks to development not encroaching closer to the erosion hazard than existing buildings in the 'immediate vicinity', while the OO talks to development not encroaching closer to the erosion hazard than buildings 'and infrastructure' on the 'adjacent site'. These are two different outcomes attempting to regulate the same thing and require amendment to be consistent.

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	Strategic Alignment	<ul style="list-style-type: none"> Refined erosion prone mapping was prepared as part of the coastal hazard adaptation strategy but has not been incorporated into the City Plan overlay mapping. Amendment to incorporate this mapping is recommended.
	Understanding and Applicability	<ul style="list-style-type: none"> PO1, PO2 and PO3 – These POs allow for non-coastal-dependent development to be located within the erosion prone area provided it is temporary, readily relocatable or able to be abandoned. The latter two terms are not defined and are difficult to apply to development assessment and achieve appropriate outcomes. ‘Able to be abandoned’ is particularly problematic, as one could argue that any building, structure or land use is ‘able to be abandoned’. This may result in perverse outcomes causing intolerable risk to people and property, and amendments to the code are recommended. OO(2)(c) – Minimising the risk from erosion hazard to an ‘acceptable’ level is very difficult when this term is not defined in the City Plan or an informing risk assessment. City Plan does not have a PSP that deals with coastal erosion hazard. A fit for purpose PSP could identify the methodology and expectations for preparing a coastal hazard risk assessment and for preparing refined erosion prone mapping on individual development sites. This would assist in providing guidance for applicant’s consultants, improve consistency of risk assessments received during development assessment and may lead to ongoing refinement of the overlay map.
	Best Practice	<ul style="list-style-type: none"> Vegetation can play a role in mitigating coastal erosion hazard through bank stabilisation and slowing wave and tidal actions. However, this is not represented in the way vegetation clearing is regulated in City Plan, which allows clearing as accepted development regardless of whether the vegetation has an erosion mitigation purpose. It is recommended that vegetation clearing be further regulated where within the erosion prone area.

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8.2.4 Environmental significance overlay code	Legislative Requirement	<p>The Environmental significance overlay code does not comply with the legislative requirement of the PReg. Amendments are recommended to the purpose to comply with legislative requirement:</p> <ul style="list-style-type: none"> • Amendments are recommended to ensure that MLES, are not the same, or substantially the same, as matters of national environmental significance or MSES. • Amendments are recommended to clearly identify koala habitat and ensure that the assessment benchmarks in the environmental significance overlay code clarify the relationship between the City Plan and Schedule 11 of the PReg. • Amendments are recommended to ensure that all assessment benchmarks are contained within the Environmental significance overlay code, instead of relying on the PSP 1 – Environmental significance (PSP1) for interpretation as the PSP includes definitions for qualitative terms used in the overlay code.
	Integration of State interests	<ul style="list-style-type: none"> • The overlay map should be updated to adopt the most up to date version of all layers of MSES. • Amendments are recommended to incorporate the model code provisions for areas identified as a 'Sea Turtle Sensitive Area' and protect these important areas from the impacts generated from artificial lighting. These areas are identified in MSES wildlife habitat mapping layers. The northern and eastern coastlines of Minjerribah are identified as MSES – wildlife habitat (sea turtle nesting areas).
	Vertical Alignment	<ul style="list-style-type: none"> • The strategic framework encourages protecting and minimising impacts on the landscape and scenic amenity values of the natural environment. However, the OOs of the environmental significance overlay code do not reflect this outcome. Amendments are recommended to the overlay code to reflect the strategic framework and assist in protecting the landscape and scenic amenity values of the natural environment.

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		<ul style="list-style-type: none"> The strategic framework encourages development that is sited and designed to minimise impacts on natural site topography and drainage. PO10 includes specific provisions to minimise impacts on natural landforms, flow regimes, groundwater recharge and surface water drainage patterns. However, there is no corresponding OO. An additional OO is recommended to ensure this outcome is realised. OO(2)(c) includes specific provisions for koala habitat however there is no corresponding PO. An additional PO is recommended to ensure this outcome is realised. OO(2)(d) includes specific provisions to ensure that impacts on MSES or MLES are minimised and mitigated however there is no corresponding PO. An additional PO is recommended to ensure that this outcome is realised. PO1/AO1.1 – Provisions in the PSP regarding appropriate plant species and densities are not able to be achieved as there is no reference to these aspects in the AO and PO. City Plan recognises the need to protect wildlife corridors, however the environmental significance overlay does not currently map these corridors and does not include provisions that protect them from incremental development.
	Horizontal Alignment	<ul style="list-style-type: none"> The current ES overlay code does not clarify the relationship between MLES and MSES, or of different habitat values within MLES or MSES. The structure of the code follows the 'avoid, minimise, mitigate, offset' hierarchy, but the assessment benchmarks within the code do not make clear how to address each benchmark to achieve that hierarchy.
	Strategic Alignment	Specific areas of misalignment with Council's current strategies and plans are:

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		<ul style="list-style-type: none"> Mapping of environmental corridors and inclusion of appropriate assessment benchmarks is necessary to align with Council's wildlife connections plan. Identifying flying fox existing and potential roost sites and inclusion of appropriate assessment benchmarks is necessary to align with Council's flying fox plan.
	Understandability and Applicability	<ul style="list-style-type: none"> OO 2(a) refers to areas of high biodiversity and environmental significance; however, the overlay maps all MLES and MSES in the same way without defining the value of habitat. Without this value established in the mapping and methodology, it is difficult to apply consistently and effectively at development assessment. OO 2(b) – Use of the term 'maximises the retention' is too broad and the use of the term 'significant habitat features' is also broad and confusing as the overlay maps all MLES or MSES equally and does not identify 'significant habitat features'. OO 2(e) – Use of the qualitative term 'substantial' fragmentation makes interpreting this OO difficult. The overlay code is used to assess applications for operational works that is clearing of native vegetation but is also used to assess development that is reconfiguring a lot and material change of use, where the development is made assessable by the relevant zone. These operate at different scales and for different purposes and necessarily require different assessment benchmark outcomes. Many of the current provisions are not fit for purpose for assessing small domestic vegetation clearing. PO2 and PO3 refer to 'locality' which makes it unclear whether the provision is also trying to address impacts at a broader landscape scale. PO3 uses the qualitative term 'substantial fragmentation' and refers to 'habitat areas' which are not identified in the overlay map.

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		<ul style="list-style-type: none"> PO4 refers to connections, corridors, stepping stones and refuges which are not identified in the overlay map. PO5 refers to 'habitat areas' which are not identified in the overlay map. PO13 refers to land based ecological corridors which are not identified in the overlay map. PO16 uses the term 'endemic' which makes this PO impossible to comply with. Endemic species are highly unique species that are not found naturally anywhere else.
8.2.5 Extractive resources overlay code	Vertical Alignment	<ul style="list-style-type: none"> PO5 includes specific provisions for noise attenuation measures; however, there is no corresponding OO. An additional OO is recommended to ensure this outcome is realised. AO6.1 sets out that the number of access points to an identified haulage route is not increased. Considering the intention of the PO is to ensure that development does not adversely affect the safe and efficient transportation of extractive resources, development that that does not increase access points could still increase traffic volume and affect efficiency and safety. An amendment is recommended to ensure better coordination between outcomes.
	Horizontal Alignment	<ul style="list-style-type: none"> AO3.1 limits one dwelling per lot within the extractive resource separation area. However, secondary dwellings and caretaker's accommodation are accepted development in the rural zone and not made assessable by this overlay code. Therefore, this outcome may not be achieved in all circumstances and review of this outcome or the levels of assessment for relevant uses is recommended. PO4 states that 'development is established in a manner that ensures impacts are minimised' but is difficult to apply as it uses subjective language. It does not include reference to an amenity standard or quality that should be met or even identify the types of impacts that must be minimised. It is recommended that this PO be amended.

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		<ul style="list-style-type: none"> Interpretation of the code is made difficult as the code refers to 'haulage routes', while the overlay maps 'transport routes'. Use of consistent terms is recommended.
8.2.6 Flood and storm tide hazard overlay code	Integration of State Interests	<ul style="list-style-type: none"> The SPP requires that a fit for purpose risk assessment is undertaken to identify and achieve an acceptable or tolerable level of risk for personal safety in natural hazard areas. It is critically important that risk assessments are conducted for all natural hazards across Redlands Coast to inform a new City Plan.
	Vertical Alignment	<ul style="list-style-type: none"> Section 3.6.1.1(2) seeks that risks are 'mitigated to an acceptable or tolerable level'; however, OO(2)(a)(ii) states that risks are 'minimised'. These are different assessment bars and amendments are recommended to ensure clarity and consistency.
	Strategic Alignment	<ul style="list-style-type: none"> The current flood mapping is informed by various catchment flood studies with differing methodologies and data inputs; with some studies over 20 years old. Significant changes have occurred in many of these catchments, which will impact the flood extents and updated mapping is overdue. Council is currently undertaking new flood and overland flow mapping across the Redlands Coast, and it will be important to incorporate this mapping into the City Plan as soon as practicable. Risk assessment based on this new mapping will be necessary to determine land use planning policy responses in the City Plan. Two State guidelines have been released since the City Plan commenced and these are important in establishing appropriate policy responses to flood and storm tide risks. These are: <ul style="list-style-type: none"> Storm tide resilient building guideline 2019, and Queensland flood risk management framework 2021. A review of City Plan and its informing natural hazard modelling and risk assessments against these guidelines is recommended.

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	Understandability and Applicability	<ul style="list-style-type: none"> At present, the overlay map fuses the flood and storm tide layers together, not allowing for interrogation of the extent of each hazard in some locations. In these cases, this does not allow clear understanding of the nature of hazards and limits the ability for engineers to respond to both hazards and for assessment managers to assess both hazards. At the least, these layers should be separated and able to be viewed individually. Ideally, flood and storm tide should be represented as two different overlays (discussed further below). Council has declared the area covered by the flood and storm tide overlay as the 'flood hazard area' under Schedule 8 of the <i>Building Regulation 2021</i> and declares the 'defined flood level' to be the level to which flood waters would reasonably be expected to rise within the flood hazard area during the defined flood event or defined storm tide event. This level is used to determine the minimum finished floor level for building work and therefore important to building certifiers, designers, engineers and the general public. For storm tide, these levels are defined, with Council's Development.i providing information to customers on the precise storm tide level. However, this information is not available for the flood hazard. Sourcing this information is difficult and time consuming for customers and Council officers (who have to interrogate old flood studies to determine levels on individual properties). It is expected this will be rectified as part of integrating the flood and overland flow mapping into City Plan in the future.
	Best Practice	<ul style="list-style-type: none"> Flood and storm tide are two different hazards, with different natural processes and requiring different land use policy responses. Including them in the same overlay makes it more difficult to make this distinction and does not work effectively at present. It is recommended that flood and storm tide are separated into two separate overlay maps, each with their own overlay code. The majority of flood studies that informed the flood overlay only modelled flood 'depth' and not flood 'velocity'. Flood velocity is a key

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		contributor to flood risk. Its absence means that the flood overlay is not operating as effectively as it should. The methodology for the current flood modelling being undertaken on behalf of Council includes both depth and velocity and will be an important amendment to City Plan.
8.2.7 Heritage overlay code	Legislative Requirement	<ul style="list-style-type: none"> The table of assessment should clearly articulate in an editor's note that while the heritage overlay does make building work assessable it is not in conflict with Schedule 1, Section 13 of the <i>Building Regulation 2021</i>.
	Vertical Alignment	<ul style="list-style-type: none"> OO (b) includes specific provisions to ensure that local heritage places are used in a way that is compatible with their cultural heritage values, but there is no corresponding PO. An additional PO that addresses 'use' of a heritage place, for example the commercial/retail use of a local heritage place, is recommended to ensure that this outcome is realised. PO4 includes specific provisions regarding new building elements on heritage places, including that these new elements are visually distinguishable from traditional heritage elements. This is not made clear in the OOs, which are currently too broad. Amendments to the OO are recommended to give them greater clarity and strength.
	Understandability and Applicability	<ul style="list-style-type: none"> AO1.1 and AO2.1 contain editor's notes. These editor's notes are more relevant to the PO. It is recommended that this be amended to improve clarity.
	Best Practice	<ul style="list-style-type: none"> The strategic framework does not make clear the purpose of protecting local heritage and how it contributes to, and is to be balanced with, other important priorities (for example, liveable communities and housing and economic development). It is recommended that the review of the strategic framework section 3.5.1.3 Cultural heritage is conducted, and appropriate amendments made.

City Plan Section	Key Principles	Discussion
8.2.8 Landslide hazard overlay code	Best Practice	<ul style="list-style-type: none"> The inclusion of more specific OOs, POs and AOs relating to matters that can exacerbate landslide hazard, such as stormwater discharge and excavation design and techniques, could be incorporated into the code. These are a common feature in similar overlay codes in other planning schemes. Vegetation can play a role in mitigating landslide erosion hazard through land stabilisation. However, this is not represented in the way vegetation clearing is regulated in City Plan, which allows clearing as accepted development regardless of whether the vegetation has an erosion mitigation purpose. It is recommended that vegetation clearing be further regulated where within the landslide hazard area.
8.2.9 Regional infrastructure corridors and substations overlay code	Regulated Requirement	<ul style="list-style-type: none"> The overlay code terminology used are not consistent with the defined terms in the PReg. Amendments are recommended to identify: <ul style="list-style-type: none"> Major electricity infrastructure (instead of energy and telecommunications infrastructure) and Utility installation (instead of potable water, wastewater, and stormwater).
	Legislative Requirement	<ul style="list-style-type: none"> The Regional infrastructure corridors and substations overlay was a requirement under the superseded QPP. The QPP requirement was that <i>"The regional infrastructure corridors and substations overlay deals with electricity substations and regional infrastructure corridors for major electricity infrastructure, pipelines, regional recreation trails and stock routes."</i> It is recommended that a review of the purpose of this overlay is conducted in the context of the more contemporary policy framework, and appropriate amendments made.
	Vertical Alignment	<ul style="list-style-type: none"> There is a lack of clear alignment between the high-level policy statements in the strategic framework and the granular provisions in the

City Plan Section	Key Principles	Discussion
		<p>overlay code. It is recommended that a review of the strategic framework is conducted, and appropriate amendments made.</p> <ul style="list-style-type: none"> • Overall outcome (c) includes specific provisions for safety concerns, nuisance and impacts on surrounding areas, however this is not represented in the strategic framework. Additional information is recommended to be included in the strategic framework to ensure this outcome is realised. • Overall outcome (d) includes specific provisions for visual exposure to the infrastructure sites and corridors however this is not represented in the strategic framework. Additional information is recommended to be included in the strategic framework to ensure this outcome is realised.
	Understandability and Applicability	<ul style="list-style-type: none"> • AO2.1 – requires that development is undertaken in accordance with the requirements of the Seqwater Network Consent Guidelines. It is recommended that a review of these guidelines is undertaken to ensure that they are up to date and appropriate amendments made to either refer to updated guidelines or include the relevant specific benchmarks. • AO8.4 – requires that planting complies with external guidelines (as relevant to the infrastructure concerned). It is recommended that a review of these guidelines is undertaken to ensure that they are up to date and appropriate amendments made to either refer to updated guidelines or include the relevant specific benchmarks. • AO8.4(3) – The weblink to a Powerlink brochure is broken. The use of links to other agency webpages, particularly for AOs, is problematic and this approach within City Plan should be reviewed.

City Plan Section	Key Principles	Discussion
8.2.10 Water resource catchments overlay code	Vertical Alignment	<ul style="list-style-type: none"> The purpose of the overlay code is not supported with sufficient detail in the strategic framework. Amendments are recommended to reflect the SPP, with amendments to focus on the local water resource catchments: <i>Development in water resource catchments and water supply buffer areas avoids potential adverse impacts on surface waters and groundwaters to protect drinking water supply environmental value. The Redlands City local government area includes three water resource catchments:</i> <ul style="list-style-type: none"> Leslie Harrison Dam; North Stradbroke Island groundwater; and Herring Lagoon. Many of the AOs in this code have little actual effect due to the overlay code not changing the level of assessment for land uses and vegetation clearing. In this way, many of the OOs and POs are not able to be achieved in reality.
	Understandability and Applicability	<ul style="list-style-type: none"> AO1.1 – This AO requires that development is consistent with horizontal setbacks specified in the <i>Seqwater Guidelines: Development Guidelines for Water Quality Management in Drinking Water Catchments</i>. In many cases, this relies on identification of the stream order to determine setback distances; however, the overlay map does not identify stream order. This should be included in the overlay to give clear effect to this AO. AO1.1 – This AO refers to ‘horizontal separation distances’, while the current (2017) guideline refers only to ‘separation distances’. It is recommended that an amendment is made to ensure clarity and consistency. Amendments are recommended to re-order the POs to follow the same sequence as the OOs to ensure clarity and consistency.

City Plan Section	Key Principles	Discussion
8.2.11 Waterway corridors and wetlands overlay code	Integration of State Interests	<ul style="list-style-type: none"> The overlay map includes mapped 'MSES – wetlands'; however, table 8.2.11.3.2 does not identify appropriate buffer distances for wetlands. An amendment is recommended to include a buffer distance to wetlands to achieve the SPP environment outcomes. As a reference point, the State Development Assessment Provisions (SDAP) code 16 requires that vegetation clearing should not occur within 100m of a wetland.
	Vertical alignment	<ul style="list-style-type: none"> OO(2)(a) includes specific provisions to ensure that development is compatible with the environmental values of a waterway or wetland; however, there is no corresponding PO. An additional PO is recommended to ensure this outcome is realised. OO(2)(f) includes specific provisions to ensure that development does not increase long term maintenance or management costs of natural or man-made water bodies to the community; however, there is no corresponding PO. An additional PO is recommended to ensure this outcome is realised. PO13 includes specific provisions to ensure that public access to or along waterways and wetlands is located and designed to minimise disturbance; however, there is no corresponding OO. An additional OO is recommended to ensure this outcome is realised.
	Horizontal alignment	<ul style="list-style-type: none"> PO2 includes a provision to maintain the riparian buffer to 'minimise erosion'; however, PO6 states that 'Bank erosion and slumping is avoided [...]'. These outcomes may be at odds as they represent different tolerances for erosion. Amendments are recommended to identify the appropriate buffer distances for waterways that are within drinking water catchments (mapped in the water resources overlay). Seqwater outlines buffers based on development types and activities as well as stream order in the <i>Seqwater Development Guidelines Water Quality Management in Drinking Water Catchments</i>.

City Plan Section	Key Principles	Discussion
	Strategic alignment	<ul style="list-style-type: none"> • OO(2)(a) – The editor’s note refers to an outdated policy, which has been replaced by the <i>Environmental Protection (Water and Wetland Biodiversity) Policy 2019</i> and the subsequent <i>Redland Creeks Environmental Values and Water Quality Objectives 2022</i> and <i>Moreton Bay, North Stradbroke, South Stradbroke, Moreton and Moreton Bay Islands Environmental Values and Water Quality Objectives 2022</i>. It is unclear how the objectives under these documents have been incorporated into the City Plan (if at all) and their interface with Council’s <i>Redlands Coast Bay and Creeks Action Plan 2021-2026</i>, which has its own objectives for waterways and Moreton Bay. • It is recommended that a review of technical terms like 'hydrological regime' and 'riparian' is conducted to ensure consistency with the <i>Environmental Protection Act 1994</i> and the subordinate <i>Environmental Protection (Water and Wetland Biodiversity) Policy 2019</i>.
	Understandability and applicability	<ul style="list-style-type: none"> • PO9 uses the term ‘endemic’ which makes this PO impossible to comply with. Endemic species are highly unique species that are not found naturally anywhere else. • PO8 simply requires that development 'incorporates opportunities for revegetation'. This is a passive outcome and should be re-drafted. • Amendments are recommended to identify stream order on the overlay map, to assist in applying the buffer distances set out in Table 8.2.11.3.2. • Further, amendments are recommended to structure of the code to: <ul style="list-style-type: none"> ○ follow the avoid, minimise, mitigate and offset hierarchy, ○ group provisions to follow the order of the overall outcomes and integrate the structure of the <i>Redland Creeks Environmental Values and Water Quality Objectives</i>, ○ establish provisions for during construction and post construction, and ○ structure provisions to address the environmental values of different types of waterways.

City Plan Section	Key Principles	Discussion
Part 9 Development Codes		
9.2.1 Extractive industry use code	Vertical Alignment	<ul style="list-style-type: none"> OO (2)(a), (2)(b), PO8 and PO9 – The POs relate to managing impacts on public safety, while the OOs only reference safety of nearby sensitive uses. Amendments to the OO are recommended to recognise that impacts on public safety must also be minimised and mitigated.
	Best Practice	<ul style="list-style-type: none"> PO4 seeks to minimise environmental impacts; however, makes no reference to the impacts of the extraction itself (which may include blasting) that may have direct impacts on wildlife and should be managed (for example, through sequential clearing and then access restriction, prior to extractive activities).
9.2.2 Home-based business code	Vertical Alignment	<ul style="list-style-type: none"> PO1 relates to ensuring consistency with the character of the locality. However, there is no corresponding OO. This dilutes the effect of the POs and amendments to the OO are recommended. PO3 relates to not imposing a greater load on infrastructure than a residential dwelling. However, there is no corresponding OO. This dilutes the effect of the PO and amendments to the OOs are recommended.
9.2.3 Telecommunications facilities, substations and utilities code	Understandability and Applicability	<ul style="list-style-type: none"> AO1.2 seeks that where telecommunication facilities are mounted on the side of buildings, they do not protrude above the side edges of the building. This is unrealistic as it will affect the network coverage of that infrastructure and is inconsistent with the <i>Telecommunications (Low Impact Determination) 1997</i>. This Determination allows a mounted tower to protrude up to 5m (for a panel antenna) and 2m (for an omni-directional antenna) above the side edges of the building and remain exempt from regulation by the City Plan. Improved coordination between the City Plan and this Determination are recommended. AO11.1 references the <i>Radio Communications (Electromagnetic Radiation – Human Exposure) Standard 2003</i>, which has not been in

City Plan Section	Key Principles	Discussion
		force since 2014. Amendment to reference the current 2014 Standard is recommended.
9.3.1 Healthy waters code	Understandability and Applicability	<ul style="list-style-type: none"> PO4 references the 'relevant design storm event' but relies on AO4.1 to define this design event. In a development assessment sense, where a development does not adopt an AO, that becomes irrelevant in the assessment against the PO. Therefore, good City Plan drafting dictates that the PO should not rely on the AO to guide the assessment. Re-drafting of this PO is recommended to ensure the clarity and defence of this outcome (which may be that the details in the AO are elevated to the PO and no AO is identified). PO5/AO5.1 seeks to ensure stormwater systems function in the event of a minor system blockage (presumably to avoid nuisance impacts on the property and on adjoining properties). However, the AO narrows this scope to ensuring that this does not cause inundation of building floor levels. It is foreseeable that a blockage may cause nuisance to parts of the property and adjoining properties outside of building areas (for example, inundating usable private open space areas), however the AO would exclude this from being assessed. It is recommended that these outcomes are reviewed in this regard. PO16 – The figure map showing areas potentially affected by acid sulphate soils is at a scale that makes it very difficult to see individual sites and determine applicability to development applications. It is instead recommended that these areas are represented in an overlay map so that it can be viewed at the individual property scale. PO9/AO9.1 – AO9.1, which includes specific water quality objectives, only applies to certain development. For smaller-scale development, no AO (and therefore no water quality objectives) applies. In practice, this is difficult to apply as there are no measurable water quality objectives for these developments. If there is an intent to manage water quality for these smaller-scale development, then an AO with water quality objectives or the expected type(s) of treatment is recommended.

City Plan Section	Key Principles	Discussion
	Horizontal Alignment	<ul style="list-style-type: none"> AO4.1 identifies the design storm event for the minor drainage system is as per a table within this code, whereas PSP2 defines it in accordance with a table in QUDM. These tables are similar, but not the same, resulting a conflict between AO3.1 (requiring stormwater design in accordance with PSP2) and AO4.1.
9.3.2 Infrastructure works code	Vertical Alignment	<ul style="list-style-type: none"> PO1 and PO2 relate to managing the impacts of excavation and filling on the streetscape and the amenity of adjoining properties. However, there is no corresponding OO. This dilutes the effect of the POs and amendments to the OO are recommended. PO2/AO2.1 references the use of high quality materials and/or landscaping for retaining walls visible from a public place; however, the AO makes no reference to materials or landscaping and simply identifies the height of the wall. Therefore, complying with the AO will not always comply with the PO, and requires re-drafting. PO14/AO14.1 – There is a lack of clear policy direction regarding footpath and cycleway lighting across the City Plan. This PO seeks that path lighting is provided to enhance the safety of pedestrians and cyclists, and the AO states that lighting is provided in accordance with PSP2. However, there are no clear provisions that identify when pathway lighting is required (for example, is this intended only along trunk cycleways or also to lower order footpaths?). PSP2 provides no guidance; it simply refers to the Australian Standard, which includes information about the lighting design, not about when lighting is required. Additionally, section 4.4.4.2 of the LGIP also identifies that lighting to trunk cycleways must be provided in accordance with the standards in PSP2. However, the PSP provides no guidance on whether lighting is required as a desired standard of service for this trunk infrastructure. Amendments across a number of codes in City Plan and PSP2 are recommended to provide clear direction. PO15/AO15.1 seeks compliance with PSP2 in relation to waste management. This PSP includes provision for green waste bins for

City Plan Section	Key Principles	Discussion
		<p>certain land uses. However, the PO makes no reference to green waste storage and collection. Amendment to the PO is recommended in this regard.</p> <ul style="list-style-type: none"> PO15 – This PO relates to waste management facilities. However, there is no corresponding OO. This dilutes the effect of the PO and amendments to the OO are recommended.
	Understandability and Applicability	<ul style="list-style-type: none"> PO2 – Part (1) of this PO seeks to ensure that retaining walls do not overbear adjoining land. The other impact that should be assessed is shadowing on habitable and usable areas of adjoining land, and this should be included in the PO. PO2 – Part (2) of the PO states that retaining walls visible from public places must reduce their visual prominence by incorporating high quality materials or landscaping, with no reference to limiting the height of the walls. Landscaping and materials will not always achieve an appropriate streetscape outcome and limiting high walls is necessary, but this outcome is not supported by the current PO. AO3.2 and AO4.1 reference Australian Standard 3798:1996 - Guidelines on earthworks for commercial and residential developments. This standard was superseded in 2007, and reference should instead be made to AS 3798:2007. AO10.3 – The link to the Transport and Main Roads website is broken. It is recommended that links to State government websites are not included in the City Plan, as these tend to change as part of each machinery of government change. AO13.2 – PSP2 includes standard drawings for electrical and telecommunications infrastructure. Therefore, it is recommended that AO13.2 states that telecommunications infrastructure is in accordance the standards of the relevant authority 'and PSP2'.
	Best Practice	<ul style="list-style-type: none"> The inclusion of outcomes for excavation and filling in this code does not sit comfortably. This type of work is generally related to development,

City Plan Section	Key Principles	Discussion
		not infrastructure, and the type of outcomes sought are different to those sought for infrastructure planning and delivery; thereby making the OOs and POs feel disjointed. Other planning schemes are known to have a separate filling and excavation code, and this would be a more logical approach.
9.3.3 Landscape code	Horizontal Alignment	<ul style="list-style-type: none"> PO7 seeks lighting be provided along pedestrian and cycle paths. However, as discussed for the infrastructure works code, there is a lack of clear guidance on path lighting within the City Plan.
	Understandability and Applicability	<ul style="list-style-type: none"> AO9.1 seeks that plant species used for landscaping are selected from those listed in PSP2. PSP2 only includes landscape species for conservation, rehabilitation and public open space areas. No species are identified for on-site landscaping. It is recommended that a list of relevant species is included in PSP2 to provide guidance for applicants and assessment managers and to achieve compliance with PO9. PO12 – Includes an editor's note stating that further guidance is provided in PSP2 regarding the risk of weeds and pest species. PSP contains no information on this topic. Additional information in the PSP would be helpful (along with new AOs in the code), including provisions regarding managing the introduction of weeds in on-site planted areas (for example, mulching and maintenance specifications, etc). AO17.1 seeks that street furniture is provided in accordance with PSP2. PSP contains no information on this topic. It is recommended further information is included in PSP2 to provide guidance for applicants and assessment managers and to achieve compliance with PO17.
	Best Practice	<ul style="list-style-type: none"> Landscaping integrated onto buildings (on podiums, roofs and walls) is encouraged by the City Plan. However, there are limited provisions guiding the design and specifications for these types of landscaping to ensure their success and on-going viability. It is recommended that the landscape code include provisions for minimum widths and depths for

City Plan Section	Key Principles	Discussion
		<p>container planters provided on structure, planting specifications for green walls and a list of appropriate species to be used in each of these types of plantings (contained within PSP2).</p> <ul style="list-style-type: none"> It would be of benefit to include additional provisions relating to landscaping in front of retaining walls and acoustic fences, which can be obtrusive to the streetscape. Sufficient landscaping width and density is necessary to screen and soften these structures, which may vary depending on the height of the structures, the hierarchy of the road and the level of pedestrian activity adjoining the wall/ fence. Additional provisions are recommended to address this, which may be supported by detailed guidance in a PSP.
9.3.4 Reconfiguring a lot code	Legislative Requirement	<ul style="list-style-type: none"> Schedule 12A of the PReg is an applicable assessment benchmark for residential subdivision that involves a new road or extension to an existing road. This schedule includes a provision for a maximum length of 250m for a residential block. It is recommended that criteria for maximum residential block length is included in the City Plan to provide transparency of expected outcomes.
	Vertical Alignment	<ul style="list-style-type: none"> PO7, PO8, PO10 and PO44 seek to protect residential amenity from noise or visual impacts. However, there are no corresponding OOs relating to amenity. This dilutes the effect of the POs and amendments to the OOs are recommended.
	Horizontal Alignment	<ul style="list-style-type: none"> OO (2)(a)(iv) – The effectiveness of this OO is limited by the City Plan not currently mapping ecological corridors.
	Understandability and Applicability	<ul style="list-style-type: none"> For specific types of reconfiguring a lot, including boundary realignment, volumetric subdivision, access easements and possibly subdivisions that involve no new roads, large parts of this code are irrelevant to the assessment. To improve assessment functionality and efficiency, there is an opportunity to create either separate codes that apply to these types

City Plan Section	Key Principles	Discussion
		of reconfiguring a lot (in place of this code), or break this code up, with only some parts applying to particular reconfiguring a lot types.
	Best Practice	<ul style="list-style-type: none"> PO47 – This PO, relating to boundary realignments, has a very narrow focus of outcome. Boundary realignments can realise good planning outcomes for other purposes, for example, to improve access arrangements, to better respond to development constraints or to improve productive potential of rural land. Re-consideration of this PO is recommended to capture a broader scope of desirable outcomes. For many zones in City Plan, rear lots are an undesirable outcome. This is not clearly stated through this code, and it is recommended that amendments are made in this regard.
9.3.5 Transport, servicing, access and parking code	Vertical Alignment	<ul style="list-style-type: none"> Strategic framework 3.7.1.3(6) expects development to provide EOTF. This outcome is not realised by this development code, with no provisions relating to EOTF or on-site bicycle parking spaces. While the QDC includes some end-of-trip provisions for some development types, these are limited. Additionally, including provisions within the City Plan will ensure that these developments are designed to include EOTF at the planning application stage, reducing the risk of requiring changes to the design after approval at the building application stage. PO3 seeks that development maintains or improves the safety and efficiency of transport networks, while OO (2)(a) only requires that it be maintained. In practice, this makes part of PO3 redundant. There are occasions where improvements to the network are required to make it safe and/or efficient as part of larger development applications, and therefore amendment to the OO is recommended to achieve this outcome. PO7/ AO7.1 – This PO expects pedestrian and cycle infrastructure to be suitably constructed for the needs of these users. AO7.1 references complying with the standards in PSP2. Unfortunately, PSP2 and associated standard drawings relate only to pedestrian and cycle

City Plan Section	Key Principles	Discussion
		<p>infrastructure off-site, with no standards for on-site pathways and other infrastructure. Therefore, complying with the AOs will not always comply with the PO, and requires re-drafting alongside updates to PSP2.</p> <ul style="list-style-type: none"> • PO8 seeks to ensure that sufficient on-site parking (whether for cars, bicycles or motorcycles) is provided for the needs of the development. This is not reflected in the OOs, which only state that on-site parking must be safe and functional. • PO8 seeks dedicated spaces for bicycles; however, AO8.1 has no provisions for bicycle spaces. Therefore, complying with the AOs will not always comply with the PO, and requires re-drafting. • PO9, AO9.1, AO9.2 and AO9.3 have some strong outcomes that should influence the design of on-site vehicle movement, parking and pedestrian movement areas to ensure safety and security of all users. The AO, however, merely seeks that a sufficient number of car parks are provided, widths and grades comply, and it achieves compliance with the Australian Standard 2890.1. Complying with the AOs will not always comply with the PO and require re-drafting.
	Understandability and Applicability	<ul style="list-style-type: none"> • AO9.2 and AO9.3 reference car parking areas complying with the Australian Standard AS2890.1 and PSP2. The relevant section of PSP2 simply then refers to complying with AS2890.1. Therefore, reference to the PSP is currently redundant and there is no need for two AOs to say the same thing. • Table 9.3.5.3.2 – The title of this table, which says that these are minimum ‘requirements’ is confusing for users, as the provisions within the table are AOs only. This means that they are deemed-to-comply provisions but are not requirements. Where they are not adopted, the development is assessed against the associated PO. A change to this table name, and changes to references in AO8.1, AO9.1, AO19.1 and AO20.1, are recommended.

City Plan Section	Key Principles	Discussion
	Best Practice	<ul style="list-style-type: none"> OO (2)(a) and (b) seek to ensure that the movement network is safe and efficient and there is a high level of accessibility for pedestrians. Additionally, PO16 of the landscape code seeks to accommodate street trees that provide shade and comfort for pedestrians. However, PO4 of the transport, servicing, access and parking code only imposes provisions for verge widths and design for accommodate all necessary functions (pedestrian movement, underground services and street trees) for new roads being constructed. There are locations across Redlands Coast where more dense development is planned, and existing verge widths are inadequate to accommodate all necessary functions. It is recommended that provisions are included to achieve appropriate verge widths based on the road hierarchy (i.e. through land dedication as part of proposed development) on existing roads. Brisbane City Plan, as an example, includes a streetscape hierarchy overlay and code, which delivers this type of outcome effectively. Electric vehicles are capturing an increasing section of the vehicle market. City Plan does not currently include provisions that support electric vehicles in new development, and this is recommended to be reviewed.
Schedule 4 Notations required under the <i>Planning Act 2016</i>	Legislative Requirement	The City Plan complies with section 89 of the PAct. However, it is noted that the list of variation approvals requires updating to include known new variation approvals and to remove those that have now expired.
Schedule 7 Heritage schedule	Understandability and Applicability	While Schedule 7 includes a list of local heritage places, it provides no link or information on how to access the heritage citations for each heritage place. These citations are important to inform the assessment of proposed development on heritage places and for owners to understand the heritage value of their place, but finding the heritage citations is difficult. This should be resolved.

Attachment 4 – Stakeholder workshop outcomesDotmocracy results (Workshops #1 to #6)

To provide a comparative analysis of broad feedback, Workshops #1 to #6 employed the engagement technique, Dotmocracy, which is a method endorsed by the International Association for Public Participation (iap2). This posed a number of value statements about the current City Plan to all participants and allowed them to anonymously vote on the statements they feel most strongly about in the positive or negative. Each participant was given only four positive votes and four negative votes, to encourage prioritisation of their feedback. The results and the reasons or perceptions behind their decision-making were then discussed with participants.

The quantitative results, provided on the next page, provide a clear picture of areas where City Plan is perceived to perform well and where it is perceived to perform poorly. The total votes against particular statements (right hand column) also indicate areas where people feel most strongly about the City Plan's performance (positive or negative).

Statement	Positive	Negative	Total statement responses
City plan is easy to use and navigate	34	6	40
City plan is easy to understand and interpret	27	3	30
City plan is better than most other planning schemes	24	1	25
City plan reflects council's current policy positions and directions	12	11	23
City plan delivers good development outcomes	13	8	21
There are no clear conflicts between zone and overlays	4	14	18
The strategic objectives of city plan are clear throughout the scheme	4	18	22
Levels of assessment in city plan strike a good balance between appropriate regulation and risk tolerance	6	5	11
City plan codes are well written and are effective in assessing proposed development	5	13	18
City plan remains up to date and contemporary	0	38	38
City plan avoids generic outcomes and statements	3	26	29
Policy positions and strategic objectives are supported by sound technical evidence	8	6	14
City plan delivers good environmental outcomes	4	28	32
City plan delivers good community outcomes	10	11	22
City plan manages the impacts from natural hazards appropriately	9	13	22
City plan delivers good outcomes for our infrastructure / assets	4	13	17

Workshops #1 and #2 – Council policy making officers

The following feedback was provided by participants about the dotmocracy statements:

- The City Plan is structured in a way that makes it easy to determine the level of assessment and navigate between the sections.
- The structure aligns with other planning schemes making it user friendly for professionals working across various government areas.
- The structure of City Plan is clear for professional users but not for community members.
- The tables of assessment and performance outcomes are clear to understand.
- The absence of local area plans reduces complexities.
- Having precincts instead of local area plans enables finer detail to be provided without adding a layer of confusion between parts.
- City Plan represents a specific point in time, making it challenging to consistently reflect up-to-date policy positions.
- There are often competing policies across Council and other levels of government that may not be captured in City Plan.
- Differing review timeframes for policy and corporate documents can lead to outdated positions in City Plan. It was acknowledged that this is often driven by legislation and cannot be changed to align with the City Plan review process.
- To ensure City Plan remains up to date can it be made up of smaller documents allowing for easier updates and amendments.
- City Plan is out of sequence and unaligned with other documents.
- There is a significant deficit in land for sports and indoor recreation facilities within City Plan.
- Budget constraints impact the ability to update maps and other sections of City Plan, for example matters of local environmental significance.
- Updating City Plan is a complex and lengthy process leading to inevitable gaps and outdated content.
- There is no integrated approach between plans and policies across council.
- There is a lack of a unified vision across council to assist in addressing various development aspirations.
- Generally satisfied that the content of City Plan is informed by technical studies.
- Technical studies are often completed to provide a particular direction to inform the City Plan / an amendment to it, but Council decisions sometimes are contrary to the advice leading to less favourable outcomes / decision.
- The State Government sometimes limits Council's ability to pursue policy positions based on technical evidence.
- City Plan lacks comprehensive environmental mapping and could be improved by including finer detail.
- City Plan effectively maps different attributes. However, it does not adequately consider cumulative impacts over time or across different land parcels.
- Council lacks a city-wide approach to effectively manage environmental values and assets.
- City Plan does a good job at capturing and making sure natural hazards are assessed.
- More guidance is needed, including definitions for subjective words like 'tolerable' or 'acceptable'. These terms are currently open to interpretation and can result in poor outcomes.

Workshops #3, #4 and #5 – Council development assessment officers

The following feedback was provided by participants about the dotmocracy statements:

- City Plan is presented in a logical order that makes it easy to use and navigate.
- Generally, City Plan is easy to navigate between the different parts. The interactive version is very beneficial.
- Easy to determine the level of assessment and applicable codes for development.
- There is consistency between the way codes are written.
- Suggestion that the zones should be in alphabetical order.
- It is written in accessible language.
- While the reconfiguring a lot code includes engineering-related content, navigating through all the information can be lengthy. Can it be presented in its own separate section.
- There are conflicts in performance outcomes and missing details, particularly regarding retaining walls and other engineering aspects.
- The vagueness and lack of clarity in certain areas make resolving issues challenging. Supplementary policy documents should be introduced to provide direction, explanations, and help interpretation.
- There could be more diagrams included to improve the quality of City Plan. These diagrams can maintain the simplistic nature of City Plan but can potentially lead to better outcomes if they are clear.
- The absence of a specific code for tidal works creates difficulties in understanding requirements.
- Court barristers have commented to Council's solicitors that they find City Plan more concise and easier to use compared to other planning instruments.
- There are occasions throughout City Plan where there are two opposing assessment benchmarks between zone and overlay codes. For example, conflicting outcomes within the bushfire hazard overlay and the waterway corridors and wetlands overlay.
- There are some inconsistencies between the vertical alignment throughout the planning scheme.
- There is often a missing alignment between the acceptable, performance and overall outcomes, resulting in poor development outcomes due to 'cherry picking'.
- Compared with the previous planning scheme, City Plan is overly simplistic and, in some cases, lacks detail to guide effective outcomes.
- The City Plan could be improved by reintroducing more complex and detailed content to support the overall outcomes and strategic direction of City Plan. For example, the removal of certain use codes, technical information that was contained in previous planning scheme policies, such as stormwater management and landscaping design details.
- The landscaping policy lacks sufficient guidelines to assist in development assessment.
- Australian standards could be incorporated into the landscaping standards to make sure that the requirements and outcomes are consistent and reliable.
- Some acceptable and performance outcomes are unclear making it difficult to determine what outcomes are intended or how they should be achieved.
- City Plan maintains a positive balance between urban development and the environment, which is valued by the community.

- We provide good streetscape design, public spaces and interfaces between different land uses.
- We need to focus more on our fringes and our centres to make sure we continue to create visually appealing development and public spaces in these areas.
- We want to continue to provide thoughtful development with activated spaces that create complete neighbourhoods.
- City Plan is misaligned with the current SEQ regional plan.
- Due to the lengthy timeframe to commence planning scheme amendments, it is possible amendments are already outdated on commencement.
- Hazard mapping is out of date.
- Cumulative effects of vegetation clearing are often not considered. A more holistic approach is needed to address land fragmentation and the wider environmental impacts.
- Some of the language used in codes is meaningless.
- The City Plan includes terms that should be defined. For example, the term 'abandoned' in the coastal protection overlay can be manipulated in a way that does not appropriately respond to the risks from the hazard.
- Detail is often too broad and encourages outcomes that may not be appropriate across all areas. For example, some species of native vegetation might not be suitable for specific locations.
- Performance based outcomes are often too broad and subjective, making assessment difficult.
- There is a lack of understanding of performance-based planning within the community.
- The environmental significance overlay does not capture the different elements of habitat value and does not consider the impact of clearing effectively. For example, it creates land fragmentation isolating species population reducing genetic spread.
- Vegetation is given a general value, however habitat trees have a much greater ecological value than, for example, an acacia tree.
- MLES should have multiple layers distinguishing between the different ecological values.

Workshop #6 – External practitioners

The following feedback was provided by participants about the dotmocracy statements:

- City Plan has a simple, standard structure that is easy to navigate that should be maintained.
- The absence of local area plans reduces complexities.
- Overlays, like the coastal protection (erosion prone areas) overlay, trigger a higher level of assessment when the proposed development is not in the mapped area. This causes unnecessary cost and delays for applicants.
- The broad nature of zone codes limits their ability to address specific development provisions. It was suggested that more use codes should be developed to provide a finer level of detail to better reflect the varying nature and impacts of different uses.
- Participants are concerned that there are often differing interpretations within and across different Council units. A suggested remedy was to include a more detailed glossary to help define ambiguous terms and provide clarity.

- City Plan is considered more straightforward than other planning schemes. In comparison to other schemes, it uses simple language, limited internal conflicts due to lack of local area plans and does not seek to regulate every aspect of every development.
- City Plan does not always reflect the construction requirements of Council's asset management teams, causing challenges during the assessment and construction stage.
- Some performance outcomes are overly specific limiting innovation and flexibility, often resulting in poorer outcomes.
- Adding more use codes may improve outcomes by providing more specific guidance and help respond to changes in development feasibility.
- Consider how best to address story versus building height to achieve positive design outcomes and a feasible product.
- Review the *Building Act 1975* to ensure infrastructure like sprinklers can be accommodated within the building heights while remaining feasible.
- Zones, such as the environmental management zone, should not be used to reflect development constraints, constraints should be managed by an overlay.
- The strategic framework is broad and does not provide clear policy direction, creating uncertainty around development outcomes and may weaken its role in planning appeals.
- City Plan does not always reflect the State government policy, in particular State Planning Policy.
- City Plan is a point in time document that will become outdated due to changing government policy, the lengthy amendment process, and the long planning horizon. Including more detail in the PSP's may better guide development and potentially facilitate quicker amendment times.
- The broad nature of zone codes limits their ability to address specific development provisions. It was suggested that more use codes should be developed to provide a finer level of detail to better reflect the varying nature and impacts of different uses.
- Technical studies that inform specific provisions in City Plan should be publicly available so the context of the provisions can be understood.
- Council needs to take more responsibility to deliver infrastructure that will facilitate development.

Open discussion (Workshops #3 to #7)

The open discussion sessions across these workshops focused more specifically on forward-facing changes to improve the effectiveness of City Plan. The feedback from these sessions is outlined below.

Workshops #3, #4 and #5 – Council development assessment officers

- Need for a community-led strategic framework that responds to community aspirations, including decisions that relate to wildlife corridors and their placement, where future growth should be concentrated and density provisions, while appropriately balancing the State Government requirements.
- There needs to be a clear alignment throughout the entire planning scheme, with emphasis placed on clear objectives across the overall, performance and acceptable outcomes, ensuring a nuanced position is maintained.

- Particular comments noted examples relating to water quality and bio basins where no acceptable outcomes are provided and there are no clear guidelines within the planning scheme policies resulting in poor outcomes.
- Tightening up the assessment benchmarks with more detail will make it easier for users of City Plan to understand. This, together with community education, will also lead to more community awareness of potential development outcomes.
- Other drafting suggestions were discussed during the workshop including the use of 'and' and 'or' making sure that they are clear and applied correctly.
- The strategic framework needs to include elements that prepare for technological advances, such as drone delivery, to ensure that it remains contemporary and up to date.
- Diagrams and images will be useful in many areas across City Plan as they can help explain the outcomes to be achieved. However, it is important that the diagrams and images are relevant, as PSP2 contains images that are irrelevant or overly complicated or not referenced in the City Plan.
- Reconsidering development approval processes based on risk tolerance could allow for a more streamlined approach, aligning with other local government areas, and help reduce staff challenges.
- Assessment benchmarks need to be clearly articulated for a range of activities. There is a possibility to remove acceptable outcomes and performance outcomes to reduce complexity.
- The Planning Act does not favour overly prescriptive content so the alternative is to make sure that the language used is easy to understand with administrative definitions added where there may be some ambiguity and that the supporting information in planning scheme policies and drawings is clear and descriptive.
- There is potential for better outcomes within neighbourhoods by creating a diversity of uses across all zones in Redland City, not just focusing on diversifying centres and transport zones. Many areas lack essential services like shops, parks and healthcare, we should encourage the development of complete neighbourhoods.
- City Plan needs to do more to capitalise on our natural areas, for example open space and food and drink establishments that overlook the bay.

Workshop #6 – External practitioners

- Potential to introduce more accepted subject to requirements options for proposed development to achieve good outcomes quicker.
- Review placement of higher density residential development and building heights. It may be more feasible to achieve quality outcomes in high amenity areas, such as along the coast rather than exclusively focusing on areas near centres and transport hubs.
- There should be more images and diagrams to assist applicants.
- Need to better regulate short term accommodation / Airbnb's, as this sector is impacting housing availability.
- Need for more council-led structure planning to achieve better development outcomes. It is important that council takes the lead and maintains control helping to guide development effectively.
- Logan City Council's general plan layouts in the strategic framework demonstrate how council-led planning can achieve better development outcomes.

- Brisbane City Council and Gold Coast City Council have established an effective visual road hierarchy within their planning schemes to help applicants understand the different development requirements for different types and scale of developments.
- Logan City Council's updates to their planning scheme, in 2021 or 2022, included better provisions within their strategic framework that relate to centres. This update gave a more structured framework which has helped prevent ad-hoc centre development.

Workshop #7 – Councillors

- Multiple Councillors commented on the importance of the medium density residential zone amendment package currently with the State government being implemented into City Plan. This will help guide good design for infill development.
- Multiple Councillors expressed their desire for planning at the local level, with an appreciation of local concerns, demands and aspirations.
 - Ensure that local character is maintained and enhanced with infill development.
 - Place-based or local area planning is important, and the City Plan should reflect the unique aspects of Redland City.
 - Further local area planning needed for the three townships on North Stradbroke Island.
 - There is a need to tailor planning/ policy responses to specific areas, such as the Southern Moreton Bay Islands (SMBI), North Stradbroke Island and to a lesser extent Coochiemudlo Island, where for example transport and infrastructure issues exist.
 - This localised planning response should also apply to built form outcomes, which are different on the islands compared to the mainland.
 - Ensure that infill development respects and enhances local character.
- Multiple Councillors identified employment as a key area of focus for the City Plan, ensuring sufficient land for employment activities and increasing the opportunities for people to live and work in Redland City.
 - Important to have industrial and commercial land provision built into City Plan and continue to advocate for employment land in the planning of Southern Thornlands.
 - Explore opportunities for new employment land within the urban footprint.
 - Important to have a strong business/ commercial strategy and protect against out of centre development.
- Multiple Councillors identified infrastructure planning and delivery as key to unlocking potential within the City and guiding land use planning decision-making. This was expressed alongside a desire for continuing to consolidate development around centres and existing infrastructure.
 - Inadequate infrastructure is the biggest issue. There is a need for improved planning and delivery of infrastructure and advocacy to State government to address this issue.
 - Lack of infrastructure on SMBI is biggest planning issue. We should look at opportunities for infrastructure development on SMBI where the process is at minimal cost to the community.
 - Provide for infill development where existing infrastructure will cater for it.
 - Need for sound planning to avoid out of sequence development and to focus infrastructure investment priorities.

- Explore whether to adopt a bolder approach for development in our principal centres of Capalaba and Cleveland to attract investments and appropriate development.
- Additional planning alongside the State government is needed to further support growth and investment in the Redlands hospital precinct.
- Development around transport corridors, bus connections and rail should be encouraged.
- Review whether existing larger residential lots are the best use of land that is well-serviced and well-located, or apply a more appropriate zoning.
- Review zoning around our centres and make efficient use of land in these locations.
- Other comments:
 - City Plan should map and protect wildlife corridors.
 - Need to consider the integration of environment and heritage.
 - Inter urban breaks and allocation of open space are important elements for the City.
 - Developing City Plan provisions for North Stradbroke Island is particularly challenging due to a lack of information from other levels of government and State government overriding local planning efforts.
 - City Plan's strategic framework and assessment benchmarks needs a greater emphasis placed on active travel elements, particularly for our hubs and centres. Consideration should be given to accommodating mobility scooters, pedestrians, elderly residents with walkers, bikes and other mobility modes.
 - City Plan needs to reflect the electrification of infrastructure for personal mobility and travel.
 - There needs to be a right balance between not imposing strict jurisdiction over car park numbers and providing adequate public transport options.
 - Guidelines and supporting documents should reinforce liveability and align with the strategic direction of the corporate plan.
 - Need to get performance outcome drafting right.
 - Do not consider a need for change to City Plan, as the current plan is working well.
 - City Plan should facilitate tiny homes in appropriate locations.
 - City Plan should facilitate tourism and accommodating self-contained campers. Make rural accommodation easy and low cost for people to setup.
 - Need to ensure that a new City Plan is based on updated data and studies.
 - Important to inform and educate the community on why we plan and how the City Plan functions.
 - Support for clearer guidelines in the City Plan around what development is expected where, and the expected scale, to make it more accessible for the broader community.

15.8 DRAFT REDLANDS COAST ACTIVE TRANSPORT STRATEGY

Objective Reference: A11604429

Authorising Officer: David Jeanes, Acting General Manager Community & Customer Services

Responsible Officer: Michael Anderson, Acting Group Manager City Planning & Assessment

Report Author: Simon Honywood, Principal Transport Planner

Attachments: 1. Draft Redlands Coast Active Transport Strategy [↓](#)

PURPOSE

To seek endorsement of the draft Redlands Coast Active Transport Strategy (the strategy) for community and stakeholder engagement.

BACKGROUND

While the city's current active transport plan, the Seven C's Connection Strategy (2011) has delivered many improvements to active transport in the last 14 years, active transport mode share has declined. That strategy's network will not serve the urban form and population changes anticipated over the next 20 years. Therefore, a new strategy is needed to respond to these changes and outline how and what will be required to enable and encourage more people to walk and ride more often.

The strategy supports Council's *Our Future Redlands - Corporate Plan to 2026 and Beyond* (Corporate Plan) goal of achieving a step change in investment in walking and riding (active transport) to increase active transport mode share and provide greater transport choice for residents, workers and visitors. The strategy provides a framework for the detailed planning and delivery of the active transport network to 2046 to achieve these ends.

ISSUES

Declining mode share

The proportion of school children walking or cycling to school has fallen dramatically, from 75% in 1970 to just 25% in 2010. Active transport now accounts for only 9% of all trips, with journeys to work at a mere 3% in the city.

With an increasing population and declining mode share, the city is seeing greater reliance on private vehicles, worsening congestion and increasing parking demand. Congestion, in turn, can foster unsafe and aggressive driver behaviour, creating an intimidating and unsafe experience for unconfident pedestrians, riders (cyclists, scooter and unicycle riders) and people with disabilities. Vulnerable road users, notably children, people with disabilities and seniors, are particularly affected, further deterring walking and riding, and perpetuating a downward spiral in mode share.

Gaps and Barriers to Access

While the city is well served by quiet streets and pathways, there are many infrastructure gaps and barriers that hinder access to key destinations. Barriers include crossings over major roads, rail lines and creeks, intersections that have limited or no facilities for pedestrians, riders and people with disabilities, or limited or inadequate paths along these routes. Gaps in the active transport network include missing links to and around destinations and to public transport stops and stations. Council's Gap Program is currently addressing many of the gaps and barriers.

Safety concerns

Safety is a critical issue for the city's transport network, with disproportionate risks for pedestrians, people with disabilities and riders. Perceptions of unsafe paths and roads are some of the biggest barriers to people walking and riding. Poorly lit pathways, lack of cycle lanes, insufficient crossings and intersections and speeds that prioritise traffic movement over safety are other factors impacting active travel. With many more trips anticipated over the next 20 years, improving conditions in these settings will become even more critical if more people are to walk and ride more frequently.

Awareness and education

A lack of awareness and provision of accessible, current information can hinder the uptake of active transport, even though the city has many excellent facilities for riders, pedestrians and for people with disabilities. This is coupled with generally insufficient wayfinding signage that could assist residents and visitors to navigate themselves around and between destinations.

The city does not currently provide any encouragement and education programs that could enable more people to walk and ride more often. Workplace travel initiatives and active travel-to-school schemes can play a significant role in increasing walking and riding mode share.

While there are some excellent end-of-trip facilities (such as cycle and scooter racks, cycle cages, showers and lockers in workplaces) in some locations, additional and improved facilities are required, especially in the city's centres, employment and public transport hubs.

Investment shortfalls

Council typically invests \$13/capita (average 15% transport budget) on maintaining and enhancing active transport facilities, whereas State and Commonwealth governments invest less than \$1.50/capita (less than 1%) of their annual transport budgets on these modes. While this mirrors spending by other Australian state governments, it does not compare with that spent in leading countries, such as the Netherlands and Denmark, which invest \$50–65 per capita, achieving cycling mode shares of 27% and 16%, respectively (our city's active transport mode share is 9% for all trips or 3% for journeys to work). The Climate Council and others are advocating for 20% transport budgets being allocated to active transport.

There is a strong correlation between spending on active transport and the mode shares achieved. Without sufficient funding by all levels of government, it will be challenging to provide the active transport network needed to support more people walking and riding for many of their trips.

Opportunities

Over half of all trips (by all modes) are less than 5km and 25% are less than 2km, with 60% trips to school being less than 3km. With the right facilities, conditions and awareness, many of these trips could be undertaken by foot or ridden. Where trip lengths are longer, improvements to public transport would enable more people to walk or ride for at least sections of their journeys.

Improved conditions for pedestrians and riders improve travel choices for citizens, visitors and workers, while potentially reducing peak hour congestion, improving the environment and people's health and wellbeing. While greater investment is required by all levels of government to support this, the social, economic and financial benefits have been estimated to far exceed the investment required. Timely investment could also boost economic benefits to Redlands Coast arising from increased visitation due to the 2032 Olympics and Paralympics.

STRATEGIC IMPLICATIONS

Legislative Requirements

There are no legislative requirements to complete the Redlands Coast Active Transport Strategy. However, such a strategy is necessary to guide the development of active transport infrastructure that can be included in Local Government Infrastructure Plans, which empower Councils to require developers to contribute to trunk infrastructure, such as some active transport facilities.

Risk Management

The risks associated with implementing the strategy include:

- State and Federal Governments not increasing their funding for active and public transport, limiting Council's capacity to deliver the strategy.
- The State Government not prioritising improvements on the state-controlled roads for pedestrians, riders and for people with disabilities, such as at crossings and intersections.
- Active transport infrastructure not being provided in sequence with population, visitor and employment growth.
- Limited community buy-in and resistance to adopting walking and riding as viable transport modes for many trips, hindering the strategy's success.

The risks associated with not implementing the Strategy include:

- Inadequate allocation of funding to active transport projects could delay the implementation of priority initiatives, thereby limiting active transport participation.
- Potential risk of litigation should there be crashes attributed to unsafe conditions on the city's roads and paths.
- Insufficient capacity to advocate for increased investment from other governments and to pursue State and Federal government funding channels that could leverage Council's delivery of key initiatives.
- Limited capacity of Council to secure infrastructure contributions or quality transport outcomes from development.
- Increases in peak hour congestion, resulting in governments spending considerably more on road upgrades, public parking and potential property resumptions than a much smaller investment in active transport.
- Potential ad hoc investment in active transport that does not deliver desired outcomes.
- Community disenchantment when Council strategies and plans are unrealised or do not meet its expectations.

Financial

Consistent with Council's Corporate Plan's intention to achieve a step change in investment in active transport, this strategy recommends a realistic and sustained increase in expenditure by Council. Such an investment could bolster active travel mode share, with a resultant reduction in motor vehicle trips and, potentially, delay or reduce the need for road upgrades and for more parking.

The Strategy proposes a stepped increase in Council's active transport budget from \$4.75M in 2024/25 to \$6.5M by 2046 (in 2025 Dollars, excluding replacement costs due to unforeseen events, such as floods and cyclones). This is based on increasing expenditure per capita from \$20 today to \$30 by 2046 (in 2025 Dollars). This would increase Council's capacity to improve and extend the active transport network, leverage contributions from other governments and developers and to deliver low-cost travel behaviour change programs that encourage and enable more people to walk and ride, irrespective of their level of mobility (as per Goal 5 in the Corporate Plan).

Cost saving benefits to the community of this investment include potentially saving up to \$100M in congestion costs and \$4M in health costs (in 2016 Dollars) and up to \$3.5M in climate offsets, per annum in the city. Estimated returns on investment have been calculated as up to 13 times for investments in facilities for pedestrians and people with disabilities and five times for investments in riding facilities.

Future funding for active transport will be subject to standard budget processes.

People

Implications for staff in implementing the strategy include:

- More options to get to and from work safely: investment in improved facilities may help to abate the dramatic decline in the number of staff who walk and ride to work over the last 10 years.
- Improved end-of-trip facilities for staff, where Council commits to further improvements in facilities at workplaces.
- Improved health and wellbeing for staff – exercise is proven to improve one's physical and mental health.
- Greater direction about what Council invests in, to deliver the strategy's outcomes.

Additional resources may be required, particularly if Council is to initiate travel behaviour change programs and to effectively advocate for and secure more funding from state and federal governments. Experience from other local government authorities is that a small investment in travel behaviour change initiatives, such as Safe Schools Travel programs, can deliver many times more benefits than the investment required (such as reducing peak hour congestion arising from school trips).

Environmental

The strategy outlines interventions designed to create a safer, more connected, and accessible transport network in the city, thereby reducing reliance on private vehicles and associated environmental impacts. The resultant environmental benefits include decreased reliance on fossil fuels, lower carbon emissions, and reductions in air and noise pollution from vehicles. Also, the footprint of paths and routes accommodating active travel is much less than that required for general traffic and pedestrians' and riders' impact on flora and fauna is negligible.

Social

Delivering the strategy should enhance social outcomes across the region by improving access, connectivity, and ease of travel between key destinations such as schools, workplaces, public transport hubs, and recreational areas. By creating well-connected and activated streets, the strategy will foster greater opportunities for social interaction, promoting a stronger sense of community.

Increased walking and cycling activity in key areas is also expected to support local businesses, as higher pedestrian and rider activity often correlates with longer visits and increased spending, generating positive social and economic benefits for the city.

Providing more options for residents, visitors and workers to travel improves equity and inclusion and offers people who are unable to drive an affordable way to access their destinations. Private vehicle ownership is a significant financial burden, a typical South East Queensland household spends approximately \$23,000 each year on owning and running a car.

Walking and riding provide many physical and mental health benefits, with the potential to reduce the burden on the health system resulting from inactivity and rising levels of obesity.

There is also clear evidence that the more people walk and ride, the safer the transport network becomes, particularly where this is supported by improved facilities and conditions.

Human Rights

By supporting greater choice in travel options, achieving the strategy outcomes would ensure that everyone, irrespective of their level of mobility can access key destinations consistent with section 19 of the *Human Rights Act 2019*.

Alignment with Council's Policy and Plans

Our Future Redlands - A Corporate Plan to 2026 and beyond

The strategy aligns strongly with the strategic goals outlined in the Council's Corporate Plan:

- Goal 5: Liveable Neighbourhoods – 5.2: Maximise economic, environmental, and liveability outcomes by creating greater connectivity and linkages within and beyond Redland City.
- Goal 5: Liveable Neighbourhoods – 5.3: Increase community participation in active transport through improved infrastructure networks and behaviour change programs.
- Goal 5: Catalyst Project – Active Transport Investment: Pivot existing transport expenditure to deliver a step-change in active transport connectivity through cycling and pedestrian infrastructure.
- Goal 5: 2021–2026 Key Initiatives - Deliver the Redlands Coast Transport Strategy, enhancing the efficiency, accessibility, and safety of the transport network.

The above goals are fully integrated into the strategy by ensuring greater connectivity and improved linkages across the city (Goal 5.2), with a specific focus on enhancing cycling and pedestrian infrastructure. The strategy prioritises investment in active transport networks and behaviour change programs to increase community participation (Goal 5.3), while also aligning with the broader objectives of the Redlands Coast Transport Strategy.

Redlands Coast Transport Strategy

The strategy meets the Redlands Coast Transport Strategy's vision and outcomes:

- Integrated innovative and sustainable planning through integrating land use and transport planning to adopt innovative solutions with a target to increase population density and pedestrian connectivity of activity centres.
- Integrated innovative and sustainable planning through advocating effectively for implementation of projects that achieve the transport strategy vision, with a target to investigate alternative funding mechanisms to deliver transport projects.
- A liveable, active, and prosperous city through land use and transport network outcomes (that) encourage economic prosperity and sustainable connectivity with centres and natural assets, with a target to increase walkability and access to key public transport nodes.
- A connected and accessible city through safe, sustainable and equitable movement throughout the region, with a target to increase walking and cycling for all trips.
- Positive education and behaviour through the community making wise travel decisions based on sustainability, cost, accessibility and amenity, with a target to implement successful travel behaviour change and road safety programs.

By advancing these themes, the strategy contributes to the Redlands Coast vision of an efficient, accessible, and integrated transport system, which sustainably facilitates the movement of people and goods within and beyond the city and the bay.

Redland City Plan

The Strategy complements City Plan by aligning with its strategic intent to develop an integrated transport network that supports sustainable growth. Specifically, the strategy enhances active travel options, linking residential areas, schools, and key activity centres with safer and more accessible pedestrian and cycling networks.

This strategy also reinforces the objectives of the integrated transport network in City Plan by improving connections between active and public transport, reducing car dependency, and fostering a healthy, walkable urban environment.

By aligning with the Corporate Plan, Redlands Coast Transport Strategy and City Plan, the strategy ensures that Council's resources are directed effectively, addressing local needs while supporting broader regional and state planning goals.

CONSULTATION

Stakeholders and the community would have an opportunity to provide feedback on the strategy following endorsement of the draft by Council.

Consultation with the following stakeholders has occurred as follows:

Consulted	Consultation Date	Comments/Actions
Councillor Briefing	19 May 2025	General support for draft strategy, considering some minor amendments relating to the Olympics, last mile connectivity and safety, where not addressed.
Councillor Division 2	March 2025	Councillor Division 2 is chair of the Active Transport Reference Group and has been briefed while formulating the Strategy.

Consulted	Consultation Date	Comments/Actions
Active Transport Reference Group	26 February 2025, 21 October 2024, 1 November 2023, 3 May 2023	Presentation of the strategy for feedback at the group's meetings and to outline opportunities for further comment during the formal consultation stage. Workshops were also held in 2023 with the consultants who undertook the technical work that informed the formulation of the strategy and the Active Transport Network Plan.
Officer Briefing	21 November 2024	The strategy presented to officers for feedback. Feedback was supportive and indicated consistency with Economic Development, City Assets' delivery and operations, City Planning, Strategic Property and Compliance Services work.
Officer and peak body workshop 3: Strategy actions and priorities	10 February 2023	Workshop 3 focused on refining strategy actions and priorities, covering planning, infrastructure, education, and implementation. An interactive session prioritised key actions aligned with a possible vision, outcomes, and goals. This was required to assist consultants in finalising their technical work.
Officer and peak body workshop 2: Strategy, Vision, and Network Planning approach	6 December 2022	The second workshop focused on refining the vision, objectives, and network planning approach for the strategy. Discussions covered integrating natural assets, prioritising comfortable and connected networks, and using metrics to guide infrastructure development.
Officer and peak body workshop 1: Issues, opportunities, and network focus	27 September 2022	The first workshop for the strategy focused on identifying issues, opportunities, and user needs for the active transport network. Key activities included a SWOT analysis, vision-setting exercises, and discussions on barriers and opportunities across microgrid, network core, and arms.

OPTIONS

Option One

That Council resolves to endorse the draft Redlands Active Transport Strategy in Attachment 1 for community and stakeholder engagement.

Option Two

That Council resolves to approve the draft Redlands Active Transport Strategy in Attachment 1 for publication without community and stakeholder engagement.

Option Three

That Council resolves to not endorse the draft Redlands Active Transport Strategy in Attachment 1.

OFFICER'S RECOMMENDATION

That Council resolves to endorse the draft Redlands Active Transport Strategy in Attachment 1 for community and stakeholder engagement.



Draft

Redlands Coast Active Transport Strategy

May 2025



Draft | Redlands Coast Active Transport Strategy

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Acknowledgement of Country

Redland City Council is committed to working with Traditional Owners, supporting their role as custodians of their traditional lands and helping ensure the future prosperity and cultural enrichment across Redlands Coast. Council acknowledges the Goenpul, Ngugi and Noonuccal First Nations Peoples of the Quandamooka region and recognises that the Quandamooka People are the Traditional Owners of much of Redlands Coast. Council also extends its acknowledgement of Traditional Owners to the Danggan Balun (Five Rivers) claimant group who are currently in the process of Native Title determination for an area that crosses into southern Redlands Coast.

Mayor's Foreword

As Redlands Coast evolves, so too must our local transport network. At the heart of the *Draft Redlands Coast Active Transport Strategy 2025-2046* is a desire to provide our community with greater choice over how we move around the city.

This draft plan is a unique opportunity to reimagine travel for our residents and visitors, with a focus on making more walking and riding facilities available within five kilometres of our major destinations.

Council's adopted Corporate Plan *Our Future Redlands – A Corporate Plan to 2026 and Beyond* identifies active transport investment and increased participation in these activities as a catalyst for creating more liveable, healthy and connected neighbourhoods. The Draft Active Transport Strategy has been developed to align with this objective and outlines some of the key steps Council and other stakeholders can take in the years ahead to get more people walking and riding more frequently.

One of the key reasons for developing this draft strategy today is to cater for the Redlands Coast population of tomorrow. With the number of people living in the city expected to increase by 50,000 people and another 18,000 people forecast to be working within our borders over the next 20 years, effective alternatives to car travel will be required to help take pressure off the road network.

Council studies have found that unless there is greater uptake of public transport and other modes of travel such as cycling and walking during this period of population growth, the number of trips undertaken on our roads could increase by 50 per cent.

Getting more people to leave their car at home is key to reducing any potential traffic impacts and will be achieved by ensuring the city's active transport network is accessible to our diverse community and well connected to areas such as town centres, transport and lifestyle hubs, and community facilities. This will also assist with building our visitor economy by allowing for easy and safe movement between attractions and city centres.

Council supports active travel and, with the release of this draft Strategy for public consultation, looks forward to taking the next step in giving the community more flexibility over how they move around their suburbs and the city into the future.

Councillor Jos Mitchell

Mayor of Redland City

Executive Summary

The Redlands Coast Active Transport Strategy (the Strategy) responds to Redland City Council's *Our Future Redlands – A Corporate Plan to 2026 and Beyond* and the Redlands Coast Transport Strategy. These documents seek to improve cycling and pedestrian facilities by “pivot(ing) Council’s existing expenditure to deliver a step change in active transport connectivity”, to reverse the significant decline in people walking and riding over the last 40 years.

The city is expected accommodate between 30,000 to 50,000 more people and 18,000 more jobs by 2046 in new and established urban communities. This growth will result in a large increase in the number of trips made by residents and workers in, and visitors to the city. If people continue to drive a private motor vehicle for most of their trips, this growth will put enormous pressure on the transport system in the city and beyond, resulting in the need for bigger roads, more parking to accommodate these vehicles, congestion and health impacts.

The city already has an older (and more rapidly ageing) population than Greater Brisbane, which is particularly pronounced on the islands and in some mainland suburbs. Up to 29% of the population are either too old or young to drive – this proportion will increase significantly by 2046. This highlights the need for appropriate, safe and convenient access and travel choices, especially for pedestrians, riders and people with disabilities.

Active travel (walking and riding) modes are particularly suited to shorter trips associated with journeys to school, to the shops, to parks, community facilities, and public transport stops and stations, as well as commutes to work. 50% all trips are less than 5 km long, suited to riding and 25% are less than two km long, suited to walking. Redlands Coast has spectacular landscapes, coastlines and the islands, connected by quiet streets and over 558 km of paths, which also makes it attractive for tourism, recreational walking and riding. It has walkable, vibrant town centres and villages, where people enjoy the sense of community in those places.

The more we walk and ride, the more we reduce traffic congestion, pollution and car born emissions, and can help our centres and communities thrive. We can build on this to create a connected and safe network for all users, whether going to the shops, school or work, or to explore the Naturally Wonderful Redlands Coast as a tourist or for recreation.

This Strategy outlines what Council envisages is needed to encourage more people to walk and ride. This includes:

- Completing a connected network of paths and low trafficked streets around major destinations and public transport, particularly targeting 5 km catchments
- Improving conditions in locations with limited travel options, with limited facilities or specific access needs (such as higher rates of disability or around hospitals)
- Enhancing safety through more and safer crossings, traffic calming, speed reductions and separating general traffic from pedestrians and riders on busier roads
- Encouraging more people to walk and ride, such as through more information, signage, promotions/events, providing end-of-trip facilities and trialling new approaches

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- Appropriately accommodating emerging modes, such as e-cycles and e-scooters, while reducing potential conflicts with other modes, notably pedestrians
- Upgrading existing facilities to encourage optimal use, support tourism (in time for the 2032 Olympics and Paralympics) and to meet current standards
- Increasing the investment in walking and riding facilities that result in more people walking and riding for many more trips.

1.0 Introduction

1.1 About the Strategy

The Redlands Coast Active Transport Strategy provides long-term guidance on how more people can be encouraged to walk and ride on the Redlands Coast in the future than they do today. Underpinning this is a pivotal shift in Active Transport Investment (Redland City Council's Corporate Plan, 2021 to 2026).

The Strategy also builds on the Redlands Coast Transport Strategy (2020) which envisages transitioning from a car-dependent to a more sustainable city over the next 20 years, by embracing active and public transport as convenient and sustainable ways to travel.

1.2 What is active transport?

Active transport entails walking and riding to get around for transport, exercise and recreation.

Walking includes people running, jogging and using mobility aids such as walking frames and wheelchairs (including motorised wheelchairs).

Riding includes pedal cycles, foot scooters, skateboards and micro-mobility (such as e-bikes, e-scooters etc.), but excludes riding motorcycles or animals.

This Strategy addresses the needs of pedestrians, traditional and emerging riders, as well as those of people with disabilities.



1.3 Why is this Strategy needed?

It is timely that Council revisits its response to active travel, with the Seven Cs Connection Strategy (2011) and the 2004 Redlands Walking and Pedestrian Strategy no longer reflecting latest population, community attitudes, and travel trends. Despite many improvements in facilities since 2004, active travel mode share has declined, resulting in more trips being made by private vehicle and rising congestion levels.

Shaping SEQ2023 and the Redland Housing Strategy 2024 identify a development pattern that differs from that previously envisaged, with significant population and employment growth anticipated around Cleveland, Capalaba and in the southern sections of the city. Without a change in focus, this growth could make walking and riding more challenging for residents, workers and could undermine the city's attractiveness to visitors who explore Redlands Coast during and after the 2032 Olympics and Paralympics.

Connecting SEQ, the Queensland Cycling Strategy and Redland City Council's Corporate Plan allude to this change, by envisaging active transport playing a significant role in reducing car

dependency and resultant congestion on the road network. Ultimately, this could reduce or delay spending on the road network and on associated parking, assist in realising health, and environmental benefits, and increase people's travel options.

This Strategy recognises the emerging role of micro-mobility, such as e-bikes and e-scooters, to increase riding, while acknowledging challenges posed by these modes.

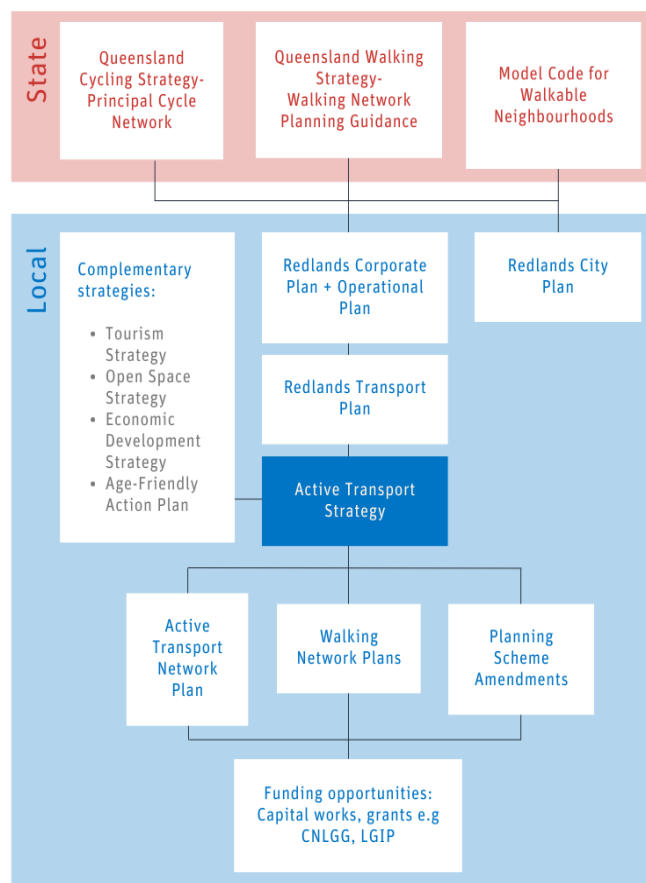


Figure 1: Policy Context

1.4 What this Strategy does

In preparing this Strategy, Council researched the current network and policies guiding active transport (Figure 1). It investigated trends, issues, and opportunities impacting active travel. These inform Council's vision and outcomes the community is seeking when delivering the Strategy. Initiatives to achieve these outcomes are outlined.

The Strategy provides a framework for more detailed planning, which is delivered through the Redlands Coast Active Transport Network Plan, local active transport network plans and Local Area Transport Plans.

The Strategy will also inform other planning work being delivered by Council and others, such as its City Plan, Priority Development Plans and State Government initiatives.

1.5 Consultation

The Strategy responds to advice and feedback received from a range of stakeholders and the community, including:

- Multi-disciplinary workshops with State and local government officers (Figure 2).
- The community-based Redlands Coast Active Travel Reference Group
- Previous community engagement, such as that undertaken for the Ride Redlands Coast, Ride2Work and Cleveland Immersion Project.
- YourSay surveys, social media, pop-up events and targeted meetings with community groups.



Figure 2: Officer workshops held to inform the Strategy

Further community engagement is anticipated following Council's endorsement of this preliminary draft Strategy.

2.0 Issues & Opportunities

2.1 Our changing population

Redland City is expected to grow from around 159,000 people in 2021 to 210,000 people by 2046 (Figure 3). This 33% increase in residents will result in at least 50% more trips, which will put significant strain on our roads, without a shift towards more sustainable travel (such as walking, riding and public transport).

Demographic	2021	2046 (Projected)
City population	159,222	~209,350 (+31%)
Young (<18)	29,180 (21%)	27,226 (15%)
Seniors (65+)	28,660 (18%)	52,512 (approx. 30%)
Disability	10,591 (6.7%)	18,086 (8.7%)

Figure 3: Population change 2021- 2046
Sources: ABS, 2021, Redland Housing Strategy, 2024

Redlands Coast has a median age five years older than Queensland overall (43 years old compared to 38 years), but Islanders' median age is noticeably older (58 years old on the Southern Moreton Bay Islands and 52% on Minjerribah). One in 5 people are aged over 65 years, with this expected to rise to one in three residents by 2046. Older people often have specific mobility needs and disability rates increase with ageing.

The *Redlands Coast Age- Friendly Action Plan* identified transport as a key theme needing to be addressed to create an age-friendly city. Safe walking and riding infrastructure is essential to ensure equitable access, especially for vulnerable groups (the young and seniors), which will represent 48% of the city's population in 20 years' time. This will especially be the case in Cleveland, Victoria Point and the islands (Redland City Council, 2021).

Not everybody can drive a car. 4.5% of households in Redlands Coast don't own a car. Approximately 20% are below the driving age (17 years old) and 9% are over 75 when the capacity to drive a motor vehicle is more limited (ABS, 2021). This large cohort of residents has more limited travel choices, but walking, riding and using mobility devices remain travel options.

2.2 Decline in active travel mode share

Since 1970, there has been a dramatic reduction in children walking or riding to school in Australia, shrinking from 75% to 25% trips, by 2010 (Figure 4). This is consistent with travel in trends in Queensland (TMR, 2021).

Today, 87% trips in Redland City are made by private vehicle, with only 9% being made by active travel modes and 3.5% by public transport. Low public transport mode share also limits the number of people who walk and ride, as public transport passengers tend to walk or ride as part of their journey. Redland city has higher proportions of trips taken by private vehicle than the state average (TMR, 2014).

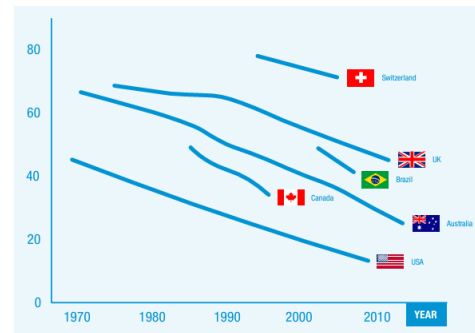


Figure 4: Active Travel Mode Share by year & country
Source: Active Healthy Kids, 2015

2.3 Other travel patterns

With less than half the city's workers being employed within Redlands Coast, many residents commute some distance to reach their jobs (Figure 5). This is particularly pronounced for public transport commuters, who will walk or ride as part of their trip. However, many will drive in the absence of public transport (PT). Without improvements to PT, drivers are unlikely to walk or ride in the city. Only 2% journeys to work are by foot or are ridden.

Employment self containment (2021)	42.3%
Work commute (average)	16.6 km
Work commute by PT	23.6 km
Work commute by private vehicle	12.5 km

Figure 5: Travel to Employment. Sources: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Usual residence data); Household Travel Survey, TMR, 2018

2.4 Gaps in the active transport network

While most urban communities have paths and quiet streets that are suitable for pedestrians and riders, there are some locations where there are gaps in the network. These include:

- Some older suburbs which predate current planning scheme requirements to provide paths, such as in Alexandra Hills and parts of Cleveland.

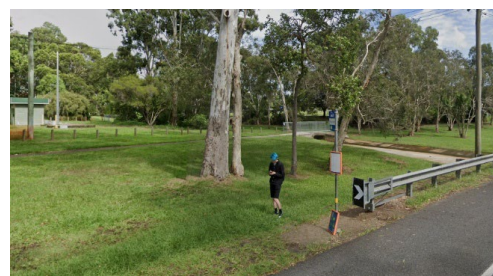


Figure 6: Lack of paths and associated infrastructure at a bus stop on a major bus route - 138 Cleveland-Redland Bay Rd, Thornlands

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- Some major intersections with high volumes of motor vehicle traffic, such as the Shore St West/ Wellington St roundabout and several major junctions in and around Capalaba and Victoria Point.
- 'Last mile' pathway connections and infrastructure, such as to public transport stops and stations (Figure 6).

Council is filling some of these gaps through its Gap Program. However, some of these locations are managed by the state government, which has no immediate improvements scheduled in the short term, except in Victoria Point.

2.5 Safety

A city designed for motor vehicles creates safety issues for pedestrians and riders. In 2020, there were 130 pedestrian fatalities and 42 cyclist fatalities in Australia. Many of these are at intersections including roundabouts and were predominantly in 50km/h to 60km/h speed zones. (National Road Safety Strategy, 2020). Locally, there were 165 crashes involving pedestrians and riders between 2016-2021 (Figure 7).

Unsafe road conditions are a major deterrent to riders and pedestrians, particularly for vulnerable road users.

There are often delays and a lack of frequent crossings on major roads, which can make walking and riding trips slower and longer.

Some of the city's busiest intersections have limited or no safe crossings (such as Cleveland and Moreton Bay/ Redland Bay Road intersection in Capalaba (Figure 8)). Ironically, some of these locations are perceived to be so dangerous to pedestrians and riders that they don't use or attempt to cross them.

Factor	Conditions limiting frequency of riding	Reasons people do not ride	What would encourage active travel
Unsafe road conditions	67%	46%	55%
Speed & volume of traffic	53%	42%	
Do not feel safe riding	48%	41%	
Lack of cycle lane/need for	44%	35%	66%
Better parking and end of trip facilities			30% and 23%
More information			25%
Buddy			14%
Distance			13%

Figure 7: Factors influencing travel decisions (City of Unley, 2022; Redland City Council, 2021).



Figure 8: One of the city's busiest intersections, Moreton Bay Road/ Redland Bay Road, Capalaba, which lacks adequate crossings, and which can take 10 minutes to cross by foot or cycle

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Figure 9: Moreton Bay Cycleway, Cleveland Station

Surveys indicate that high traffic speeds and volumes and lack of connecting infrastructure are major deterrents to people choosing to walk and ride (Figure 7).

Perceived and actual safety concerns can also be an impediment to pedestrians and riders, according to 40-50% respondents to surveys. Stranger danger, lack of visibility, narrow, uneven or poorly maintained paths and inadequate lighting contribute to these concerns (Figures 7 & 9).

2.6 Awareness and education



Figure 10: Wayfinding signage, Bloomfield Street, Cleveland

Lack of awareness of what facilities and opportunities exist is often cited as an impediment to people walking and riding. Council produces several useful guides, such as the very popular Redland City Cycling and Walking Guide (2025): such guides are critical to increase awareness of these facilities.

Wayfinding signage is also important with many opportunities to improve awareness and to assist people to navigate around and to reach their destinations (Figure 10).

Improving the skill levels of road users is also important, with many councils running training and providing vital information, especially for the young, scooter and new riders.

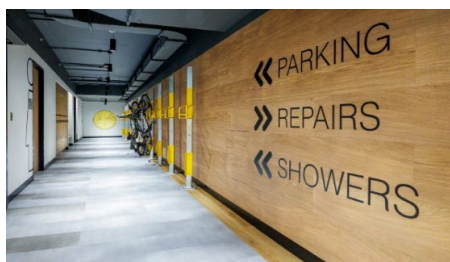


Figure 11: End of Trip facilities for walkers and riders, Brisbane City

The provision of quality end-of-trip facilities (such as secure racks, lockers and changing facilities) is frequently requested by the community and workers at destinations and can be a key to achieving a shift to active travel modes (Figure 11).

2.7 Cost considerations

Traditional responses to addressing population growth and peak travel demand have been to build or widen roads to accommodate assumed vehicular traffic, which is very costly, in terms of construction costs, acquisition of land etc. Providing active transport infrastructure is often seen as an extra cost but it can offset transport expenditure by reducing or delaying the need for road building and the provision of more parking.

There are other indirect costs associated with building a transport system that prioritise private vehicle trips. These include property resumptions, destruction of natural ecosystems, loss of greenspace and health impacts arising from lack of exercise.

Demand for vehicular parking correlates with the proportion of trips made by private vehicle and is expensive for councils and developers to provide. Parking in centres can lessen the viability and vibrancy of centres by reducing the amount of developable space for urban uses.

Conversely, creating walking and riding friendly centres can enhance the vitality of centres (Heart Foundation, 2011). According to Urbis (2021), a parking space is the least efficient use of space and generates the least amount of revenue in the form of retail turnover, at only \$950 for surrounding businesses, compared to \$1,700 from using that same space as bicycle and e-scooter parking or \$1,660 generated as dining space.



Figure 12: Annual costs of active transport compared with owning and running a private vehicle: Source: RACQ 2024

The lack of transport choice in many parts of the city results in a significant personal cost to households, when they need to have two or more cars to access jobs, facilities and services in and beyond the city (Figure 12). This is particularly the case for people living on the islands, due to the cost of transporting vehicles between the islands and mainland as well the need to register and maintain multiple vehicles.

Active transport is a free or inexpensive way to travel, which can make an important difference for many households, where this reduces the need to own private vehicle and increases their travel options.

Council allocates some 13% of its transport budget to active travel, whereas the state and commonwealth governments spend 1% (Figure 13). While Council's allocation is in line with other councils in South East Queensland, the low level of investments by other governments limits the tangible benefits that active travel can deliver for the community. For example, Council officers are not resourced to initiate travel behaviour change programs, increase the community's awareness of facilities available to them in the city or proactively advocate for and pursue funding from

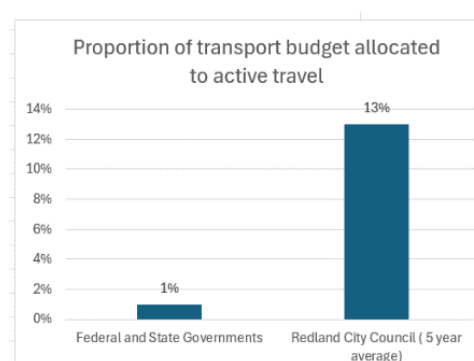


Figure 13: RCC, State & Federal Government budget allocated to active transport

other governments.

This low level of investment is a key factor underpinning why active travel mode share has plateaued at a very low level. Conversely, countries and cities that invest more in active travel see many more people walking and riding.

2.8 Opportunities for active travel

Potential to convert trips

55% of all trips originating in Redlands Coast are less than 5km and 25% are less than 2km long. Approximately 60% of trips to school in Redlands Coast are under three km (Figure 14).

Trips to work are only a part of a household's daily trips, with shorter trips to school, to shops or to sports and recreational activities making up much of the balance (State of Queensland, 2018). Active transport is especially well suited to these shorter trips, highlighting the potential for more people to walk and ride more often.

Trips	
25% all trips	2 km
55% all trips	5 km
60% trips to school	3 km
25% RCC staff journeys to work (2017)	<5km
RCC staff journeys to work by private vehicle	92%

Figure 14: End of Trip facilities for walkers and riders, Brisbane City Sources: ABS, RCC Workplace Travel Plan, 2021, Zwart 2022

The potential to combine active transport with public transport for longer trips also presents an opportunity. Currently, the Cleveland rail line is well utilised at peak times, with high usage of the of the park 'n' ride and cycle parking facilities, with scope to further increase walking or riding trips to rail stations.

Building on what the city has

Redlands Coast has many low trafficked streets and 558 km of paths that serve our established communities and natural areas, which are attractive and safe for walking and riding (Figure 15). This legacy could be boosted by better connecting our centres and other key destinations. Many of our existing and emerging urban areas are flat or have natural corridors that can be integrated into the walking and riding network.

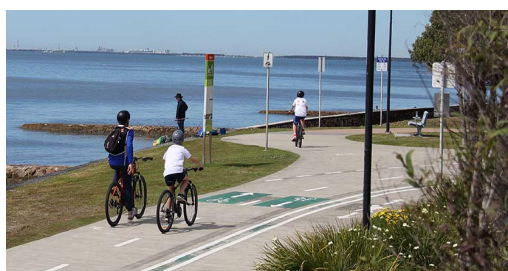


Figure 15: Moreton Bay Cycleway, Victoria Point

The City's grid of streets could be enhanced into quality, safe and direct routes. This may be as simple as providing wayfinding signage and more information or building paths on established busier streets.

Development of the Principal Cycle Network, the Greenways and Moreton Bay Cycleway could provide key elements of an active transport network that support recreational and tourist-based trips, as well as enabling commutes to work or school.

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Evidence from across the world, in Australia and locally indicate that, if we provide safe and direct separated (from traffic) infrastructure, more people are likely to ride or walk (State of Queensland, 2020 & Cervero et al, 2013, The Ride Redland Coast project, 2021).

Realising community benefits

Improving walking and riding infrastructure is relatively cheap, when compared with building or expanding roads and building more car parks. Provision of active transport infrastructure that is based on travel demand and local knowledge can ensure that these facilities will be well used.

The financial benefits of increased active travel investment that lifts active travel mode share include:

- Reducing congestion related delays (estimated at \$100M each year for Redland City).
- Potentially reducing or delaying the need for expensive road upgrades.
- Reducing or containing the need for more vehicular parking at destinations, thereby reducing costs for developers and public agencies and making those destinations more accessible by other modes (saving between \$10,000 and \$150,000 per parking space not required).
- Reducing the cost of living, especially if this reduces the need for a car (saving households between \$8,000 to \$17,000 each year).
- Reducing health costs associated with lack of exercise and obesity (reducing health costs by over \$4M each year).
- Improving safety, especially for pedestrians and riders.
- More footfall and spending in local businesses (increased spending by between 40 and 49%).
- Potentially, improved active transport facilities at the city's major tourist destinations could increase visitation, boosting local economies and promoting jobs.
- Greater capacity for officers to chase increased investment from other levels of government, such as through matching grants and more advocacy.

Mode	Benefits from Investment (rate of return)
Pedestrian facilities	13 times
Cycling facilities	5 times

Figure 16: Benefits of Active Transport Investment:
Source: State of Queensland, 2019 & 2020)

Overall, investing in walking and riding interventions have a very high rate of return, especially in urban settings (Figure 16).

Non-financial community benefits of investing in active travel include:

- Providing greater transport choice, especially for people who cannot access public transport or don't drive a private vehicle
- Future proofing our communities.



Figure 17: Family enjoying a ride

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- Improving Redlands Coast as a place to live & visit (Figure 17).
- Not requiring any prior fitness and which can be easily added to one's routine.
- Improving mental and physical health, which is also consistent with Council's goal to create healthy and liveable neighbourhoods.
- Reducing environmental and climate impacts derived from passenger and light commercial vehicles – saving 244g of carbon emissions per km travelled (Australian Government, 2023).

The many financial and non-financial benefits of increased active transport spending are substantial for a relatively small investment, when compared with building or expanding roads (a road can cost over 17 times more to build than a three-metre pathway over the same distance).

Increasing travel choices

Providing facilities for active transport modes increases people's travel options. There is considerable potential to do so on the islands, around centres and transport hubs and in some of the city's less advantaged communities. The benefits are magnified where the provision of better walking and riding facilities improves access to public transport, to shops and employment opportunities.

Micro-mobility, such as e-bikes or e-scooters, can be a game changer for reducing car trips. E-scooters and e-bikes are becoming more widely used for all types of trips and by a variety of users. E-bikes and e-scooters can also fill a needs gap, providing transport for a distance that may otherwise be too tiring, too slow or too hot to walk or ride. They offer greater travel choice in locations where there is limited public transport, such as on the Southern Moreton Bay Islands.

3.0 The Active Transport Strategy

3.1 The Vision

The vision builds on existing goals as enunciated in Council's Corporate Plan, such as creating 'strong communities' and 'liveable neighbourhoods'. It also responds to Council's intention to see *a step change in active transport investment*.

The vision aligns with Council's Redlands Coast Transport Strategy 2020, which sees pedestrians and riders being given the highest priority, especially at the city's destinations (Figure 18).

The vision addresses the issues and opportunities impacting active transport, as outlined in previous chapters.

The Strategy and vision respond to the State Government's Movement and Place Methodology to determine how transport networks interact with places they serve and pass through. The approach "...balance(s) the transport system's role to move people and goods with the roles of transport corridors, nodes and precincts, as places that are essential to live, shop, work, carry out business and socialise" (State of Queensland, 2024).

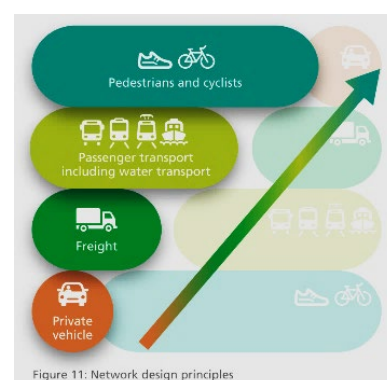


Figure 11: Network design principles

Figure 18: Prioritisation of modes in the Redlands Coast Transport Strategy

This approach means that priority is given to these vulnerable users around destinations, such as in centres, around stations and schools. There is also some provision for pedestrians and riders along major movement corridors, such as through the provision of segregated paths and safe and regular crossings of major roads.

In response to these strategic needs and priorities, the Active Transport Strategy vision for Redlands Coast is follows:

Walking or riding are safe, convenient and viable options people of all ages and abilities, supported by connected infrastructure that ensures easy and direct access to key destinations.

3.2 The Strategy on a page

Figure 19 defines the outcomes that support the Vision:



Figure 19: Vision and supporting Outcomes

4.0 Strategy outcomes

This chapter will detail each outcome and initiatives that contribute to achieving them.

4.1 A connected active transport network links major destinations and public transport

The core of this Strategy is to create a network that converts a proportion of the 50% trips that are less than 5 km of centres and other major destinations, to walking and riding trips. Typically, these trips entail trips to schools, town centres and shops, train stations and ferry terminals, community facilities, to recreational facilities and parkland.

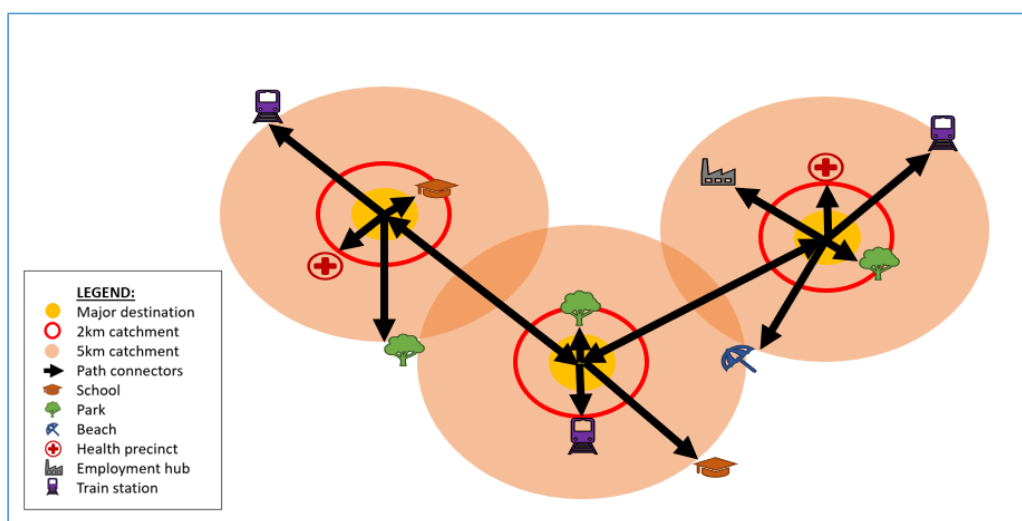


Figure 20: Focus on completing active transport networks around major destinations

Council will generally prioritise local connectivity over longer distance routes to capture local trips, focusing on completing networks so that walkers and riders can safely and conveniently reach destinations within each catchment (Figure 20).

This Strategy will also make it easier to walk or ride as part of a longer trip, such as by improving connections to and providing facilities at public transport stations or stops.

The Queensland Government's Principal Cycle Network provides the backbone of inter-urban connectors to destinations in and beyond the city. These connections are being rolled out as roads and other settings are upgraded or properties are developed.

The Redlands Coast Active Transport Network Plan associated with this Strategy presents a prioritised plan for delivering the network. Other more detailed investigations (such as local Active Transport Network Plans) will be undertaken for locations with high needs, where transport choices are limited, or which lack key facilities.

Extending Council's Missing Gaps Program beyond 2024-5 will assist in filling gaps identified in the Active Transport Network Plan.

Council will also require developers preparing master and structure plans to identify, safeguard and develop extensive connected networks within their sites and to integrate these into the city's active transport network.

4.2 Improved equity of access for pedestrians and riders

With 48% city's population being seniors or of school age and a near doubling in the proportion of people with a disability by 2046, the active transport network will play a central role in ensuring the city's destinations and neighbourhoods are accessible for all. This will require places to be compliant with disability legislation and being designed to be comfortable, shady and safe environments, especially for these vulnerable users (Figure 21).



Figure 21: Bloomfield Street, Cleveland- wide, shaded paths with seating and lighting

Cleveland, Victoria Point and the islands already have an older demographic than other parts of the city, but also include schools and other attractors that draw students from further afield (Figure 22). These locations may warrant priority consideration for enhanced facilities.



Figure 22: Catering to the needs of people with limited mobility

Other locations in the city also require high priority consideration for improved facilities due to having limited transport choices or suffering socio-economic disadvantage. This includes Alexandra Hills, the Redlands Health Precinct and Capalaba (Figure 23).

Rank	Destination
1	Alexandra Hills, Redlands Hospital, near some schools
2&3	Cleveland and Capalaba
4	Islands, around ferry terminals, Birkdale
5-6	Victoria Point, Redland Bay, Ormiston College, Birkdale Community Precinct

Figure 23: Target locations to improve travel choice, especially for disadvantaged communities: Source, Zwart Transport Planning, 2023

4.3 Enhanced safety for pedestrians and riders

Creating a safe, conducive environment for walking and riding necessitates prioritising these modes, when delivering municipal projects and programs. This applies when maintaining and replacing assets, constructing new roads and streetscape works, installing or upgrading street lighting, developing new suburbs or parks and other municipal projects.

Some initiatives that will enhance safety include **providing crossings that prioritise safe pedestrian and rider access**. This may necessitate converting roundabouts to four-way or raised crossings, signalling intersections, completing the 'missing leg' at major intersections and improved lighting (Figure 24). Locations that currently warrant this include Cleveland, Capalaba and Victoria Point Centres, and on roads near schools.

Traffic calming and reduced speeds will be appropriate in some settings where there is pedestrian activity on busy roads, such as along Shore St in Cleveland and Redland Bay Road north of Moreton Bay Road in Capalaba (Figure 25).

Some settings call **for riders to be segregated from pedestrians and other vehicles**, particularly where there is considerable pedestrian footfall or where traffic speeds and conditions justify it (Figure 26). In urban centres, this may include reducing speeds and changing parking configurations. Along the city's major roads, segregation is required, such as is being provided on Cleveland- Redland Bay Road.

The rapid rise in 'rideables', such as e-cycles and scooters, and potential conflict with pedestrians warrants attention in centres and other destinations, such as Cleveland Centre and Wellington Point. Accommodating these modes on the main carriageway may be the most appropriate response.

Council will continue **working with the Queensland Government** to enhance facilities for pedestrians and riders along roads they control

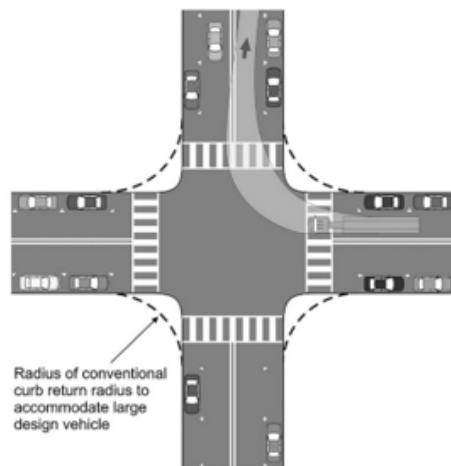


Figure 24: Raised four-way intersection



Figure 25: End of Trip facilities for walkers and riders, Brisbane City



Figure 26: Segregating pedestrian, rider and motor vehicle traffic

and to public transport. Target locations include several intersections in Cleveland, Capalaba, Birkdale and Victoria Point, in the vicinity of schools, recreational areas and commercial precincts and around rail stations.

4.4 Encourage more people to walk and ride

This outcome aims to have people walking and riding more often because these modes meet their travel needs, they appreciate the benefits and enjoy doing so. Improving people's

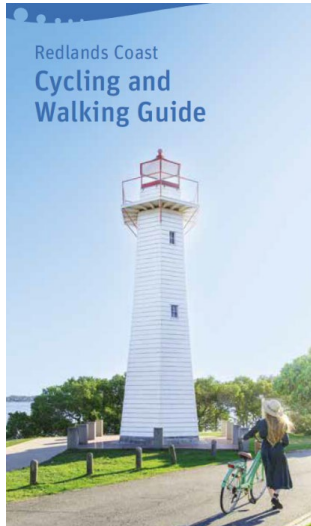


Figure 27: Redland City Cycling & Walking Guide, 2025

awareness of the benefits and knowledge of what exists is crucial to changing travel habits that place a reliance on motor vehicle trips. Changing travel habits also necessitates changing attitudes and behaviours.

Providing readily accessible, **easy-to-use, current information and promoting it** are simple and effective ways to encourage more walking and riding on Redlands Coast. This can include interactive mapping online and publications, such as updated versions of the very popular Redland City Cycling & Walking Guide. Information on Open-Source platforms, such as OpenStreet maps, and in mobile apps will be used to increase awareness of the City's extensive pathways and cycle routes.

Over time, this information will be bolstered by highlighting and signposting named routes, which are safe and accessible, especially for the young, seniors and less confident users of the network. First Nations, students and local people will be consulted to identify suitable placenames and settings.

Wayfinding signage and associated information will be increased, especially around town centres, public transport and tourist attractions (Figure 28).

Combining promotion with an activity, such as a Walking School Bus or assisted rides to work, can help overcome safety and navigating concerns. Council's Ride Redlands Coast campaign targeted school students in Thornlands and included raising awareness of riding safely when interacting with car drivers on roads (Figure 29). Workplaces can offer assisted rides and provide incentives for staff to walk and ride to work or for business trips (such as salary packaging and bike pools). Surveys will be conducted with these campaigns to identify barriers and identify needed infrastructure improvements.



Figure 28: Wayfinding signage; Moreton Bay Cycleway, Cleveland

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Pilot projects to trial new approaches are also another effective, low-cost tool for councils to adopt (Figure 30). For example, they can be used to test the viability of a road closure, speed reduction or rideable share scheme before investing significant capital to such projects. Such trials have resulted in significant numbers of people purchasing their own devices or cycles in some settings (RAC Western Australia trial).

Redlands Coast enjoys spectacular beaches and coastline, many unique natural areas, accessible via quiet roads, trails and paths. These are ideal settings for businesses and community organisations to provide guided tours, hire schemes and events, such as during Ride2Work Day and Walk month. The 140 km long Moreton Bay Cycleway and Northern Greenway are two key opportunities to showcase the city's attractions and involve businesses and community organisations to capitalise on them.



Figure 29: Ride Redlands Coast promotion



Figure 30: Temporary cycle lanes, Brisbane City

Negative **attitudes and behaviours** by some groups in the community present significant challenges for increasing participation. Council will work with relevant parties to change these. Increasing awareness and, ultimately, participation will eventually create a critical mass where attitudes may change.

Council will pilot **education and incentive programs** to its 1100 staff that can be rolled out to other organisations and employers. Its Workplace Travel Plan will be used as a template for rolling out such plans to other organisations. Council will also work with schools and other organisations to improve road sense and improve attitudes and behaviours to

riders and pedestrians. Safe Schools Travel programs will be included in the mix of initiatives to encourage greater active transport participation.

Council will require developers and larger employers to **include end-of-trip facilities** for their staff, future residents and customers via provisions in City Plan.

There may be potential for **“Cycle Centres”** to be created at major destinations, that are accessible to all (Figure 31). A similar centre has been operating in Brisbane City for many years and provides an effective end-of-trip facility for riders and walkers, combining secure racks and lockers, as well as showers and changing facilities.



Figure 31: End of Trip facilities for walkers and riders, Brisbane City

4.5 Appropriately accommodate emerging active transport modes

Micromobility is a rapidly growing, affordable and evolving form of transport that offers an additional transport choice in locations with limited public and other transport options, such as for seniors and youth. (Figure 32). Combined with cycling, these devices are particularly suited to 50% all trips that are less than five km long or to form part of a longer trip, such as



Figure 33: Rideables are popular with all age groups, especially on the islands

when catching a train or bus to a more distant location.

These devices are replacing many private vehicle trips, with potential for convert many more. They enable islanders to access ferry terminals and destinations on the mainland, eliminating the need for a “mainland” vehicle (Figure 33).

While there has been a negative reaction to risky behaviours by some e-scooter and e-cycle riders, particularly where this occurs in heavily pedestrianised areas, and issues with inconsiderate

parking, these concerns largely relate to e-scooter hire schemes outside of Redland city (Figure 34). The State Government introduced legislation in 2022 & 2025 that enables authorities to address these concerns. Other local governments are imposing restrictions on e-scooter companies that should mitigate some of these issues (such as geofencing and speed controls).

Council will formulate a policy that investigates the role that micromobility can play in the city. It will identify challenges and mitigation treatments to manage speed, parking and conflicts with other modes. The policy will also investigate opportunities for supporting micromobility, such as running e-scooter hire trials in selected locations and the provision of e-scooter parking in centres for the general user (Figure 33).

No of devices purchased in 2019-21	350,000
No of purchases in 2022	100,000

Figure 32: Growth in purchases of e- scooters and e-cycles”:

Source: Australian Financial Review, 2023



Figure 34: e-scooter parking is essential to keep paths safe for all users

4.6 Upgrade the active transport network for optimal use



Figure 35: Well-maintained paths, Cleveland



Figure 36: Modified carriageways to provide segregated riding zones

Maintaining the active transport network is important so that pedestrians and riders can safely and comfortably reach their destinations (Figure 35). While the network is well maintained, infrastructure will be upgraded for increased resilience against adverse weather and erosion.

In addition, infrastructure will be upgraded to meet latest standards, such as for slip resistance, path widths and barriers (Figure 36).

Council will continue advocating for safer and more crossings on major roads and improved connections to public transport stations and stops.

High quality recreational paths will be extended and upgraded to support tourism and boost recreational and commuting opportunities consistent with Naturally Wonderful Redlands Coast branding and Council's Redlands Coast Destination Management Plan 2023-2028. This will include upgrading the Moreton Bay Cycleway, progressively delivering the Northern Greenway and upgrading the Central Greenway between Capalaba and Cleveland (Figure 37). Council will also work with others to investigate the feasibility of an East Coast Road trail on Minjerribah.

4.7 A pivotal shift in investment increases active travel mode share

Council's Corporate Plan seeks to '*...pivot Council's existing transport expenditure to deliver a step-change in active transport connectivity across the city, through improving cycling and pedestrian facilities*'. This necessitates increased investment in active transport infrastructure, combined with behaviour change and awareness raising.

This Strategy seeks an increase in active transport spending by all governments to support an anticipated increase in active travel mode share and to support other Strategy outcomes. Best practice standards suggest that governments should allocate at least 20% their transport budgets to active travel, to deliver these outcomes (Climate Council, 2023). This covers both provision of new and upgraded facilities (capital costs), maintenance and other operational costs, but excludes the cost of replacing infrastructure that has been damaged or destroyed by natural disasters.

Council will advocate for other levels of government to invest significantly more in active transport infrastructure to match the 20% benchmark, particularly to ensure that the city's extensive state government-controlled roads and public transport are made more accessible and safer for pedestrians and riders. This will be augmented by Council applying for grants from other levels of government to wholly or partially cover investment in transport facilities.



Figure 37: Artist's impression of future Northern Greenway, Wellington Point

Other facilities will be delivered via developer contributions for trunk infrastructure under the Local Government Infrastructure Program. Local networks will also be integrated into development sites and conditioned in development approvals.

Paths and/or wider inside road lanes will be provided on all new or upgraded Council-controlled roads except low-density residential neighbourhood streets and cul-de-sacs, as defined in Council's City Plan.

Publicly accessible end-of-trip facilities will also be provided at key destinations, with Council working with others to deliver such facilities.

Council will also support low cost but impactful activities that can boost walking and riding, such as through promotion, events and education. It will trial new approaches that achieve a cultural shift within the organisation, whereby more Council staff ride or walk to work or to meetings, as a pilot for application by businesses and community organisations.

Funding for iconic tourist or regional recreational routes will continue to be funded. This will contribute to extensions or upgrades to the Moreton Bay Cycleway, Northern Greenway, Central Greenway (between Capalaba and Cleveland), the Southern Trail and various off-road routes on the islands.

Additional or redeployed Council staff may be required to support these initiatives and tap into other government funding pools, to facilitate mode shift and deliver the community benefits outlined in Section 2.8.

The Strategy is deliverable through a sustained, incremental increase of funding over 20 years in response to population growth, that can be readily absorbed within Council's transport budget. This can be augmented through tapping into other funding channels, such as state and federal government grants.

Prioritising active transport spending on improvements within five km of major destinations over investment elsewhere would improve value for money, where it results in more people choosing to walk, ride and use public transport. If this results in fewer people driving, such an investment may offset other transport expenditure by delaying or negating the need for road upgrades.

5.0 Implementation

5.1 Approach

This Active Transport Strategy identifies transport initiatives that support a pivotal shift in investment and significant mode shift to active transport modes over the next 20 years. Council will liaise with and survey local businesses, riders, walkers and community groups to identify local issues and opportunities that impact active travel. The Redlands Coast Active Travel Reference Group will be consulted to identify and provide advice on potential initiatives, as well as on the delivery of this Strategy and the Network Plan.

Partnerships with and support for local businesses and community organisations to promote and develop active travel-based business opportunities on Redlands Coast will be explored by Council. Opportunities could include developing public end-of-trip facilities, e-scooter and

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cycle hire in tourist destinations, sponsorship of major events (such as Ride2Work Day) and app development.

Council will continue working with other government agencies and developers to ensure that active travel considerations are addressed in the planning and delivery of the transport network in Redland City, such as for state-controlled roads, to public transport and within development sites.

5.2 Targets and tracking progress

Figure 38 outlines targets for to measuring and tracking progress towards achieving this Strategy.

Factor	2021	2046	Impact
Journeys to school or college by active travel (mode share)	25%	50%	Substantial reduction in peak hour local traffic
Active travel journeys to local work, perhaps including public transport (mode share)	3%	10%	Substantial reduction in peak hour local traffic
Active travel journeys to work outside the city, perhaps including public transport (mode share)	4%	15%	Contain peak hour road congestion. Contain growth in vehicle parking around stations
Journeys taken by foot or ridden (all journeys) – mode share	9%	22%	Reduction in % private motor vehicle trips & parking, especially at major destinations.
Proportion of Council transport budget allocated to active transport	15%	20%	<ul style="list-style-type: none"> Contained peak hour local traffic and congestion Containment of motor vehicle trips and parking demand Greater capacity to pursue funding from other governments.
\$/capita spent on active travel (2024/5 \$, rising with inflation)	\$13-18	\$30	As above

Figure 38: Active transport targets for Redland City

Council will also measure its investment in active transport by:

- comparing it with investment by other local government authorities
- undertaking and participating in data collection mechanisms, intercept surveys, online engagement
- utilising emerging technologies and tools to collect and analyse data.

This information will also assist Council in periodically reviewing and modifying this Strategy and other plans to ensure effective implementation in line with community needs and expectations.

The table in the Appendix details performance indicators that can be used to measure and track progress.

5.3 Priority Initiatives

While the Strategy outlines initiatives that will be delivered over the next 20 years, the

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following priority initiatives will be Council's focus over the next five years:

- Deliver **active travel network plans** for high needs' locations, including accessibility and safety audits.
- **Critical gaps in active transport network being filled within five km** of major destinations and to public transport stations and stops.
- **Travel behaviour change plan** delivered, including greater awareness raising and support for public events.
- **Increased advocacy** with State and Federal Government agencies to secure enhanced passenger transport, more responsive investment in active travel and more grant funding of local active transport initiatives.
- **Best practice standards in City Plan**, that facilitates greater active travel participation and delivery of "future proofed" communities.
- Delivery of **key "named" recreational and tourism routes** that supports economic development and eco-tourism and enhance wayfinding.
- Stepped **increase in active transport investment to 20%** council transport budget.

More information

Glossary

ABS – Australian Bureau of Statistics

Active transport: means walking and riding. This includes travel by foot, cycle, personal mobility devices (such as e-scooters and e-cycles) and wheelchair or mobility scooter. It excludes riding an animal or motorcycle.

CBD – Central Business District

City Plan – Redland City Council's town planning scheme for developing Redlands Coast, in accordance with ShapingSEQ.

End of trip facilities – Facilities that help encourage and support people who walk or cycle to work or a major destination (cycle or scooter or parking/storage, locker facilities, showers and change rooms, ironing facilities, etc.)

Local Area Transport Plans (LATPs) - Local area transport plans are specific projects that will address transport issues across a defined area. The development of a LATP will include centres, schools, transport hubs and corridors and seeks to clearly define the desired transport outcomes in relation to movement, accessibility, and connectivity. These outcomes will be considered in the context of network pressures such as population growth, mode share and infrastructure requirements.

Micromobility – modes of transit that use small, slow vehicles powered by battery or human-power. Examples include e-scooters, roller skates/skateboard, segways, etc.

Mode – a method of moving people or goods from one place to another. Modes include walking, riding a cycle or personal mobility device, mobility scooters, private vehicles and trucks, buses, trains, ferries and other forms of passenger transport.

Path – a cleared section that allows people to be separated from faster traffic or the ability to cut through busy streets. In an urban area, there are pedestrian paths, bike paths and shared paths, and are usually made of concrete, bitumen, pavers or gravel.

Personal mobility device – Small vehicles powered by battery which includes e-scooters, e-skateboards, self-balancing unicycles,

Redlands Coast Transport Strategy (2020) - The Redlands Coast Transport Strategy is Redland City Council's strategy that provides the direction for developing the transport system in Redland city over the next 20 years. The Strategy's life aligns with the timeframes defined in the Council's City Plan and the South East Queensland Regional Plan 2017 (ShapingSEQ 2023).

Rideable – means any vehicle that is fitted to allow at least one person to ride on.

Ride Share – means a service that allows you to book a driver with a private vehicle from any location.

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Riding - means riding cycles but also wheeled recreational devices (such as foot scooters and skateboards), as well as micro-mobility devices (such as e-bikes, e-scooters and other personal mobility devices). It excludes riding an animal or motorcycle.

Regional Plan – synonymous with ShapingSEQ 2023: see below.

ShapingSEQ 2023 - The Queensland government's long-term vision for handling urban growth in the South East Queensland region by accommodating for future population growth while sustainably enhancing our communities and maintaining the South East Queensland we love.

Street activation – the process of enabling more pedestrian activity on a street that enhances the environment into a more attractive and vibrant space (street theatres, cafes, outdoor dining or seating, street performances, farmer's markets, etc.).

Sustainable (travel) modes – any mode that has a reduced carbon output, as compared with private vehicles. This includes buses, trains, ride share or non-motorised transport (bike, walking, etc.)

TMR – Department of Transport and Main Roads (Queensland Government)

Traffic calming – physical design elements that aim to improve safety for all users on the road and promote responsible driving.

Transport Strategy – Redland City Council's Redlands Coast Transport Strategy 2020

Walking - means walking but also running, jogging and using mobility aids such as walking frames and wheelchairs (including electric wheelchairs/motorised mobility scooters).

Wayfinding – physical elements that allow people to orientate and navigate themselves within an area. This could be done through signage or physical cues, such as road markings, landmarks and nominated route markings.

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Appendix: Measuring performance

Key Performance Indicator	Measure	Data Source	Base Line (2024)- where available
Outcome 1: A connected active transport linking major destinations and public transport			
Completeness of network	Percentage of urban network completed around major destinations	Active Transport Network planning	% urban network completed
Walking & riding access to public transport	Percentage (%) of population that live within a walkable or cycle- able distance to a key transport node.	Redlands Coast Transport Strategy 2020	9% of Redlands Coast's population live within 800m of a rail station or high frequency bus service
Outcome 2: Improved equity of access for walkers and riders			
Active transport access to major destinations for people with limited mobility	Proportion of adults who report their neighbourhood is safe and accessible by foot or mobility aid	RCC Community Satisfaction Surveys	
Active transport facilities in high needs' suburbs	Percentage of non-neighbourhood streets with paths	Council's Asset Database	High needs locations as per section 4.2
Outcome 3: Enhanced safety for active transport users			
Safety of network for pedestrians and riders	Crash numbers for each active transport mode	TMR Crash Database	165 crashes involving pedestrians & riders between 2016 and 2021
Outcome 4: Encourage more people to walk and ride			
Walking and cycling participation growth	Percentage of people walking and riding for all trips and short trips (mode share)	TMR Household Travel survey, staff surveys, traffic count data	Mode share (2021) Riding: Walking:

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Key Performance Indicator	Measure	Data Source	Base Line (2024)-where available
		CWANZ, ABS Method of Travel to Work	
Outcome 5: appropriately accommodate emerging active transport modes			
Safety of network for pedestrians and riders	Crash numbers between rideables and other modes.	TMR Crash Database or hospital admissions (QH Admissions Database)	As per Outcome 3 above
Outcome 6. Upgrade the active transport network for optimal use			
Community satisfaction with active transport network	Percentage (%) of residents satisfied with the safety, convenience and comfortableness of the active transport network	RCC Community Satisfaction Survey (2019) 'Performance'	In 2019, 43% of the surveyed participants considered the footpaths to be 'good' or 'very good', with 32% stating 'fair only'.
Outcome 7. A pivotal shift in active transport investment supports increased mode share			
Increase in investment in active transport	Annual expenditure on walking and cycling infrastructure, supporting infrastructure and maintenance	Redland City Council annual budget (Capital Investment Program 2022-2023)	\$4,680,000 allocated in the 2024-25 Budget for active transport (footpaths, bikeways, boardwalks, bus stops/shelters)
Pedestrian and cycle network growth	Annual kilometres of pedestrian and cycle network constructed.	Redlands City Council GIS and asset management data / Corporate Plan target	558km of off-road walking and cycling paths in the local government area

Contact details

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Disclaimer

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15.9 DRAFT REDLANDS COAST ACCESS AND PARKING STRATEGY**Objective Reference:** A11957847**Authorising Officer:** David Jeanes, Acting General Manager Community & Customer Services**Responsible Officer:** Michael Anderson, Acting Group Manager City Planning & Assessment**Report Author:** Simon Honywood, Principal Transport Planner**Attachments:** 1. Draft Redlands Coast Access and Parking Strategy [↓](#)**PURPOSE**

To seek endorsement of the draft Redlands Coast Access and Parking Strategy (the strategy) for community and stakeholder engagement.

BACKGROUND

Driving and parking have historically been how people access destinations and places across the city. However, as the city has grown, parking has become increasingly difficult in some locations, where parking demand exceeds supply. This is expected to worsen with growth in the region over the next 20 years, if people continue to drive at current levels.

Supplying more parking alone will not improve access for the community. The provision of parking comes with substantial costs (monetary and non-monetary) and does not address access for the increasing proportion of people who do not or cannot drive. A fresh approach is required that provides equitable access to key destinations for all, by a range of transport modes, in addition to those who drive and park.

ISSUES**Parking demand versus supply**

Parking demands are already exceeding supply at some destinations during peak periods. With Redland City expected to grow from 159,000 people in 2021 to 212,000 people by 2046, this will result in at least 50% more trips, concentrated at the city's major destinations. If the current reliance on cars is not addressed, this will result in more destinations where parking is challenging due to demand exceeding supply.

Limited travel options

There are potentially many alternative ways to access the city's destinations, such as active transport (walking and riding), public transport (bus and rail), and shared transport (ride share, car share, community transport and the like). However, facilities for these modes are lacking at many locations, resulting in limited uptake and dependency on driving and parking.

Neglecting other travel choices also erodes access for approximately 20% of the population who do not or cannot drive (too young, too old, persons with a disability among others), with this proportion anticipated to nearly double in the next 20 years. There is considerable scope to improve access by these other modes, while reducing pressure on car parking areas.

Parking regulation and management

Council's approach in addressing access issues to date has focused on incrementally increasing parking supply, linking parking areas together to secure shared use, and requiring developers to provide parking within their development sites. Council has also typically used time-based parking regulations in public parking areas, which has been provided free to the public.

Greater regulation and management of parking areas could assist in managing demand for parking by encouraging people to travel by other modes. Enforcement of parking regulations will ensure spaces are being used for their intended purpose and encourage better use of off-street parking on private land to take pressure off public parking supply.

Use of smart parking technology supports enforcing parking regulations and can provide 'real time' data and information to Council and the community on where to park.

Costs of providing free parking

There are many costs associated with providing car parking, which can be significant but not necessarily easily discernible. These include direct costs such as construction, maintenance and management costs. Indirect costs include social and environmental costs, opportunity costs and blighting impacts.

Even if parking is 'free' these costs are still incurred by somebody and passed onto the community by being priced into housing, business, and development costs. Reinforcing car dependency also impacts households directly - a typical South East Queensland household spends approximately \$23,000 each year on owning and running a car.

There are significant opportunities to consider alternative solutions that are more sustainable and cost-effective before creating new parking areas. However, there may be circumstances where providing more parking is appropriate, if there are no other viable solutions or interventions.

Visual appeal and safety of destinations

Many of the city's destinations occupy prime locations such as foreshores, centres, or parks. These invariably are in scenic locations or have a unique character that make them an attraction for the community. However, many of these destinations include unattractive environments, especially due to the large expanses of car parking that have been constructed, detracting from the scenic or unique character. Insufficient provision for pedestrians, cyclists for recreational pursuits, with no landscape treatment also contributes to the lack of visual appeal.

There are significant opportunities to revitalise these areas, enhance their appeal, and unlock their potential to attract people from near and far. There are also opportunities to provide more land uses at destinations to improve their activation and appeal while reducing the need to travel by car.

Public and private parking supply

Public parking is supplemented by a large supply of private, mostly off-street parking areas, which Council has required developers to include in their developments for many years. There is scope for these areas to be better used for parking by residents, businesses, visitors and employees, to reduce pressure on public parking and enable space at destinations to be better utilised.

An appropriate balance of public and private parking supply is important to ensure that there is sufficient parking to accommodate parking demand, whilst also supporting the viability of development. A review of the parking and access provisions in the City Plan is recommended to ensure consistency with this draft strategy.

Destination Access Plans

The preparation of Destination Access Plans (DAPs) would be a key mechanism for delivering the outcomes of the strategy. DAPs will deliver tailored solutions consistent with the Strategy. Major destinations include activity centres, ferry terminals, major recreational areas, sporting precincts, transit hubs and other significant locations where coordinated access planning is necessary.

A program guides the order by which DAPs would be delivered for each major destination. They would be prioritised, based on the level of current issues, major upcoming changes that could exacerbate issues, level of community interest or concern, level of Council control and the need to respond to any parallel projects that are underway or proposed.

Work is now progressing on preparing a DAP for Victoria Point Reserve, as this is an ideal location to trial and refine the approach that will be rolled out to other destinations that present more complex challenges.

STRATEGIC IMPLICATIONS

Legislative Requirements

There is no legislative requirement to complete the Redlands Coast Access and Parking Strategy. However, the strategy is considered necessary to outline the fresh approach to facilitating access at key destinations and guide subsequent detailed destination-specific planning and design. It will also guide statutory planning, such as provisions within Council's City Plan, as well as regulation and enforcement of public parking at destinations.

Risk Management

The risks associated with implementing the strategy include:

- Limited support from relevant external stakeholders such as State government agencies and transport operators, limiting Council's ability to implement the strategy.
- Limited community buy-in and resistance to the approach of enhancing access as opposed to only parking, hindering the success of the strategy.
- Not prioritising enhancement along the links between destinations to complement the plan for improvements at the destinations themselves, hindering the benefits of the strategy. In many cases these links could be State-controlled corridors.
- Not achieving adequate funding to deliver the improvements resulting from the strategy. Funding could be dependent on Council as well as relevant external stakeholders such as the State government, Federal government and transport operators.

The risks associated with not implementing the strategy include:

- Elevated access and parking issues at key destinations across the Redlands Coast, because of increased parking demands, in the absence of any intervention.
- Increased community frustration with parking at key destinations across the region, generating more correspondence and petitions.
- A reactive approach in response to access and parking issues, which may result in temporary solutions and redirecting resources that could otherwise deliver more effective, enduring solutions.

- Resolving to build more car parking in response to access and parking issues, without adequately considering other viable, sustainable, cost-effective solutions.
- Reduced vibrancy of key destinations across Redlands Coast due to more space being allocated towards vehicles, rather than people and land uses that can reduce the need to travel by car.
- Increases in peak hour congestion due to reinforcing car dependency, resulting in more spending on road upgrades and public parking.
- Deterioration in equity of access to destinations due to limited travel choices, particularly for those who do not or cannot drive.
- Insufficient capacity for effective advocacy with other stakeholders to pursue the desired outcomes at key destinations, including leveraging potential funding channels.
- Limited capacity for Council to secure desired transport outcomes from private development including regulation of off-street car parking areas and facilities supporting other modes of travel.

Financial

There are no anticipated financial implications for the 2024/25 or 2025/26 financial years to deliver this strategy. Any future funding required would be subject to future budget deliberations.

Long term cost saving benefits to Council and the community could be substantial. Building more parking can be extremely expensive and can exceed \$100,000 per space depending on the type of parking structure. The delivery of DAPs will consider alternative solutions that may be more sustainable and cost-effective, with building new parking areas only to be considered once these other options have been exhausted. This could save Council and the Redlands Coast community expenditure in the future.

People

Additional staff are not anticipated to be required to prepare DAPs.

Environmental

Delivering the strategy reduces reliance on private vehicles by enhancing and encouraging usage of other sustainable transport alternatives. The resultant environmental benefits of this approach include reduced reliance on fossil fuels, lower carbon emissions, mitigation of urban heat impacts, decreased air and noise pollution from vehicles, along with opportunities to repurpose space for environmentally beneficial land uses.

Social

Delivering the strategy should enhance social outcomes across the region by improving equity of access to key destinations such as town centres, schools, healthcare facilities, shops, recreational areas, public transport hubs, employment destinations and more. Providing more travel options offers people who do not drive an affordable way to access their destinations. Private vehicle ownership can be a significant financial burden.

Reducing car dependency and enhancing sustainable transport options such as walking and cycling can also lead to safer and more vibrant destinations, fostering greater opportunities for social interaction and a stronger sense of community.

Human Rights

By supporting greater choice in travel options, achieving the strategy outcomes would ensure that everyone, irrespective of their level of mobility can access key destinations consistent with section 19 of the *Human Rights Act 2019*.

Alignment with Council's Policy and Plans

Our Future Redlands – A Corporate Plan to 2026 and Beyond (Corporate Plan)

The Strategy aligns with many of the strategic goals, objectives, and initiatives outlined in Council's Corporate Plan, specifically:

- Goal 2 – Strong Communities:
 - Objective 2.4 – Enhance community inclusion where people of all locations, ages, abilities and cultures can participate and have access to the necessary services and facilities.
- Goal 5 – Liveable Neighbourhoods:
 - Objective 5.1 – Enhance the unique character and liveability of our city for its communities through co-ordinated planning, placemaking, and management of community assets.
 - Objective 5.2 – Maximise economic, environmental and liveability outcomes by creating greater connectivity and linkages within and beyond our city.
 - Objective 5.3 – Increase community participation in active transport through improved infrastructure networks and behaviour change programs.
 - 2021-2026 Key Initiative 4 – Deliver the Redlands Coast Transport Strategy, enhancing the efficiency, accessibility, and safety of the transport network.
 - Catalyst Project 1 – Active Transport Investment: Pivot existing transport expenditure to deliver a step-change in active transport connectivity through cycling and pedestrian infrastructure.

The above components are integrated into the strategy by ensuring the provision of travel options for more equitable access at key destinations (Objective 2.4), improving the efficiency and effectiveness of assets such as parking areas (Objective 5.1), creating better connections to key destinations (Objective 5.2), and prioritising active and public transport modes (Objective 5.3).

Redlands Coast Transport Strategy (Transport Strategy)

The strategy aligns with the vision, themes, and targets of the Transport Strategy:

- Integrated Innovative and Sustainable Planning through integrating land use and transport planning to adopt innovative solutions with a target to increase population density and pedestrian connectivity of Activity Centres.
- Integrated Innovative and Sustainable Planning through advocating effectively for implementation of projects that achieve the Transport Strategy vision, with a target to investigate alternative funding mechanisms to deliver transport projects.
- A Liveable, Active, and Prosperous City through land use and transport network outcomes (that) encourage economic prosperity and sustainable connectivity with centres and natural assets, with a target to increase walkability and access to key public transport nodes.

- A Connected and Accessible City through safe, sustainable and equitable movement throughout the region, with a target to increase walking and cycling for all trips.
- Positive Education and Behaviour through the community making wise travel decisions based on sustainability, cost, accessibility and amenity, with a target to implement successful travel behaviour change and road safety programs.

By advancing these themes, the strategy contributes to the Transport Strategy vision that Redlands Coast has an efficient, accessible, and integrated transport system, which sustainably facilitates the movement of people and goods within and beyond the city and the bay.

CONSULTATION

It is proposed that the community and relevant stakeholders have an opportunity to provide feedback on the strategy following Council endorsement of the preliminary draft.

The following stakeholder consultation has occurred on the project to date:

Consulted	Date	Comments/Actions
Officer briefings	November 2023 to current	<p>The approach outlined in the Access and Parking Strategy has been discussed with various Council officers over the course of these dates. This has included the following groups:</p> <ul style="list-style-type: none"> • City Planning and Assessment • City Assets • Environment and Regulation • Economic Development and Investment • Communities • Major Projects • Communication Engagement and Tourism. <p>Officer feedback has been supportive of the approach outlined by the strategy to address access and parking issues across the city's destinations. Relevant officers have also agreed with the selection of Victoria Point Reserve as the proposed pilot Destination Access Plan as well as the level of priorities that have been assigned for the delivery of the subsequent Destination Access Plans.</p>
Executive Leadership Team (ELT) briefings	January 2024, October 2024	<p>The approach outlined in the Access and Parking Strategy has been presented at two ELT Briefings on these respective dates.</p> <p>ELT feedback has been supportive of the approach outlined by the strategy to address access and parking issues across the city's destinations.</p> <p>ELT has also endorsed the selection of Victoria Point Reserve as the proposed pilot Destination Access Plan and provided general support for the methodology to assign level of priorities for future delivery of Destination Access Plans.</p>

OPTIONS**Option One**

That Council resolves to endorse the draft Redlands Coast Access and Parking Strategy in Attachment 1 for community and stakeholder engagement.

Option Two

That Council resolves to approve the draft Redlands Coast Access and Parking Strategy in Attachment 1, for publication without community and stakeholder engagement.

Option Three

That Council resolves to not endorse the draft Redlands Coast Access and Parking Strategy in Attachment 1.

OFFICER'S RECOMMENDATION

That Council resolves to endorses the draft Redlands Coast Access and Parking Strategy in Attachment 1 for community and stakeholder engagement.



Draft

Redlands Coast Access and Parking Strategy

May 2025



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Acknowledgement of Country

Redland City Council is committed to working with Traditional Owners, supporting their role as custodians of their traditional lands and helping ensure the future prosperity and cultural enrichment across Redlands Coast. Council acknowledges the Goenpul, Ngugi and Noonuccal First Nations Peoples of the Quandamooka region and recognises that the Quandamooka People are the Traditional Owners of much of Redlands Coast. Council also extends its acknowledgement of Traditional Owners to the Danggan Balun (Five Rivers) claimant group who are currently in the process of Native Title determination for an area that crosses into southern Redlands Coast.

Mayor's Foreword

Our city has vibrant villages and destinations that make Redlands Coast a wonderful place to live, work and raise a family. Many of these locations also contribute to the strength of our local economy and help to attract visitors into the area.

Redland City Council has developed the Access and Parking Strategy to guide how it will provide sustainable, equitable, and enhanced access to these locations in the years ahead.

This strategy recognises that the needs of our city are changing and that as the population increases over the next 20 years, the proportion of people who use a mode of transport other than a private vehicle could increase significantly.

Key destinations such as town centres, train stations, ferry terminals and major recreation reserves have traditionally evolved to meet the needs of car users, and as such most of these areas are currently tailored to car parking with limited access for other transport types.

The strategy aims to address these historical constraints and ensure destinations across the city are safe and appealing for everyone, from pedestrians and cyclists to people with limited mobility. We also want to encourage more people to leave their car at home and take another mode of transport when travelling across the city.

These goals will be achieved by providing more end-of-trip facilities, dedicated drop-off zones, improved footpaths, and additional space for public and community transport operators.

Car parking will still be provided in areas where it is most needed, such as in development sites, but it will be balanced with access for other travel modes and delivered in a way that avoids impacts to neighbouring streets. Land uses that reduce or negate the need to travel will also be considered in some destinations.

The strategy is aligned with the Redlands Coast Transport Strategy, which envisages a transition away from a city dependent on cars to one that embraces alternative modes of transport such as walking, riding, public transport, and other ride-share services. The benefits of more residents, workers and visitors using these travel modes include a healthier environment, less congested streets, enhanced amenity, and more efficient travel between destinations.

This strategy is just the beginning of the planning journey; Council will also prepare destination access plans for key sites across the city to identify specific parking and access arrangements for each location, ensuring a balanced approach that responds directly to community needs.

We will also advocate to the Queensland Government for improved public transport and other ride-share options in and out of our key destinations. It is anticipated that these improvements will bring forward a range of social and economic benefits for our city and help households by reducing the need to own one or more cars.

I look forward to Council working closely with our community to prioritise efficient, affordable, and equitable access to our city's key locations in the years ahead as we build an exciting future for everyone on Redlands Coast.

Councillor Jos Mitchell

Mayor of Redland City

Executive Summary

The Redlands Coast Access and Parking Strategy (the Strategy) provides guidance on how access will be facilitated at key destinations across the Redlands Coast into the future, including through appropriate management of vehicular parking.

The Strategy responds to the Redlands Coast Transport Strategy, which envisages transitioning from a car-dependent to a more sustainable city over the next 20 years, by embracing other modes of transport, such as walking, riding, and public transport.

Access can be difficult in several destinations in the city, especially where demand for car parking exceeds the current supply of spaces in those locations. With growth, this will become more challenging if people continue to drive at current levels. However, supplying more car parking won't satisfy demand without various forms of intervention, nor does supplying more spaces improve access for some 20% population who don't drive. In the next 20 years, the proportion of people who are non-drivers could nearly double.

There is a perception in the community that car parking is free. The opposite is the case with car parking being a major cost to construct and maintain. Owning and running a car is also a significant cost to each household. Car parking has social and environmental costs, including potentially making it more challenging for some modes to access destinations (such as for pedestrians, cyclists, people with disabilities and passenger transport). Car parking can blight destinations and potentially limit more valuable and needed uses from occupying prime locations. However, it is needed, particularly where travel options are limited.

There is much that can be done to improve the efficiency of car parking in the city to reflect people's access needs, such as through management, regulation, and compliance. There is scope to better use car parking to improve access and turnover. Destinations can be made safer and more inviting for pedestrians and cyclists, with space being allocated to enable improved access by public transport operators, for drop offs and ride share.

Council will work with others to improve travel choices, particularly with the state government on improving public and community transport to these destinations. End-of-trip facilities (such as lockers and racks) will be provided at major destinations to enable people to walk, ride and safely leave their cycles, scooters and mobility devices at these locations. More information could be provided advising people of their travel options, including the availability of off-street car parking.

The visual appeal and vitality of these locations could also be enhanced by ensuring that areas closest to the heart of these destinations (such as the retail core, ferry terminal or train station) are dedicated to pedestrian and rider access. Introducing land uses that add vibrancy and reduce the need to travel would adjoin "high activity" pedestrian zones, with car parking areas set back from these areas.

Council will prepare detailed Destination Access Plans for key destinations across the city in the foreseeable future, which will identify how access by all modes can be optimised and how future growth in car parking demand can be accommodated. Its planning scheme will also include provisions that support a range of ways to access new development. Council will also support initiatives that encourage people to change how and when they travel to their destinations, thereby reducing pressure on car parking.

1.0 Introduction

1.1 About the Strategy

The Redlands Coast Access and Parking Strategy provides guidance on how access will be facilitated at key destinations across the Redlands Coast into the future, including through appropriate management of vehicular parking.

The Strategy responds to the Redlands Coast Transport Strategy which envisages transitioning from a car-dependent to a more sustainable city over the next 20 years, by embracing alternative modes of transport modes such as walking, riding, and public transport.

1.2 What Do We Mean by 'Access'?

Access refers to the ability for people to reach and interact with destinations, such as town centres, schools, healthcare facilities, shops, recreational areas, public transport hubs, employment destinations, using various modes of transport.

Access encompasses the availability, convenience, cost, safety, and efficiency of different travel options at destinations including walking, riding a cycle, scooter or “rideable”, public transport, shared transport, driving a car (Figure 1).

Good access ensures that all people can reach destinations in an equitable manner to fully participate in work, recreation, educational and other opportunities, regardless of age, gender, income, or mobility needs.



Figure 1: Forms of access

What Is Parking?

Parking encompasses various types of designated spaces for the storage of vehicles. Parking typically accommodates cars. It also includes motorbikes, bicycles, and more recently, other forms of personal mobility (e.g. e-scooters).

Parking facilitates access to a destination by these transport modes and is, therefore, a component of access amongst other options (Figure 1).

Council is actively involved with parking by way of:

- Providing public parking
- Managing and maintaining public parking
- Enforcing parking rules in designated parking areas
- Regulating parking for private development
- Influencing or requiring others to provide parking, such as in development sites.

1.3 Why is this Strategy needed?

Historically, car parking has been synonymous with providing access to destinations across the city, with driving being the predominant mode of transport. Until recently, there has been sufficient car parking supply to meet demand. However, as the city has grown, car parking has become more challenging in some destinations, such as where the parking demand exceeds supply during peak periods.

Shaping SEQ2023, the Redland Housing Strategy 2024 and other plans identify development patterns that differ from those previously envisaged, which will result in additional growth for the region over the next 20 years (Figure 2). This growth is expected to exacerbate existing and emerging access and parking issues at destinations across the Redlands Coast.

Supplying more car parking alone won't address the travel demand. Car parking is costly to develop, consumes valuable and limited land that could be used for other purposes, and has many other adverse impacts. It also does not encourage efficient use of existing resources nor address the access needs of over 20% of the population who don't drive.

It's timely that Council reviews how access to destinations and elsewhere can be optimised as a human right, with parking being part of the mix in ensuring equitable access for residents, visitors, employees and businesses.



Figure 2: Policy context

1.4 What this Strategy does

In preparing this Strategy, Council has researched and investigated trends, issues, and opportunities impacting access and parking at Redlands Coast destinations. These inform Council's vision and outcomes for delivering the Strategy. Initiatives to achieve these outcomes are also outlined.

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The Strategy provides a framework for subsequent more detailed destination-specific planning and design, which would be achieved by delivering Destination Access Plans (DAPs) for each key destination across the Redlands Coast. DAPs are discussed in more detailed later in the Strategy.

Key destinations where DAPs will be prepared include major centres, ferry terminals, major recreational areas, sporting precincts, transit hubs (train stations and bus interchanges).

The Strategy also informs other planning work being delivered by Council and others, such as its City Plan, Priority Development Plans, and State Government initiatives.

2.0 Issues & Opportunities

2.1 Demand versus supply

Redland City is expected to grow from around 159,000 people in 2021 to 212,000 people by 2046 (Figure 3). Furthermore, an extra 22,000 jobs could be created in the city over the same period. This growth could result in at least 50% more trips, which will be concentrated at the city's major destinations.

Currently 89% of trips are being made by private vehicle. This could translate into demand for 45% more car parking spaces in the city by 2046, unless people change how and when they travel.

Finding available car parking in some destinations is becoming challenging, especially during peak periods.

Demographic	2021	2046 (Projected)
City population	159,222	209,350 (+31%)
City jobs	50,000	72,000 (+43%)
Potential unchecked increase in car parking demands at destinations		+45%

Figure 3: Population change 2021-2046

Sources: ABS, 2021, Redland Housing Strategy, 2024

2.2 Travel options

There are many potential ways to access the city's destinations in addition to private vehicles, such as by public transport, walking, cycling, motorcycle, community transport, and ride-share. However, uptake of access by these modes sometimes falls short as follows:

- Public transport not being well-utilised due to lack of convenient, frequent, or reliable services, and unduly long travel times
- Limited facilities for pedestrians, riders, and for people with disabilities, such as sub-standard paths and lighting, and limited end-of-trip facilities
- Limited accessibility for other travel options, such as for community transport, loading and drop off zones.

These alternative travel options are critical for people who cannot drive due being too young, too old, having a disability, or not owning a car. Currently, this could comprise some 39,000 people (24% population), which may increase to

Demographic	2021-number	2021-%	2046-Number	2046-%
Too young to drive (less than 17)	23,090	15%	27,226 (-7%)	17%
Elderly (75+): assume 40% don't drive	5,698	4%	21,005	13%
People with disability- assume 90% can't drive	9,532	6%	16,255	10%
Don't own a car	673	0.4%	885	0.6%
Non driving population (approximation)	38,993	24%	65,371	41%

Figure 4: Non-driving population 2021-2046

Sources: ABS, 2021, Redland Housing Strategy, 2024

65,000 people (41% population) by 2046 (Figure 4). Non-driving populations are more commonplace where there are greater proportions of resident students and/or elderly people. The proportion of non-drivers will increase significantly over the next 20 years.

With improved public and community transport services and facilities, there is scope to improve travel options for all residents, visitors, and workers.

2.3 Car parking regulation and management

Addressing access has historically focused on incrementally increasing car parking supply, linking car parking areas together to secure shared use, and by requiring developers to provide car parking within their development sites. Council is using time-based car parking regulation over public areas, which is mostly being provided free of charge to the public. There is some provision for other modes, particularly in town centres, such as Cleveland and Capalaba. This includes existing street taxi bays and drop off zones, pedestrian zones and cycle parking.

Changes were made in Cleveland Centre in 2022 to improve the efficiency of car parking, such as through increased turnover and using a zonal approach to the allocation of public spaces. This resulted in short duration car parking being located close to the retail and cultural heart of the centre to support businesses and visitors. Car parking on the periphery of the centre was allocated for longer stays, such as for workers. It demonstrated that there is scope to address supply through changing regulation and management, and to encourage better use of privately owned car parking.

Options to improve access and parking at other destinations in the city include:

- Encouraging people to utilise other modes of transport instead of driving to reach destinations, where these options are available.
- Applying a zoning approach to the regulation of access and parking, with space closest to the core of those destinations allocated to active and passenger transport and drop offs, with longer stay car parking areas located further from the core area.
- Effective and consistent enforcement, so that people who overstay are penalised for denying access to others who have a greater need, consistent with regulations.
- Addressing non-parking related issues which consume public car parking spaces, such as parking by long-stay recreational vehicles or abandoned vehicles.
- Enforcing or encouraging better use of off-street car parking on private land, such as by businesses informing customers of the availability of off-street parking or making spaces available for staff (Figure 5).
- Using technology to enforce car parking regulation and provide “real time” information to the public on available spaces at a destination.



Figure 5: Off street car parking, Cleveland

While regulation and enforcement will improve efficiency and turnover, there may be times when demand necessitated increasing car parking supply and/ or improving access by other modes.

2.4 Costs of providing free car parking



Figure 6: Free car parking on Bloomfield Street, Cleveland

There is a perception that car parking should be free to the community and remain this way (Figure 6). However, the reality is that even if motorists don't pay when they park their car, "free" parking is not free. There are many costs associated with providing car parking that may not be easily discernible. These can be significant and include direct costs such as to construct, maintain, and manage car parking areas. Indirect costs include opportunity costs, social and environmental costs, and blighting impacts.

Free car parking means that these costs are still incurred by Council and others. These costs are passed onto the community by being borne elsewhere. They are embedded into the cost of housing (e.g., purchase prices, Council rates, rent prices), business (e.g., lease fees, price of goods and services), and development (e.g., construction costs, maintenance costs, opportunity costs). Everyone pays for "free" car parking costs, even if they don't own a vehicle or drive.

These costs need to be considered when making decisions about car parking and access.

Construction Costs

The cost of constructing new car parking areas can vary significantly based on factors such as location, soil types, and the form of the car park (surface, above ground multi-storey, or underground) (Figure 7).

Typically, construction of 100 new public car parking spaces could cost up to \$1M for an at-grade car park, \$8M for a multi-story car park, or \$10M for a basement car park. These costs are significant, especially when combined with the cost of acquiring the land for parking.

Construction costs have increased steadily in the past few years, with this trend likely to continue into the future (Rider, Levett & Bucknall).

Item	Cost
Construction costs from surface, multi-storey to underground	\$5,000-150,000 per space, excluding land acquisition costs
Maintenance & management costs	\$500+ per space per annum
Social & environmental costs	Hard to calculate
Household costs of car ownership	Average \$23,000 p.a. per household
Blighting impact on centre vibrancy and revitalisation	Hard to calculate but impact is highly visible as activity declines
Opportunity Cost sterilises land from other uses	Typical cost of land on mainland between \$30,000-60,000 per space

Figure 7: Costs associated with car parking

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Maintenance and Management Costs

Car parking requires management and maintenance after construction which is ongoing for the duration of its design life, including the following:

- Maintenance of infrastructure (e.g., pavement, markings, signage, lighting, cleaning).
- Enforcement of parking rules (e.g., time limits, permits, illegal parking, etc.)
- Integration of emerging technologies (e.g., EV chargers, sensors, security systems etc.).

Social and Environmental Costs

The provision of car parking also comes with social and environmental costs. These include loss of habitat, increased carbon emissions, urban heat island effects, stormwater runoff and pollution and amenity impacts. Car parking can also make it harder for people using other forms of transport to access destinations, such as for people with disabilities, where there is inadequate provision for their needs.

Household Costs

A typical South East Queensland household spends \$23,157 per annum on owning one or more motor vehicles (Australian Automobile Association, 2024). These costs include car loan payments, fuel, insurance, registration, tolls, maintenance, repairs, and garaging.

The provision of more car parking can entrench car-dependency where it reinforces current behaviour and expectations. It can undermine the viability of running public transport, has health consequences (such as through lack of exercise), and contributes to congestion on the road network.

Blighting Impacts

Excessive car parking can lead to urban blight by creating unattractive, heat-absorbing dead spaces that reduce walkability and make areas feel unsafe. It locks up valuable land, limiting development potential, increasing costs, and reducing property values. Large, underused car parks can hurt local businesses and contribute to traffic congestion, while also displacing public spaces that foster community life.

A 2014 study of Cleveland Centre indicated that the amount of land dedicated to car parking was excess to requirements and impacted the viability of the centre (Figure 8).

Consequently, several large parcels of land have been sold and are being redeveloped. This may increase the vibrancy of the centre, as more people visit its shops and other businesses over a longer duration than is evident today.

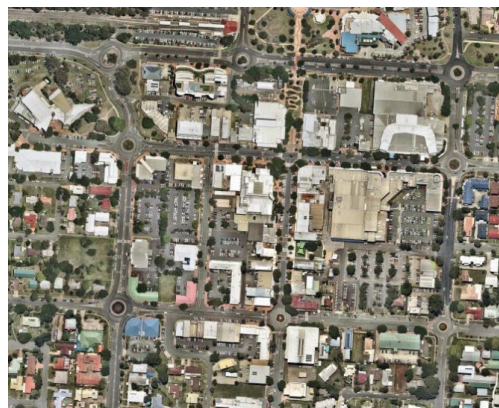


Figure 8: Cleveland Centre in 2018- excess car parking
reducing vibrancy

Opportunity Costs

A typical kerbside car parking space consumes about 15m² of land, whereas an off-street space requires about 30m². The value varies between \$1,000 and \$2,000 per m² for residential land on the mainland, with the land-only cost of a typical off-street car parking space costing between \$30,000 to \$60,000 per space.

Many car parking areas at our most desirable destinations occupy prime real estate. Its dedication for this purpose limits opportunities for other uses which may have a higher economic or community value e.g., for recreation, housing and/ or retail uses. This “lost” opportunity is defined as opportunity cost, which can be measured as the value of an alternative use of the land. Potentially, that land could generate a far higher income for the city than car parking, such as rates and rental income, spending in the local economy, etc.

Clearly, there is a need to provide car parking at our destinations where transport options are limited, but the real cost of doing so should be balanced against the access benefits that its provision offers. Allocating funds to supporting better access by other modes may be more cost effective and socially beneficial, especially for those who don’t drive. This might include providing subsidies to community transport providers and improving facilities for pedestrians and cyclists.

2.5 Visual appeal, safety and use of destinations

Many of the city’s destinations occupy prime locations, such as on its foreshores, centres or parks. These invariably are in scenic locations or have a unique character that make them an attraction. For example, Redlands Coast’s ferry terminals offer spectacular views over Moreton Bay to the islands or mainland. Cleveland Centre is characterised by its wide shady streets and quality streetscapes, which are appreciated by the community.

Unfortunately, several of these locations are unattractive environments, especially where large expanses of car parking occur at the waterfront, with insufficient provision for pedestrians, cyclists, for recreational pursuits and for landscape treatment (Figure 9). There is considerable potential to remodel these areas to enhance their attractiveness and improve safety for pedestrians, cyclists and people with disabilities (PWD). There is potential to draw people from far and wide to enjoy what these locations have to offer and to include land uses that reduce or negate the need to travel.

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Figure 9: Victoria Point Ferry Terminal, which occupies a location that affords spectacular views of Redlands Coast but parts are inhospitable and unsafe environments for pedestrians and riders

The potential of some destinations is being realised, with redevelopment plans that will reinvigorate those locations (Figure 10). While there will be car parking, this is not the prominent feature of those areas, with access prioritised for pedestrians, cyclists and public transport users in the heart of those destinations.



Figure 10: Capalaba Town Centre Revitalisation, demonstrating how destinations can be made appealing places for residents, visitors and workers, with car parking mostly off-street.

3.0 The Vision

The vision aligns with the goals outlined in Council's Corporate Plan *Our Future Redlands – A Corporate Plan to 2026 and beyond*, such as creating 'Liveable Neighbourhoods', 'Strong Communities', and a 'Thriving Economy'. That Plan also seeks to promote and enhance of walking, riding, and public transport.

The vision aligns with Council's Redlands Coast Transport Strategy which envisages a more efficient, accessible, and integrated transport system, including a transition from a car-dependent to a more sustainable city over the next 20 years, by embracing alternative modes of transport.

The vision addresses the issues and opportunities impacting access and parking, as outlined in previous chapters.

The major theme of the Strategy and vision is to focus on 'access', with parking being part of the mix (Figure 11). By holistically focusing on access, we can create more equitable access at destinations by leveraging opportunities to enhance alternative travel choices that contain car parking demand. This would handle car parking supply, through managing and increasing its efficiency and effectiveness.



Figure 11: Refocus from Car Parking to Access

The Strategy envisages destinations being vibrant places. Access is how people reach and interact with destinations and supports the functioning of these locations.

The vision for the Access and Parking Strategy is as follows:

Provide equitable, affordable, and efficient access to vibrant destinations.

Figure 12 illustrates the outcomes that support the vision.

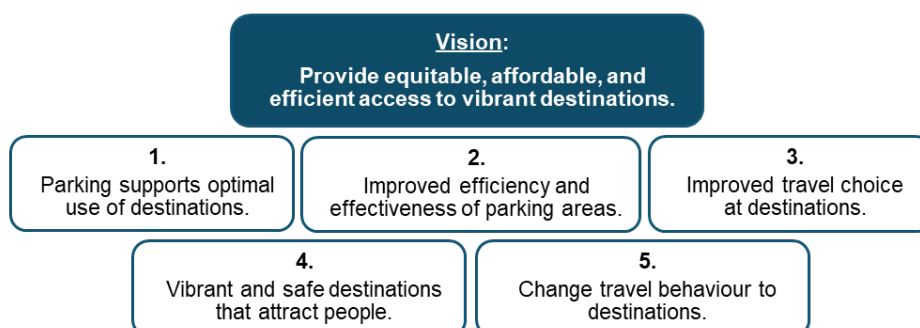


Figure 12: Vision and Supporting Outcomes

4.0 Outcomes

This chapter will detail each of the outcomes and initiatives that contribute to achieving them.

4.1 Parking supports optimal use of destinations

An outcome of this Strategy is for car parking to support the function of destinations. Parking is one way people can access and interact with these places. If car parking supply is managed well, it can enhance the viability and functioning of destinations. This Strategy aims to ensure that public and private car parking enables people to access and interact with destinations without taking away from what makes those places great e.g., street vibrancy, natural beauty, visitor appeal and resident amenity.

Allocate space to support access by a range of modes

Applying an access hierarchy to destinations ensures that planning, design and investment decisions prioritise sustainable transport mode access, which alleviates pressures on car parking. This hierarchy results in access by foot, cycling, and passenger transport being closest to core area of a destination (such as a ferry terminal or retail precinct). The location of car parking supports broader accessibility and sustainability goals by being set back from the core area.

Access hierarchies are widely applied when considering network design or access to destinations, including in Council's Redlands Coast Transport Strategy, Translink's Access Hierarchy, and TMR's Sustainable Transport Hierarchy (Figures 13 to Figure 15).

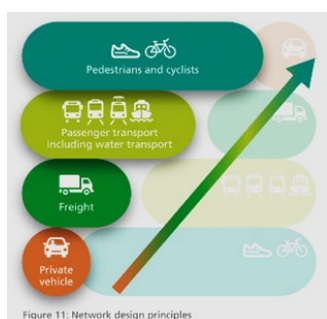


Figure 13: Priority of Modes in the Redlands Coast Transport Strategy

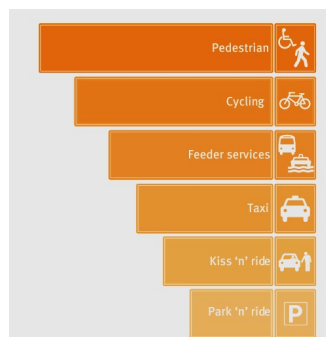


Figure 14: TransLink Access Hierarchy

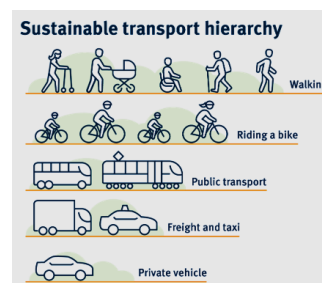


Figure 15: TMR Sustainable Transport Hierarchy

This Strategy incorporates the above access hierarchies in the access hierarchy that is applied for our destinations (Figure 17). This will guide the planning, design and delivery of *Destination Access Plans* for Redland Coast's major destinations.

Better utilisation of privately owned car parking areas

Public car parking is supplemented by a large supply of private, mostly off-street car parking areas, which Council has required developers to include in their developments for many years. There is scope for these areas to be better used for parking by residents, businesses,

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visitors and employees, so as to reduce pressure on public car parking and enable space at destinations to be better utilised.

Improved utilisation of private car parking could be encouraged by better information for the public and enforcement of parking regulations in both public and private areas. For example, park 'n' ride areas around stations could be used at off-peak times by visitors to major attractors, such as the Redland Performing Arts Complex in Cleveland.

Parking supply is balanced to retain viability of development and support revitalisation

An appropriate balance of car parking supply is important to ensure that there is sufficient amount to accommodate demand whilst also supporting the viability of development.

Access and parking requirements for private development is determined in Council's City Plan, which outlines parking requirements for different types of development. These requirements are periodically reviewed to ensure consistency with government policies, such as outlined in this Strategy, and to align with community expectations.

Future reviews of City Plan will include assessments of car parking provision rates, parking provision rates for other types of parking (e.g., cycle parking), and incorporate measures that support trips by sustainable travel modes.

Support a diversified range of parking options

There is scope to support and enhance parking not just by private vehicle but also for other modes, such as for cycles, e-mobility, and mobility scooters. Providing secure end-of-trip facilities will encourage more people to use these modes.

Parking will also be provided for car and ride share, drop off areas, parking for people with disabilities, motorcycle spaces, electric vehicles (and associated charging) spaces, emergency vehicle zones, bus zones, and more.

Providing for these modes enhances travel choices, reduces reliance on private vehicles and "future proofs" our city as we transition to emerging forms of transport, such as electric and autonomous vehicles.

4.2 Improved efficiency and effectiveness of parking areas

Car parking is a valuable but finite resource, which is costly to provide and manage. Council's approach will be to optimise the efficiency and effectiveness of existing car parking spaces through proactive management, before deciding to increase the supply.

An increase in car parking supply should only be considered if all other options to maximise their efficiency and effectiveness have been exhausted.

Parking demand management is employed to change how and when we travel

Car parking demand management seeks to contain the number of vehicle trips without reducing overall access to destinations – instead, changing how and when we travel. While private vehicle travel and use of car parking may remain the preferred choice for many trips, providing other travel options or encouraging people to travel at different times help alleviate pressures on supply.



Figure 16: Alleviating car parking demand with active transport

Management of car parking demands includes a range of measures, such as:

- Prioritising, enhancing, and encouraging accessibility by active transport, public and community transport, and shared transport modes (Figure 16).
- Regulating and enforcing demand-responsive car parking and pricing strategies to encourage appropriate turnover, distribution, and efficiency.
- Encouraging use of off-street private car parking areas.

These measures will be informed by actively monitoring car parking areas to collect data and analyse trends, to support evidence-based decision-making.

Effective car parking demand management can contribute to the following broader benefits:

- Enhance function of destinations, by ensuring appropriate turnover and distribution of car parking areas.
- Enhanced local amenity, by reducing congestion and the negative visual, economic and environmental impacts of excess car parking.
- Better accessibility and mobility, by improving access for alternative transport modes and ensuring parking is available for those who need it most.

Demand-responsive regulation & enforcement to improve the efficiency of parking

Effective regulation is crucial in managing car parking demand to improve efficient use of parking spaces, encourage shifts to more sustainable transport modes, and support the vibrancy and economic vitality of destinations.

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The **allocation of car parking** is partly determined by considering the function and activity levels of nearby areas. This means that, if there is a high activity zone, such as a retail precinct or ferry terminal, public car parking nearby will prioritise turnover, namely short-term parking. Space in a high activity zone also prioritises drop off zones, ride share, set down areas for community and public transport, disability parking, and active transport facilities. The general philosophy is “the longer you stay, you park further away”. Public car parking provision for employees and long stay visitors would typically be located furthest from the high activity zone or destination core (Figure 17).

Access for people with disabilities is incorporated into many parts of this hierarchy, including walking, micro-mobility, public and shared transport, set-down areas, and PWD parking.



Figure 17: Destination Access Hierarchy


Peak Occupancy	Description	Regulation Response
< 60%	Parking is underutilised	Consider easing parking regulations if appropriate
60% – 85%	Ideal range where parking is well-utilised without excessive demand	Consider leaving parking regulations unchanged if appropriate and continue to monitor conditions
> 85%	Vacant parking is difficult to locate, leading to congestion and frustration	Consider increasing parking regulations if appropriate

Figure 18: Occupancy levels guiding car parking regulation

The **car parking occupancy** of an area (i.e., a measure of parking demand divided by the parking supply) is a key indicator of whether existing car parking regulations are effective and if not, what level of regulation is needed. The ideal target is a maximum car parking occupancy of 85%. A parking occupancy of greater than 85% means that it is harder to find a space and increases congestion as drivers search for an available space. Car parking regulation will be guided by occupancy levels, as outlined in Figure 18.

The **level of car parking demand** influences what measures will be applied, varying from unrestricted, timed parking, priced parking, and parking prohibitions. Figure 19 outlines what is entailed by each regulatory measure.

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Regulation	Description
Unrestricted	No regulations in place. Suitable for areas with low demand.
Time restrictions	Limiting how long a vehicle can park to encourage appropriate turnover. There can be multiple responses within this measure itself as time restrictions can be progressively reduced (e.g., 4P → 2P → 1P).
Priced parking	Introducing pricing to encourage appropriate turnover. Introduced once all time restriction measures have been established. There can be multiple responses within this measure itself as pricing can be progressively increased.
Parking prohibited	Parking prohibited for safety, traffic flow and other reasons.

Figure 19: Application of car parking regulation

Parking regulations and management are informed by quality evidence and information

To ensure that car parking regulations remain effective, Council will periodically review current supply and management by conducting surveys of public and private car parking areas at destinations. These surveys will identify occupancy levels, turnover and assess the efficacy of car parking regulations and enforcement. Adjustments will be made to improve access and efficiency.

Emerging and established technology and techniques will be employed to monitor, manage, and inform decisions relating to car parking demand (Figure 20). This technology can accurately record car parking occupancy in real-time, enabling a detailed understanding of how areas are being used, including peak times of parking demand and durations of stay.



Figure 20: Using innovative technology for Access and Parking Strategy

Another benefit of emerging technology is that it can integrate with mobile phone applications or digital signage to guide customers to vacant spaces, reducing time spent searching for spaces, curtailing vehicle movements and congestion.

Emerging technologies include parking sensors, mobile apps, dynamic parking signage, and more. These were recently employed in Cleveland and established the effectiveness of introducing short term car parking in the centre.

4.3 Improved travel choice at destinations

Enhancing travel choices at destinations creates more equitable access for all people and reduces pressure on car parking areas.

Improve access for active transport modes

There are significant opportunities to enhance access to destinations by foot, cycle, scooter and for people with disabilities from surrounding areas. This requires these modes to have prioritised access to appropriate facilities at these locations, as per the Destination Access Hierarchy, to encourage more people to walk and ride for more trips (Figure 17).

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Ways to improve access for walkers and riders include providing:

- High-quality pathway connections, including for PWD.
- Secure cycle, scooter, and mobility scooter parking facilities, including charging stations for e-cycles and e-scooters.
- High-quality end-of-trip facilities, such as showers and lockers (Figure 21).
- Appropriate wayfinding signage and pavement markings, combined with maps, guides and websites that provide information on people's travel options, safe and efficient routes, and the facilities available at their destinations.



Figure 21: End of Trip Facilities - Mirvac, Brisbane (Shape, n.d.)

Improve access by public transport



Figure 22: Road capacity of a different modes (Walker, 2012)

Provision of public transport services can significantly reduce the need to drive, park and own a car. A single bus can take up to 50 cars off the road and reduce car parking demand accordingly (Qld Government, 2024) (Figure 22). However, this requires such services to be reliable, frequent, convenient, accessible and safe to entice passengers to use them.

Public transport will be given high priority access at destinations, consistent with the Destination Access Hierarchy (Figure 17).

Council will advocate for and collaborate with public transport providers and the state government to improve public transport services to and from destinations.

Improve access for shared transport modes

Shared transport or shared mobility refers to transport services where users share vehicles together or sequentially. The term applies to ride sharing, taxis, car sharing, bike sharing, community transport, and on-demand transport (Figure 23).



Figure 23: STAR services – providing on demand transport in Redlands

Shared transport modes reduce car parking demand as vehicles remain idle for less time as multiple users access them over any given day. For example, one car share space can replace up to 10 car parking spaces (Sydney Morning Herald, 2024). In many instances, vehicles may not need to park in a conventional space, but rather utilise set-down areas to pick up and drop off passengers.

Other shared transport services can also lessen car parking demand, better meet the unique needs of a community, fill gaps in public transport services and provide greater travel choice.

Council will prioritise the allocation of space at destinations as outlined in the Destination Access Hierarchy (Figure 17). It will work with service providers to increase the range of shared transport service offerings at destinations and promote them, where necessary.

Case Study – Car Share at Weinam Creek:

In 2021, Council granted a lease of eight parking spaces to Bay Islands Car Share following a successful trial at Weinam Creek adjacent to the Redland Bay Marina (Figure 24). Due to the high level of demand, the number of car share spaces has increased to 27 spaces since 2021. Potentially, this frees up some 270 car parking spaces.

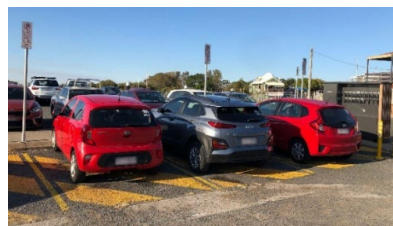


Figure 24: Car sharing service at Weinam Creek

4.4 Create vibrant and safe destinations that attract people

Bring activities to destinations that reduce the need to travel and park

Incorporating mixed land uses at destinations can eliminate or reduce the need to travel and park at these locations. It also means that space can be used more efficiently, pedestrian traffic increases and a more vibrant environment can eventuate. For example, incorporating retail spaces and medical facilities at Weinam Creek or on the islands will result in islanders not needing to travel (so far) and park to meet many of their everyday needs. Cleveland centre is an existing example of this (Figure 25).



Figure 25: Raby Bay Harbour, Cleveland

Allocate space at destinations to prioritise sustainable travel modes and activation

There is considerable scope to make the city's major destinations attractive, safe and vibrant locations for residents, businesses, employees and visitors (Figure 26). This requires reallocating how we use space in these settings to capitalise on the unique potential each may have, while prioritising access by pedestrians and people with disabilities over other modes.



Figure 26: Multi-modal street with active and public transport, plus car parking (Cleverciti, n.d.)

The city's ferry terminals all occupy locations that offer spectacular views over Moreton Bay. These potentially pedestrianised spaces could be activated by introducing appropriate uses, such as picnic areas, cafes and public spaces that capitalise on their physical attributes and captive passengers alighting or boarding ferries.

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Council will prepare Destination Access Plans for the city's major destinations. These plans will:

- Identify locations for pathways and activity zones that are free from obstacles, well-lit and attractive; paths for cyclists and scooter riders may be segregated, depending on activity levels and end-of-trip facilities located nearby.
- Work with others to determine what land uses and events could be included to activate major destinations.
- Locate public transport stops close to activity zones. These would include adequate shelters, tactile indicators and other cues, and boarding arrangements.
- Include an adequate supply of well-located accessible parking, drop off and loading zones that meet design standards and are regulated to encourage desired turnover.
- Include relevant security measures to improve public safety.

4.5 Change how we travel to destinations

Several strategies can be employed to influence and change how we travel to destinations or even avoid the need to travel in the first place. By influencing if and how we travel, it can reduce the need to park at our destination, where we live or work.

Employ multiple strategies to reduce car parking demand

Council will employ multiple strategies to reduce travel, traffic congestion and car parking demand (Figure 27). These include:

- Car parking regulation and enforcement that encourages turnover in high activity zones, reduces congestion and encourages people to travel "off peak" to spread demand (Section 4.2).
- Encouraging people to walk, ride or use public transport, while providing facilities and services that improve access by these modes and increasing travel options (Section 4.3).
- Bringing relevant land uses closer to where people live, work and play (section 4.4).
- Remote and flexible working, which means that employees travel less often to workplace destinations.
- Travel behaviour change initiatives, such as Active School programs, which encourage people to travel differently.
- Education and awareness raising, by providing information on travel options and parking.

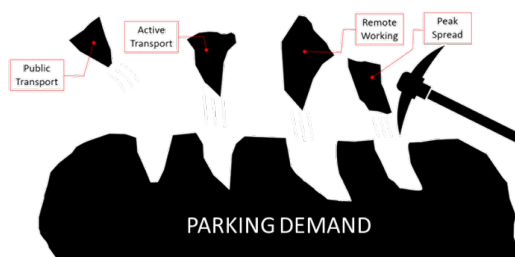


Figure 27: Chipping away at the car parking demand block

Encourage remote and flexible working to reduce travel and parking demand

A shift to remote working can dramatically reduce car parking demand in many locations, as it eliminates the need to commute. Studies of large urban areas estimate that this can reduce commuting by car by 12-17% (Akshay et al, 2021).

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Council established that if its workforce based in Cleveland worked remotely one day a week, this would reduce car parking demand in the centre by up to 10%. This could free up 120 spaces, enough to reduce peak demand and allow other centre visitors and businesses to find car parking spaces more readily.

Council will work with other organisations to encourage remote working where it is feasible.

Encourage people to change how they travel to their destinations



Figure 28: Ludmilla Primary School 'Walking Bus' in Northern Territory

Encouraging people to change how and when they travel can substantially reduce traffic congestion and car parking demand. With 50% trips to destinations in the city being less than 5km in length and 60% trips to school being less than 3km, there is scope to convert some of these trips from ones taken by private vehicle to ones made by foot, cycle and public transport (Figure 28).

Council will work with employers, schools, residents and others to encourage people to use other modes of travel than driving, where they can. This would include information on travel options, particularly when preparing Destination Access Plans. This information could also identify off-street car parking in the immediate area.

5.0 Implementation

5.1 Approach

This Access and Parking Strategy guides how Council envisages access and parking will be optimised in a range of settings across Redlands Coast, to improve the community's access to opportunities within and beyond the city. These opportunities include access to jobs, education, health care, commercial areas and to recreational precincts.

Council will liaise with and survey residents, local businesses, visitors, peak bodies and transport providers to ensure the final Strategy provides clear direction on how access can be maintained and travel choice enhanced in the city, whether that be through the management and provision of parking, providing end of trip facilities for pedestrians, cyclists and micromobility devices (such as scooters, unicycles and various e- devices), or more community transport, car or ride share.

Settings that this Strategy applies to include the city's major destinations (such as its town centres, train and bus stations, ferry terminals, employment hubs, health precincts and major recreational and sporting areas). They also include existing private parking areas that are accessible to the public and parking and access provisions within new development.

We all use the transport system and make choices about how we travel. In this regard, Council will continue working with other government agencies and developers to ensure that appropriate access is factored into the planning and delivery of the transport network in Redland City, such as for state-controlled roads and other reserves, for public transport and within development sites.

5.2 Destination Access Plans

Many of the city's major access and parking challenges are concentrated in its major destinations. Addressing these requires detailed investigations, to deliver tailored solutions for each destination, consistent with this *Strategy*. These will be addressed via the delivery of a program of Destination Access Plans (DAPs).

DAPs will be prepared for major destinations, such as activity centres, ferry terminals, major recreational areas, sporting precincts, transit hubs, and other significant locations where coordinated access planning is necessary.

The preparation of DAPs will entail the following:

- Detailed review of existing and future issues, challenges, and opportunities to develop a clear understanding of the current situation at the destination.
- Data collection to inform the understanding of the current situation.
- Engagement with the community and stakeholders to seek feedback on the current situation and potential solutions.
- Assessment of the allocation and use of space against the Destination Access Hierarchy.
- Investigating the utilisation and management of existing privately owned car parking areas at or surrounding the destination to determine their impact on public car parking.

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- Assessing the scope for parking for other modes and needs, such as for people with disabilities, cycles, emergency vehicles, passenger transport and ride-or car-share.
- Identification of appropriate car parking demand management measures.
- Identification of improvements to access for active and public transport, and shared transport modes.
- Identification of opportunities to bring other land uses to the destination that reinforce the function of the area and which reduce the need for excessive travel and parking.
- Delivery of an implementation plan, including short-term, medium-term, and long-term actions, where appropriate. The Plan will also identify triggers for change, such as population changes, infrastructure projects, or major development.
- Preparation of information to inform the community of their transport options at the destination.

The program for delivery of DAPs will be determined by the severity of current access and parking issues, development pressures or proposals impacting those destinations, safety concerns and the degree of stakeholder and community interest in each destination.

As the preparation of DAPs entails complex investigations, as well as community and stakeholder engagement, Council will deliver these Plans progressively for high priority locations over the next 5 years.

5.3 City Plan

Redland City Council will periodically review its town planning scheme (City Plan), which typically includes a review of its parking and access provisions to ensure consistency with this Strategy. City Plan regulates what parking and other facilities are required to be provided in new development, whether that be for residential, commercial or industrial or other land uses.

5.4 Priority initiatives

While the Strategy outlines initiatives that will be delivered over the next 20 years, the following priority initiatives will be Council's focus over the next 5 years:

- Delivery of DAPs at high priority locations.
- Review City Plan, including its access and parking provisions.
- Ongoing enforcement of car parking regulations at destinations to ensure compliance and efficient turnover.
- Introduction of smart technology and conducting surveys at destinations and other hot spots to monitor performance and guide future changes to parking and access.
- Deliver a policy on the establishment of infrastructure in public and private areas to support the current and future predicted use of electric vehicles and micromobility devices, such as through provision of dedicated parking and charging spaces.
- Roll out of end of trip facilities at locations covered by DAPs.
- Ongoing advocacy to relevant stakeholders and decision-makers to improve travel choices at key destinations, in particular improved public transport services.

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- Advocate and collaborate with relevant stakeholders to address issues and provide solutions through the preparation of DAPs.
- Deliver a citywide Travel Behaviour Change Plan that encourages people to use sustainable travel modes, car and other ride share, including information on what travel options are available at and to destinations.

5.5 Targets, tracking progress and review

Figure 29 outlines targets that enable Council to measure and track progress towards facilitating more people to walk and ride more often for more trips.

Factor	Impact
Implement DAPs	<ul style="list-style-type: none"> • Reduction in levels of customer dissatisfaction at accessing destinations
Take up of travel by sustainable transport modes that supplants private vehicle trips	<ul style="list-style-type: none"> • Reduction or containment of car parking demand at destinations • Well-utilised of end-of trip facilities • Strong subscription base for car share/ ride share services • Contained congestion levels at peak periods • Increased active and passenger transport mode share
Efficient use of off street (private) car parking	<ul style="list-style-type: none"> • Reduction in demand for public (mostly on street or open air) car parking • High occupancy levels of private car parking
Parking requirements in City Plan	<ul style="list-style-type: none"> • Containment of street car parking to a level that is acceptable to the community • Car parking requirements support development and revitalisation of destinations • Land uses included in destinations that reduce the need to travel
Safety	<ul style="list-style-type: none"> • Improved perceptions of safety • Reduction in reportable incidents at destinations
Visual appeal and attractiveness of destinations	<ul style="list-style-type: none"> • Increased level of visitation • Combination of uses that attracts visitors • Reduction in need to park because land uses are collocated at destinations

Figure 29: Measuring progress in delivering the Strategy

Council will periodically review and modify this Strategy and other plans to ensure effective implementation in line with Council's priorities and the community needs and expectations.

More information

Glossary

ABS: Australian Bureau of Statistics

Access: the ability for people to reach and engage with places using a range of safe, convenient, affordable, and efficient transport options, enabling participation in work, education, recreation, and daily life.

Active transport: means walking and riding. This includes travel by foot, cycle, personal mobility devices (such as e-scooters and e-cycles) and wheelchair or mobility scooter. It excludes riding an animal or motorcycle.

Car parking: designated spaces for the storage of motor vehicles, such as conventional and electric vehicles, utility vehicles and light commercial vehicles.

Car share: means a service that allows you to book a car for short-term use.

City Plan: Redland City Council's town planning scheme for developing Redlands Coast, in accordance with *ShapingSEQ*.

Destination: a place that people travel to for a specific purpose, such as work, education, shopping, recreation, or accessing services.

Destination Access Hierarchy: a framework which ranks various forms of access to guide planning, design, and investment decisions at destinations which achieve desired outcomes. A higher ranking is provided to sustainable and cost-effective modes, as well as for modes with vulnerable users whose safety should be prioritised (for example, walking and cycling).

Destination Access Plans: the mechanism for destination-specific planning and design to occur at key destinations, including detailed investigations of existing and emerging conditions to deliver tailored solutions. These plans would also include engagement with key stakeholders and the community.

TMR: Department of Transport and Main Roads (Queensland Government)

End of trip facilities: facilities that encourage and support people who walk or cycle to or from a major destination. They may include cycle or scooter or parking/storage, lockers, showers and change rooms and ironing facilities.

Micromobility: modes of transport that use small, slow vehicles powered by battery or human-power. Examples include e-bikes, e-scooters, roller skates/skateboard, segways, etc.

Mode: a method of moving people or goods from one place to another. Modes include walking, riding a cycle or personal mobility device, mobility scooters, private vehicles and trucks, buses, trains, ferries and other forms of passenger transport.

Parking: encompasses various types of designated spaces for the storage of vehicles, typically cars, but also includes motorbikes, bicycles, and more recently other forms of personal mobility (e.g., e-scooters).

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Parking demand: refers to the demand for parking spaces in a given area at a particular time, influenced by factors such as land use, time of day, and available travel options.

Parking occupancy: refers to the proportion of available parking spaces that are occupied at a given time (parking demand divided by parking supply), typically expressed as a percentage, and used to assess how efficiently parking resources are being used.

Parking regulation: refers to the rules and restrictions governing where, when, and how vehicles can park in a given area.

Parking supply: refers to the total number of parking spaces available in a defined area.

Public transport: shared passenger services such as buses, trains, and ferries, that operate on fixed routes and schedules and are available for use by the general public.

Redlands Coast Transport Strategy (2020): The Redlands Coast Transport Strategy is Redland City Council's strategy that provides the direction for developing the transport system in Redland city over the next 20 years. The strategy's life aligns with the timeframes defined in the Council's *City Plan* and the Southeast Queensland Regional Plan 2017 (ShapingSEQ).

Ride-share: a service that allows a customer to book a driver with a private vehicle from any location. It includes community transport providers, taxis and, possibly, autonomous vehicles that operate like taxis.

Riding: means riding cycles but also wheeled recreational devices (such as foot scooters and skateboards), as well as micro-mobility devices (such as e-bikes, e-scooters and other personal mobility devices). It excludes riding an animal or motorcycle.

ShapingSEQ 2023: The Queensland government's long-term vision for handling urban growth in the changing Southeast Queensland region by accommodating for future population growth while sustainably enhancing our communities and maintaining the Southeast Queensland we love.

Shared transport: refers to transport services where users share vehicles together or in sequence, including modes like ride-sharing, taxis, car-sharing, bike-sharing, community transport, and on-demand transport.

Smart parking technology: emerging technologies such as parking sensors, mobile apps, and dynamic parking signage, which can enable parking monitoring, management, information sharing, and decision making.

Sustainable travel (modes): any mode that has a reduced carbon output, as compared with private vehicles. This includes buses, trains, ride share or non-motorised transport (bike, walking, etc.)

Transport Strategy: Redland City Council's *Redlands Coast Transport Strategy 2020*

Walking: means walking but also running, jogging and using mobility aids such as walking frames and wheelchairs (including electric wheelchairs/motorised mobility scooters).

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15.10 DRAFT CLEVELAND LOCAL AREA TRANSPORT PLAN**Objective Reference:** A5394709**Authorising Officer:** David Jeanes, Acting General Manager Community & Customer Services**Responsible Officer:** Michael Anderson, Acting Group Manager City Planning & Assessment**Report Author:** Simon Honywood, Principal Transport Planner**Attachments:** 1. Draft Cleveland Local Area Transport Plan [↓](#)**PURPOSE**

To seek endorsement of the draft Cleveland Local Area Transport Plan (the LATP) for community and stakeholder engagement.

BACKGROUND

LATPs are identified in the Redlands Coast Transport Strategy as Council priorities to address transport issues across Redlands Coast and articulate desired transport outcomes in relation to movement, accessibility and connectivity. LATPs are intended to respond to network pressures arising from population growth, mode share and infrastructure requirements, as outlined in State and local government plans (such as ShapingSEQ 2023, the Redland Housing Strategy 2024 and Council's *Our Future Redlands - A Corporate Plan to 2026 and beyond*).

An LATP for Cleveland Centre (the centre) is required for the transport system to best serve development in and around the centre in line with the Cleveland Centre Master Plan and to support a pivotal shift to sustainable transport in centres with public transport. The transport system will need to respond to some significant demographic changes anticipated over the next 20 years, such as a growing and ageing population, more dwellings and potentially 50% more trips.

Council has previously undertaken a comprehensive assessment of the traffic and transport issues impacting the centre and recommended a suite of interventions based on the future opportunities and best practice examples from similar centres. Council also undertook significant community and stakeholder engagement at the time.

Subsequently, Council undertook a Short-Term Parking Trial, a Parking Sensor Trial and modified parking management in the centre in response to development that resulted in the loss of public parking in the centre. The State Government's ShapingSEQ 2023 and the Redland Housing Strategy 2024 both anticipate greater residential density in and around the centre.

The LATP provides a framework for Council to prioritise projects and for advocating to the State Government for outcomes that better support the city's development and transport networks.

ISSUES**Land Use**

The Cleveland Centre Master Plan (2010) (the master plan) articulates Council's vision for the centre. Cleveland is defined as a Principal Regional Activity Centre in ShapingSEQ 2023. Current planning policies (such as City Plan) support an intensification of residential and commercial development within the centre. However, Cleveland is yet to reach its full potential as one of two Principal Regional Activity Centres for the Redlands Coast. It is the city's major public transport hub, with Capalaba likely to also becoming one over the next 20 years.

Studies undertaken for Council indicate that an impediment to the revitalisation of the centre has been the extent of land dedicated to parking and the cost of providing parking, particularly where this is provided below ground level. These studies indicated that the centre would continue to have sufficient public and private (off-street) parking to meet demands, if several of these sites were decommissioned as car parks. Consequently, several sites have been sold, which are now being redeveloped or which have received development approval. They will include off-street parking matching or exceeding that required in City Plan.

The master plan and City Plan envisage that Cleveland will evolve into a mixed use, medium density centre, including a transit-oriented precinct around the rail station, which will be of a different scale and form to what largely exists today. This will herald a change in how space in each street could be used and accessed to support Cleveland as a vibrant, pedestrian-friendly centre.

Road network and functions

Streets in the centre are currently dominated by and designed for vehicle movements and parking, with access by other modes being secondary to this. Some 86% of trips to the centre are made by private vehicle, with over 90% being made for journeys to work. It is anticipated that the number of trips to and through Cleveland will increase by at least 50% over the next 20 years.

As the centre evolves into a higher density, mixed-use centre, the function of streets will need to change to give greater priority to active and passenger transport modes, with vehicle movements and associated parking being less prominent features of the centre's streets.

Other travel options, such as walking, riding and passenger transport, can play an important role in supporting revitalisation. Through-traffic will need to be handled to support these modes and enhance safety, with intersections and streets being modified and speed limits reduced beyond Bloomfield and Middle Streets (the core streets). Upgrades to Wellington Street/ Panorama Drive present an opportunity to direct some through traffic away from the centre and improve connectivity within.

Access and parking

The centre has evolved around accommodating most trips being made by private vehicle, particularly in the absence of effective public transport services. Council has responded to this by ensuring that there is ample public parking and requiring developers to provide off- street parking for building occupants, visitors and workers.

Recent changes to regulating public parking in Cleveland required meeting the competing needs of businesses, visitors, residents and workers, with priority being given to business needs in core streets. Council is also encouraging people to explore other ways to access the centre, particularly as 50% of trips to it are less than 5km in length, which could be made by other modes, such as walking, riding and using passenger transport services. These changes have seen street parking being well-utilised but there is still capacity for private off-street parking to be better used by businesses, their customers and workers.

With increased trips on the street network in the future, the focus will need to change to better support the centre. This will require less emphasis on private vehicle trips (and parking) and more by other modes, which utilise road space more efficiently and which enable the streets to be activated.

Council will continue to require development to include off-street parking for a variety of modes, which will see parking being more prevalent off-street in the future. Streets should be managed to provide optimal accessibility by a range of modes. Further efficiencies in the use of street parking will occur as the Centre changes.

Walking, riding and accommodating access needs for people with limited mobility (active transport)

Walking is an essential component of Cleveland's movement network; everyone is a pedestrian at some point of their trip. The core streets accommodate pedestrians well, with wide shady paths supporting access to the main shopping areas. Similarly, the Centre is accessible by riders, whether using a pedal cycle, e-cycle or scooter. Despite this, active travel mode share is very low.

Current barriers for pedestrians, riders and people with a disability include the roundabouts, through-traffic, posted speeds and missing or sub-standard connections from the core streets to attractors beyond (such as the train station, Redland Performing Arts Centre and Ross Creek pathway). Eliminating these barriers will be necessary to improve connectivity and accessibility, particularly for these vulnerable road users and for people with limited mobility.

Passenger transport

Passenger transport includes public transport, community transport and other ride-share modes. It is vital for providing access to areas beyond the Centre and to providing travel choice.

Cleveland is well served by public transport, compared with other parts of the city. However, a very small and declining mode share (3.5% of all trips) reflects the generally poor levels of service provided by public transport, with limited integration between services and infrequent services that take a long time to reach destinations. Limited or no services are provided in the evenings and weekends (except rail services).

Several community transport providers fill some of the gaps in passenger transport but are unable to satisfy demand. Other forms of ride share are generally at an embryonic stage.

Council will continue to advocate for improved public transport services for the city and will work with community transport and other ride share providers to improve travel options for the city's residents, workers and visitors. Council will also support or accommodate improved facilities in the centre for passenger transport operators, such as provision of more set down areas, improved connections, and infrastructure at public transport stations and stops.

STRATEGIC IMPLICATIONS

Legislative Requirements

There are no legislative requirements to complete the LATP. However, the LATP identifies transport infrastructure that can be included in Local Government Infrastructure Plans, which empower Councils to require developers to contribute to trunk infrastructure, such as strategic road and some active transport facilities.

Risk Management

The risks associated with this project are:

- Slow redevelopment of the centre, reducing the perceived urgency to implement transport changes that support it. However, transport network improvements can be a catalyst for development. For example, duplication of the Cleveland rail line or introduction of more

frequent train and bus services may prompt investment decisions supporting redevelopment, such as for transit-oriented development at Cleveland station.

- Inter-dependencies between interventions, with some interventions being reliant on other interventions being implemented. For example, changes to streets (such as to public parking) may only eventuate when certain development triggers are reached.
- Higher cost actions requiring planning and programming into capital and operational works programs by Council and the State Government. An example includes a decision to update the streetscape.
- The criticalness of State Government investing in improvements to the transport network under its control (such as the public transport network, State-controlled roads and grants to Local Government).
- The community resisting change or redevelopment, such as changes to parking in the centre or proposals for greater density, which could be perceived to change its character.

Financial

The LAMP presents a 20-year vision for how the transport system can be enhanced to support the revitalisation and redevelopment of Cleveland centre. This will necessitate investment and other decisions by all levels of government, developers and others to realise the LAMP.

The LAMP will be used to inform the budget process in future financial years. The LAMP outlines a series of low and high-cost interventions, which have been estimated to vary between \$10,000 (planning and implementation of new street signage) to over \$100M for major road upgrades (such as stages 2 and beyond for the Wellington Street/Panorama Drive upgrade).

Several funding sources can be utilised to deliver the LAMP. These range from capital expenditure by the State and Federal Governments for road and rail upgrades, Council funded changes to pedestrian crossings, through to developer contributions and streetscape enhancements. Council will continue to seek Federal and State Government grants for infrastructure upgrades.

All financial costs associated with implementation of the LAMP would be subject to future budget deliberations.

People

The LAMP will not require additional staff, as its implementation will be business as usual.

Environmental

The LAMP outlines a suite of interventions to create a more connected and accessible centre, which reduces the need to drive, currently a major contributor of carbon emissions. It would also reduce air and noise pollution from vehicles. Increasing the amount of shade by planting and retaining trees on streets and car parks also provides habitat for fauna and regulates the micro-climate, reducing the need for air conditioning.

Social

The LAMP will allow greater access, connectivity and flow between key precincts (for example Raby Bay Harbour, Cleveland Rail Station and cultural precinct) and more opportunities for social interaction through activated streets.

From an economic perspective, higher pedestrian activity generally results in longer stays and more spending within the centre.

More and safer crossings, slower traffic speeds, improved lighting and greater activation (and increased passive surveillance) will enhance safety for pedestrians and riders. Walking and riding provide many physical and mental health benefits, with the potential to reduce the burden on the health system resulting from inactivity and rising levels of obesity.

More travel choices should eventuate, with more frequent public and community transport services, easier access to the centre by foot and cycle, and improved end-of-trip facilities.

Human Rights

By supporting greater choice in travel options, achieving the LATP outcomes would ensure that everyone, irrespective of their level of mobility (due to age, disability etc), can access the centre and those places beyond it, consistent with section 19 of the Human Rights Act.

Alignment with Council's Policy and Plans

Our Future Redlands – A Corporate Plan to 2026 and Beyond

- Goal 5: Liveable Neighbourhoods – 5.2 Maximise economic and liveability outcomes by creating greater connectivity and linkages within and beyond Our City.
- Goal 5: Liveable Neighbourhoods – 5.3 – Increase community participation in active transport through improved infrastructure networks and behaviour change programs.
- Goal 5: Catalyst Project – Active Transport Investment – Pivot Council's existing transport expenditure to deliver a step-change in active transport connectivity across the city, through improving cycling and pedestrian facilities.
- Goal 5: Catalyst project – Major Transport Corridor Improvements – Including Wellington St and Panorama Drive Upgrade Program – Deliver Stage 1 of the multi-stage upgrade of this major transport corridor.
- Goal 5: 2021-2026 Key Initiatives – Deliver the Redlands Coast Transport Strategy, to create a more efficient, accessible and safer integrated transport system.

The above goals are fully integrated into the Cleveland Centre LATP by ensuring greater connectivity and improved linkages (Goal 5.2), enhanced focus on and investment in active transport in and to the centre (Goal 5.3) and supporting the through-traffic role of Wellington Street/ Panorama Drive. The Redlands Coast Transport Strategy defines the need for an LATP as a council priority and the LATP responds to other priorities in the Transport Strategy.

Redlands Coast Transport Strategy

The LATP meets the Redlands Coast Transport Strategy's vision and outcomes:

- Integrated Innovative and Sustainable Planning through integrating land use and transport planning to adopt innovative solutions with a target to increase population density and pedestrian connectivity of Activity Centres.
- Integrated Innovative and Sustainable Planning through advocating effectively for implementation of projects that achieve the Transport Strategy vision, with a target to investigate alternative funding mechanisms to deliver transport projects.
- A Liveable, Active, and Prosperous City through land use and transport network outcomes (that) encourage economic prosperity and sustainable connectivity with centres and natural assets, with a target to increase walkability and access to key public transport nodes.

- A Connected and Accessible City through safe, sustainable and equitable movement throughout the region, with a target to increase walking and cycling for all trips.
- Positive Education and Behaviour through the community making wise travel decisions based on sustainability, cost, accessibility and amenity, with a target to implement successful travel behaviour change and road safety programs.

By advancing these themes, the LATP contributes to the Redlands Coast vision of an efficient, accessible, and integrated transport system which sustainably facilitates the movement of people and goods within and beyond the city and the bay.

Cleveland Centre Master Plan

The Cleveland Centre LATP outlines the transport network needed to support the revitalisation of the centre consistent with the Cleveland Centre Master Plan (2010).

The Master Plan envisaged Cleveland transforming into a vibrant, mixed density mixed use centre, with many more people living, working and visiting the Centre than today. It envisaged a centre with a lively street scene, where walking and riding would be safe and enjoyable.

Many of the principles outlined in the Master Plan inform this LATP, such as improving crossings and intersections, reduction in the amount of surface parking, creating tree-lined boulevards on Shore Street and remodeling some of the streets to improve pedestrian and cycle connectivity and accessibility.

Redland City Plan

The LATP complements the City Plan by aligning with its strategic intent to develop an integrated transport network that supports sustainable growth. It also identifies a transport network that supports the development of Cleveland as a principal regional activity centre.

The LATP reinforces the objectives of the Integrated Transport Network in the City Plan by improving connections between active and public transport, reducing car dependency, and fostering a healthy, walkable urban environment.

By aligning with the Corporate Plan, Redlands Coast Transport Strategy, City Plan and the Cleveland Centre Master Plan, the LATP ensures that Council's resources are directed effectively, addressing local needs while supporting broader regional and State planning goals.

CONSULTATION

Stakeholders and the community will have an opportunity to provide feedback on the LATP following Council endorsement for community engagement.

Consultation with the following stakeholders and the community has occurred throughout the life of the project:

Consulted	Consultation Date	Comments/Actions
Councillor Division 2	April 2025	Councillor Division 2 has been briefed while formulating the LATP.
Officer Briefing	18 November 2024	Draft LATP presented to officers, seeking feedback. Feedback was supportive and indicated consistency with economic development, City Assets, City Planning, Strategic Property and Compliance Services work.
Targeted stakeholder engagement	26 February 2025, 21 October 2024, 1 November 2023 & 3 May 2023	The Active Travel Reference Group have been provided with updates on the progress of the LATP.

Feedback received throughout the consultation period will be used to inform the final Cleveland Centre LATP.

OPTIONS

Option One

That Council resolves to endorse the Draft Cleveland Local Area Transport Plan in Attachment 1 for community and stakeholder engagement.

Option Two

That Council resolves to approve the Draft Cleveland Centre Local Area Transport Plan in Attachment 1 for publication, without community and stakeholder engagement.

Option Three

That Council resolves to not endorse the Draft Cleveland Centre Local Area Transport Plan.

OFFICER'S RECOMMENDATION

That Council resolves to endorse the draft Cleveland Centre Local Area Transport Plan in Attachment 1 for community and stakeholder engagement.



Draft

Cleveland Local Area Transport Plan 2025-2046

May 2025



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Acknowledgement of Country

Redland City Council is committed to working with Traditional Owners, supporting their role as custodians of their traditional lands, and helping ensure future prosperity and cultural enrichment across Redlands Coast. Council acknowledges the Goenpul, Ngugi and Noonuccal First Nations Peoples of the Quandamooka region and recognises that the Quandamooka People are the Traditional Owners of much of Redlands Coast. Council also extends its acknowledgement of Traditional Owners to the Danggan Balun (Five Rivers) claimant group, who are currently in the process of Native Title determination for an area that crosses into southern Redlands Coast.

A Message from the Mayor

As one of the city's key commerce, employment, lifestyle and entertainment destinations, Cleveland Centre requires a diverse range of travel options to support accessibility. In consultation with the community, Redland City Council has developed the Draft Cleveland Centre Local Area Transport Plan 2025-2046 to guide the transport changes required in the area to facilitate its ongoing revitalisation, cater for future population growth, and make it a more accessible and connected location for workers, residents, businesses and visitors.

The release of this plan for community consultation is an opportunity for the Redlands Coast community to participate in the journey towards achieving fit-for-purpose outcomes that benefit the whole city.

The Plan has been developed to align with the strategic themes in Council's current Corporate Plan *Our Future Redlands – A Corporate Plan to 2026 and Beyond* and other key city-shaping documents such as the Cleveland Centre Master Plan and Redlands Coast Transport Strategy. The Transport Strategy provides for the development of area-specific transport plans that support the movement of people and goods and is designed to create accessible and well-connected destinations across the city.

The vision for Cleveland's transport future in the draft Plan is to make the area more accessible to a wider range of travel modes. Based on studies and the feedback received during extensive consultation activities held over several years, the plan identifies the need for safe walking routes around the centre and between attractions, and streets geared to pedestrians, riders, and public transport as alternatives to car travel.

While through-traffic is accommodated within the draft plan, this has been balanced against other transport needs in the area. For example, the plan highlights the need for Wellington Street / Panorama Drive to be developed as the main north-south thoroughfare for vehicle movements, instead of Waterloo Street. This change will improve pedestrian access to the Redland Performing Arts Centre and allow our community to enjoy a safe, leisurely stroll to cafes, restaurants, and other activities on Middle and Bloomfield streets.

The main attractions of the Cleveland Centre include its wide streets, relaxed character, First Nations murals, and connection to Raby Bay Harbourside. By providing more transport options in the centre, the draft Plan suggests improved community access to these key attractions.

These next steps in the evolution of the Cleveland Centre aim to engage with the community to bring forward sustainable, safe, and efficient travel arrangements that will service the community today and into the future.

Councillor Jos Mitchell

Mayor of Redland City

Executive Summary

Why do we need a transport plan for Cleveland Centre?

The Cleveland Centre Master Plan 2010 (Master Plan) envisaged Cleveland transforming into a vibrant, mixed density mixed use centre. The Master Plan anticipates many more people living, working and visiting the centre than today, with a lively street scene, where walking and riding would be safe and enjoyable. Between 2018 and 2019, Council engaged consultants to prepare the Cleveland Centre Traffic and Transport Study, in response to the master plan, development and transport pressures in the area. This Study is the foundation for the Cleveland Centre Local Area Transport Plan (LATP).

The delivery of the LATP is therefore timely to guide the development of a multi-modal transport network in and around the centre over the next 20 years. The LATP responds directly to growth anticipated in ShapingSEQ 2023, the South East Queensland Regional Plan.

What are the transport challenges?

Without an LATP, the centre could lose what the community and stakeholders have said are its attractive qualities- wide, shady pedestrianised streets, relaxed atmosphere and human scale, features that make Cleveland an attractive destination. This is under threat as traffic and parking activity becomes more dominant on the core streets, particularly if most trips to the centre continue to be made by private vehicle.

More traffic is also passing through the centre on Shore Street West and Waterloo, Queen and Bloomfield Streets. Overall, trips are set to increase by at least 50% over the next 20 years, with more people frequenting the centre due to growth in the centre and beyond. This will reduce connectivity between Cleveland station, Raby Bay Harbourside, Redlands Performing Arts Centre and the retail core around Bloomfield and Middle Streets.

Visitors, business owners and workers have commented that finding parking spots is getting more challenging. Council has addressed this through changes to regulated parking areas in the last two years. However, provision of more public parking could undermine the centre's revitalisation, is costly to deliver and manage. Providing more spaces potentially encourages more private vehicle trips and under-use of the many private off-street parking areas in the centre. To balance this, Council will continue requiring off-street parking to be provided as sites are developed, which will limit the need for more street parking.

Cleveland Centre is relatively well served by public transport, but patronage is very low for all trip purposes when compared with Brisbane City, despite a recent increase in patronage with the introduction of 50 cent fares. Current service levels and routes do not support residents and visitors' travel needs, with services being limited or non-existent at weekends from many parts of the city. Community transport providers fill part of this gap but are unable to meet demand for their services.

The pedestrian friendly core streets are connected by a network of paths and quiet roads that support riding and walking to the centre, although this network is incomplete in places and does not comply with contemporary standards in many locations. Roundabouts and crossings are also challenging to navigate for riders, pedestrians and people with mobility constraints. The centre needs more mid-block laneways to support easier access between destinations and residential areas.

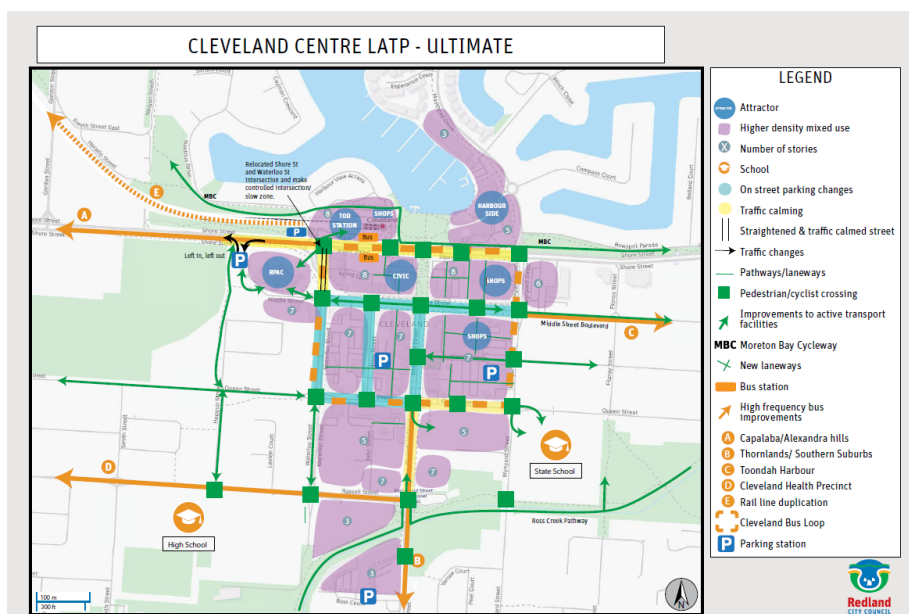
Achieving the Redlands Coast Transport Strategy's goal of a mode shift to sustainable modes (walking, riding and catching public and community transport) requires concerted efforts to

increase awareness and assist people with their travel planning. This is not an unrealistic aspiration, bearing in mind that 20% trips to Cleveland are less than 5 km in length.

The Transport Plan for Cleveland Centre

The LATP outlines what Council envisages the transport system needs to support the centre's revitalisation in line with the Master Plan. This includes:

- Enabling transit oriented and mixed use, medium density development within walking distance of public transport and reallocating street space to support greater density.
- Improving the centre for pedestrians and riders by improving safety and quality of streets, such as by reducing traffic speeds, modifying intersections to prioritise walking and riding and providing more laneways and mid block pedestrian crossings.
- Supporting public transport facility upgrades (such as a bus/ rail interchange) and advocating for improved frequency, convenience and duration of public transport services.
- Supporting and enhancing demand responsive, rideshare and community transport services to better meet the needs of people with limited travel options (such as the elderly, people with disabilities and from areas with limited transport options).
- Managing parking to support the revitalisation of and access to the centre, by ensuring appropriate levels of access are provided as the centre evolves into a vibrant, mixed use, medium density centre. Off-street parking will continue to be required.
- Street space being allocated for set down areas for community transport and rideshare in core streets in the centre, as well as space for parking cycles, personal mobility devices and motor cycles. Council will also support options that reduce the need to drive and park in the centre.
- Addressing through- traffic. This includes upgrading Wellington St/ Panorama Drive as the main north-south through-route. Waterloo and Russell Streets can then be reconfigured to improve access between the Redlands Performing Arts Precinct and the rest of the centre.
- Improving connectivity between the centre to the network of paths and low trafficked streets that link it to key destinations and other suburbs. Middle Street will become a shady sustainable boulevard connecting the centre to Toondah Harbour.



1.0 Introduction

This chapter outlines the forces which influence the transport system that will be needed in the next twenty years, defines the need for a transport plan, the consultation that is informing the Plan and provides a structure for the report.

1.1 An Evolving Centre

Cleveland centre evolved in the late nineteenth century, supported by the opening of the Cleveland rail line in 1889, providing access for residents and visitors, and for transporting local produce (Figure 1). The suburb grew further with the development of Raby Bay in 1983. While the original station near Toondah Harbour closed in 1960, Cleveland Station opened in 1987, in the vicinity of the original Raby Bay station.

Over the last 30 years, Cleveland Centre has lost its pre-eminence as the retail heart of the city to Capalaba and Victoria Point, but is still accommodates government and government services, health services and the arts. Other services, such as the banks and many small shops have closed, leading to a decline in the vibrancy of parts of the centre. Growth of commercial activities outside of the centre, such as Ross Court, have also contributed to the decline.



Figure 1: Cleveland Centre

1.2 Policy Framework

Council acknowledged the need to facilitate the rejuvenation of Cleveland Centre. In 2010, it released the Master Plan, which envisaged Cleveland evolving into a vibrant mixed-use medium-density centre over 20 years, incorporating a greater diversity of activities, a thriving night-time economy, and a range of employment and business opportunities (Figure 2). A centrepiece of this Plan is to transition the centre from one designed around car access and parking, to a centre designed for people with high-quality pedestrian, riding and passenger transport options.



Figure 2: The Master Plan vision, with vibrant streets and mixed use, medium density development

In 2014, Council identified that extensive areas of under-utilised open air Council car parks were limiting the centre's capacity to achieve the Master Plan vision. Several sites were subsequently sold to developers, who are now advancing their plans for sites.

Consistent with earlier Regional Plans, ShapingSEQ 2023 nominates Cleveland as a Principal Regional Activity Centre, where retail, employment and higher density residential development will be concentrated. This is reflected in Council's City Plan. The Redlands Housing Strategy 2024 and ShapingSEQ 2023 reinforce Cleveland Centre's role in the sub-region as a key growth and commercial, civic and transport hub of the city but at higher levels of population and employment growth than previously envisaged.

The state government's Connecting SEQ 2020 Transport Plan and the South East Queensland Infrastructure Plan and Program (SEQIPP) identify Cleveland as a major transport hub in the city, supported by the duplication of the rail line. The Transport Strategy identified the need for Local Area Transport Plans (LATPs), with the Cleveland Traffic and Transport Study being conducted in 2018-19. LATPs are locations with a number of transport issues, where Council will "...define desired transport outcomes in relation to movement, accessibility and connectivity".

1.3 Population and Employment Changes

Cleveland suburb is anticipated to grow by 42 per cent between 2021 and 2046, with the number of people living in duplexes, townhouses and units doubling over the same period (Figure 3). The *Master Plan* identifies the centre as having the capacity to accommodate 2000 units, resulting in a sevenfold increase in its resident population. However, most of the growth in dwellings has occurred outside of the centre in the last 10 years.

The number of jobs in Cleveland is forecast to grow significantly over coming years, with most to be located in the centre. The *Master Plan* envisages up to 7500 new jobs could be accommodated in the centre.

Some large developments are planned or have proceeded in and around the Centre. These include the Vacenti and Haben developments in the Centre, the expansion of the Redlands Health and Wellbeing Precinct in Weippin Street and the relocation of the Australian Industry Trade College to the centre by 2026. The future redevelopment of Toondah Harbour and the transit-oriented development at Cleveland Station are unknown.

Cleveland suburb already has an older population than the city average. This is anticipated to become more pronounced in the next 20 years as the overall population ages and because Cleveland Centre will attract more senior residents, due to the range of services being offered in the suburb.

Such population, employment and development growth will increase the number of trips being made in and through the area by at least 50% by 2046.

Cleveland (Suburb)	2021	2046
Population	16,075	22,881
Job opportunities	3,000	4,500
Dwellings (Total)	7,000	11,000
Attached dwellings	2,966	6,487-7,500
Trips (excluding Toondah)	9,000	App. 12,000
Sources: <i>ShapingSEQ (2023)</i> population and dwelling projections; VLC, 2019		

Figure 3: Cleveland population statistics

1.4 Changes to How We Travel

The 2021 Census identified that most people living in Cleveland suburb travel to work by private vehicle (93 per cent), while the majority of people living and working in the centre also travel to work by car (86 per cent). Travel by public transport, foot, cycle or personal mobility device comprises between 7 and 12% of all trips to work. Generally, people are more likely to use active and public transport modes if they live and work in the centre. Private vehicle use is

	Cleveland – live only	Centre – centre live only	Cleveland – live and work
Car*	93%	88%	86%
Active Transport*	3%	6%	12%
Public Transport*	4%	6%	1%
Worked at home	1059	82	695
*Note: excludes people who worked from home.			

Figure 4: Journey to and from Cleveland

less pronounced outside of work hours (63% trips) (Figure 4). Nevertheless, the overall high level of private vehicle trips results in a centre dominated by vehicle movements and parking, which is contrary to the *Master Plan* vision.

With this next phase of the centre's evolution and broader societal changes, the transport system is changing. Under current conditions, demand for parking is growing and new transport modes are emerging (such as e-scooters and e-cycles). There are also calls for more passenger transport services (such as community transport) to better cater to the needs of the community. Working remotely is now more commonplace following the Covid 19 pandemic, which reduces travel and parking demand in the centre.

1.5 Need for a Transport Plan

To support the centre's growth and revitalisation in line with the *Master Plan*, a local area transport plan is needed to respond to broader societal changes and to address how we travel. Such a plan will guide the development of the transport network, both in the centre and within the city and will consider all modes, as well as the critical inter-relationship between transport and land use. The plan will guide investment in the transport system by state and local governments, as well as by private entities and will apply best practice principles when doing so. Changes in the population and how we travel also support the need for this transport plan.

1.6 Community Engagement

Council and others have undertaken extensive consultation in Cleveland, which informs the formulation of this Plan. This includes the Cleveland Immersion project, online 'Care Factor' survey, workshops and a three-day 'parklet' stall on Middle Street in 2018.

This Plan also draws information from engagement with businesses and the community on the revitalisation of Cleveland Centre. Consultation undertaken for the Cleveland Centre Parking Optimisation project between 2021 to 2023, and Cleveland parking trials have provided vital information for this Study, as have the Age Friendly Cities Survey and Town Centre Community Insight Report (Figure 5).

Findings from consultation are integrated into this report.

The community will be provided an opportunity to comment on this draft Plan in mid-2025.

1.7 Structure of Transport Plan

Chapter 2 of this report outlines what we know about the transport system and what the likely implications are from projections in population, employment and travel growth. It will describe the challenges, but also the opportunities for the transport system over the next 20 years.

Chapter 3 outlines a vision for how the transport system might look by 2046 in and around Cleveland.

Chapter 4 presents strategies and key initiatives to achieve the desired transport vision. These will assist all



Figure 5: Community engagement process

governments, developers and the community in contributing to achieving a transport system that enables Cleveland to retain its prominence in the city.

Chapter 5 sets out stages on how the transport system will evolve in the next 20 years and when this Plan will be reviewed.

2.0 What We Know

This chapter discusses how the transport system supports Cleveland Centre and surrounding areas both now and over the next 20 years and what opportunities could be pursued to create the centre envisaged by the Master Plan and Shaping SEQ 2023.

2.1 Transport and land use

Cleveland centre has evolved around the rail station and retains the wide leafy pedestrian-friendly streets that were substantially remodelled in the 1980s, applied to the street grid and traditional town centre from earlier times. The *Master Plan* envisaged retaining key elements of this character while seeing it evolve into a vibrant mixed use medium density centre.

Until 2021, development activity in Cleveland has occurred outside of the centre, with the growth of the health precinct some 2 km south-west and much apartment construction to the south and east of the centre.

The Centre is the city's major public transport hub and envisaged to retain this status over the next 20 years (Figure 6). This will be reinforced by developing a mixed-use transit-oriented precinct centred around the train station, with a different form and scale to what existed previously.



Figure 6: Cleveland CBD Bus stop as a key part of the transport hub

The Centre's evolution is coupled by being largely accessed by private vehicles and resulted in a considerable area (approximately 21% of the centre) being allocated to parking (both street and off-street), to the point where it reduced the land available for development. Some of this land has been sold and several large sites are now being redeveloped. This heralds a change in how space in each street could be used and accessed, to support Cleveland becoming a vibrant pedestrian-friendly centre.

Investigations have revealed that the vehicular parking standards in planning schemes can increase the cost of developing sites, especially where this is provided underground, and can be an impediment to redevelopment. Councils are increasingly considering relaxing these standards where developments include measures that reduce the need to own and drive a private vehicle, such as communal bike and car share schemes, and incorporate facilities for bike and scooter riders.

2.2 Road Network and Functions

The Centre evolved around the rail station, Bloomfield and Middle Streets when public transport, walking and cycling were the dominant modes. With the rapid growth of Cleveland and surrounding suburbs, an enhanced road network connected Cleveland to the rest of Redlands Coast. Today, Shore Street West, and Waterloo/ Russell and Bloomfield Street south of Russell

Street are the major through routes, where a mixed- function street grid feeds off these routes to serve the major commercial and civic areas of the centre (Figure 7).

With the majority of trips to the centre grid being made by private vehicle, the streets are dominated by vehicle movements, largely associated with parking and deliveries. While Bloomfield and Middle Streets provide wide sheltered pavements and multiple crossings for pedestrians, several intersections are challenging to cross for pedestrians, riders and people with disabilities. These occur on the periphery of this grid, notably the roundabouts on Waterloo, Shore Street West, Wynyard, Queen and Russell Streets.

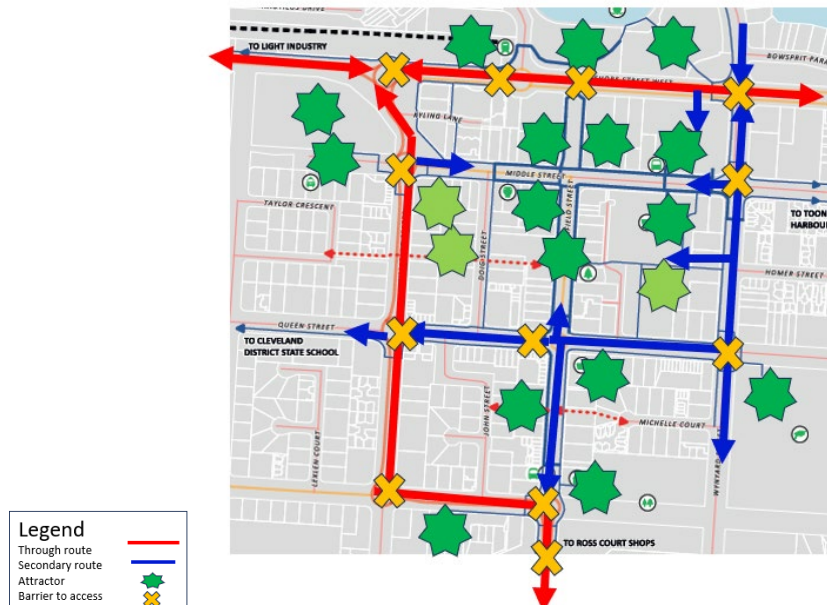


Figure 7: Road functions & Barriers to Access: Source: MRCagney 2018

While the core streets within the grid have a posted speed of 30 kph, the roads on the periphery allow for higher speeds which, when combined with roundabouts, makes it very challenging to

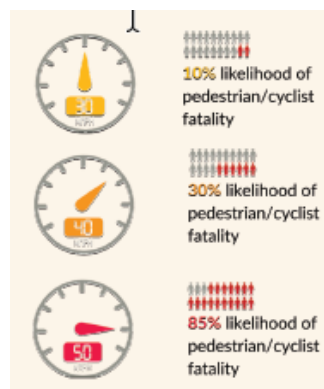


Figure 8: Speed related fatalities.
Source: Rowley, P. (2018)

access some of the centre's major destinations, such as Cleveland Station, RPAC, Ross Court and the schools on the edge of the centre. Generally, the faster the vehicle speed, the greater risk there is of injury and death involving a pedestrian or cyclist (Figure 8).

While the grid facilitates north-south pedestrian and rider movements, east-west movements are more challenging as the street blocks are long. Some laneways have been created in mid-block locations to increase east-west accessibility, but more will be needed as Cleveland evolves into a denser, accessible centre.

The minimum 50% growth in trips over the next 20 years will put considerable strain on the road network in Cleveland and its through-routes, unless countered by a shift to active and passenger transport modes. This increase is likely to make it more challenging to access some of the centre's major attractors, such as RPAC, Raby Bay Harbourside and schools on the centre's periphery.

Upgrades to Wellington Street and Panorama Drive present opportunities to eliminate the north-south through-route in the centre. Development to the east of the centre is more challenging to address as increased trips from Toondah Harbour and higher density precincts will use Shore Street West – this could worsen connectivity to Raby Bay Harbourside and the rail and bus station/ interchange, without intervention.

2.3 Access and Parking

Cleveland centre has had an abundant supply of free parking from early times, with motorists being able to readily park very close to their destinations, until a few years ago.

The Cleveland Parking Study (2014) indicated that there was an over-supply of vehicular parking spaces in Cleveland Centre. It and previous studies indicated that, even with releasing some large parking sites for development, there would still be sufficient street and off-street parking to accommodate the centre's parking needs. In addition, releasing this land from surface parking could assist in revitalising the centre by injecting more people and land uses into the centre, while potentially making it more walkable and vibrant (Figure 9).

With the closure of the Doig Street public car park in 2022, Council modified regulated (public) parking in the centre. Investigations were subsequently undertaken that demonstrated that there were only a few locations in the centre where there were high rates of occupancy and turnover, with there being considerable under-utilised parking spaces on private land. Also, high occupancy levels occurred between 10am and 2pm on 3 days of the week, with there being plentiful supply outside of this peak. Changes balance the competing needs of businesses, customers and visitors, residents and workers.

Today, most motorists can park within reasonable walking distances of their destinations, with shorter term parking in Middle and Bloomfield Streets servicing shoppers and visitors. The centre still provides over 2000 parking spaces.

A typical pattern observed in other maturing town centres is that greater priority is given to a broader range of access needs on public streets (such as for pedestrians and riders, passenger transport and ride-share), with parking being integrated into development sites over time. Public parking is also managed to best serve the access needs of different centre users and alternative approaches are used to reduce the need to park.



Figure 9: Transformation of Cleveland Centre, as envisaged by the Master Plan

Provision of parking is very expensive for councils and developers, with a typical surface parking space costing over \$30,000 to create and \$500 p.a. to maintain (at 2024 prices). While these are perceived as 'free' to the community, taxpayers and others bear this cost. Developers have also reported that such costs can stymie redevelopment. Transport experts suggest that these funds could be better allocated to improving public transport for those who do not have a car (10% Cleveland households) and improved transport infrastructure, while also enabling redevelopment consistent with the *Master Plan*.

2.4 Walking and Riding

Cleveland Centre is flat, has cooling bay breezes and a grid street pattern that makes it easy to navigate around. Mature trees and shop awnings provide shelter and shade on Middle and Bloomfield Streets (core streets), which are wide and pedestrian friendly. These core streets also support access for people with disabilities, through the provision of twice the number of disability parking spots than required and provision of tactile indicators. The ease of walking around, quality and quantity of public spaces and paths that connect to other places are highly valued by the community (Care Factor Survey, 2020).



Figure 10: Crossing in Cleveland CBD



Figure 11: Roundabout crossings on Queen Street and Bloomfield Street

The town centre is well served by crossings on Bloomfield and Middle Streets (Figure 10). However, roundabouts on the fringes of these streets are major barriers due to the high volume of vehicular traffic and speeds (Figure 11). There are insufficient crossings in other locations.

With the current ban of riding on footpaths in the Centre, conditions for riders are not ideal, particularly as the main cycle routes are along core streets, where riders contend with vehicles manoeuvring into parking spaces at peak times.

Walking and riding conditions quickly deteriorate outside of the main streets. The roads at the edge of the centre (such as Waterloo Street and Shore Street West), create substantial barriers to walking or riding between different places in the centre and beyond. Access to paths that serve localities beyond the centre can be challenging with patchy signage, missing links and unsafe or sub-standard connections; for example, access to the Moreton Bay Cycleway and Ross Ck Path.

Both state and local governments seek to increase walking in riding for economic, social and environmental reasons. However, if the proportion of trips taken by foot, cycle or personal mobility devices is to increase significantly, conditions need to improve for riders and walkers. Only 8% trips are made by foot, cycle or personal mobility device in Cleveland, as few workers, shoppers and visitors access the centre by these modes. Only 3% people walk or ride to work. If this is not addressed, more people will choose to drive as Cleveland and the city accommodate more residents and workers, which will make conditions for motorists more challenging.

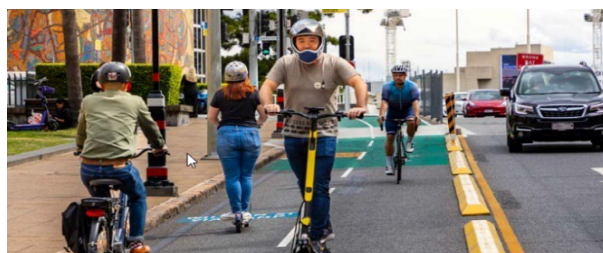


Figure 12: Physically separated rider lanes potentially attract a range of 'mainstream' riders, especially on busy roads

The rapid emergence of personal mobility devices (such as e-cycles, e-scooters and e-unicycles) reflects the role they can play in reducing car reliance for many trips. However, this

can lead to conflict with other modes, particularly with pedestrians, which needs to be addressed in streetscape design (Figure 12).

There is scope to shift car trips to more walking and riding trips. 25% all trips are less than 2 km long, with 50% being within 5 km. Longer distance trips are also possible where people combine their walk or ride with catching a bus, train or ride-share. Many of the solutions to increase walking and cycling trips are low cost, but high impact, such as awareness raising through signage and publications, use of apps etc.

2.5 Passenger Transport

The centre's role as the passenger transport hub for Redlands Coast means it is relatively well served by train and bus services, as well as community transport providers, when compared to other parts of the city. These services connect Cleveland to Brisbane and communities in between, as well as the islands, Redland Bay and Victoria Point. Cleveland rail station is adjoined by bus stops, end-of-trip facilities for riders, and Park 'n Ride, which enables interchange between modes (Figure 13).



Figure 13: Cleveland Train Station

Physical infrastructure supporting passengers is adequate for current usage levels. However, public transport mode share in Cleveland and the city is very low and was declining (at 3.5% before the introduction of 50 cent fares), as compared with inner and mid-ring metropolitan areas. Investigations reveal that, while public transport network coverage is generally extensive, most bus services are infrequent and service timetables invariably aren't synchronised, resulting in trips that take considerable time. Travel times on public transport don't compete with the those associated with driving. Another deterrent is the limited number of services running beyond peak periods and at weekends.

While the Cleveland rail line offers convenient access from bayside suburbs with train stations to Cleveland Centre, long travel times to Brisbane city can be a deterrent for commuters, resulting in many choosing to drive instead. Council continues to advocate to the state government to increase service frequencies and reduce travel times by duplicating the rail line.

There is scope to improve public transport by rationalising some services and increasing the frequency and duration of services connecting Cleveland to elsewhere in the city, especially for shorter trips (colonising some of the trips that are less than 5 km long). Community transport provides a vital role in better matching services to demand, especially for people with limited mobility or travel choices (Figure 14).



Figure 14: STAR services – providing aged care and disability support with on demand transport in Redland City

There is potential for greater use of “demand-responsive transport” services to fill in gaps not met by public transport services, particularly using rideshare and “Mobility as a Service” apps

on smart phones. Ride Share options (such as that operating from Weinam Creek) also increases travel options and can reduce the need to own a car (or second car).

3.0 A Transport Vision for Cleveland Centre

In response to the Master Plan, Council's Transport Strategy and the issues and opportunities impacting the transport system, the following vision defines the intent to deliver the transport system needed to support Cleveland's role in the city.

The transport network supports Cleveland Centre becoming a vibrant destination and gateway to Moreton Bay enabling residents, visitors and workers to reach leisure, shopping, jobs and other opportunities easily and safely by foot, while accessing the centre and areas beyond it by a range of modes

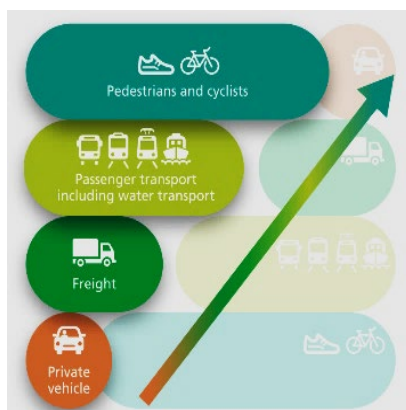


Figure 15: Prioritisation of transportation modes -
Source: Redlands Coast Transport Strategy

The vision articulates a transport system supporting Cleveland as a vibrant mixed use, medium density centre where people's everyday needs are met, and where walking and riding are safe and enjoyable ways to experience and access the centre. The transport vision reprioritises how public space is allocated in the Centre, consistent with Council's Transport Strategy Network Design Principles (Figures' 15 and 16).

Middle and Bloomfield Streets are reimagined as highly activated streets, with passenger and active transport focusing on a Middle Street boulevard linking RPAC to Toondah Harbour. These core streets connect to Raby Bay Harbourside via airbridges or signalised crossings that enhance pedestrian connectivity and safety. The rail station precinct includes an expanded bus interchange where all Cleveland public transport

services stop, integrated within a new commercial passenger transport hub.

Passenger transport becomes a viable alternative to driving and to parking in the centre for many trips, while parking is managed to support the revitalisation of Cleveland and to enhance access by various modes.

People will also be able connect to and through the centre, to access major destinations in and beyond it, such as the Redlands Health Precinct and Toondah Harbour.

The Vision map encapsulates this vision, with a grid defined by Wynyard, Queen and Waterloo Streets, as well as Shore Street West enclosing a pedestrian and rider friendly core (Figure 17). Shore Street West and Wellington Street/ Panorama Drive become the major north-south through routes. Active transport links, such as the Moreton Bay Cycleway and Ross Creek Pathway will be major walking and riding spines offering mostly off-road connections to surrounding suburbs and destinations.



Figure 16: Master Plan sketch, reflecting
Transit Oriented Design principles

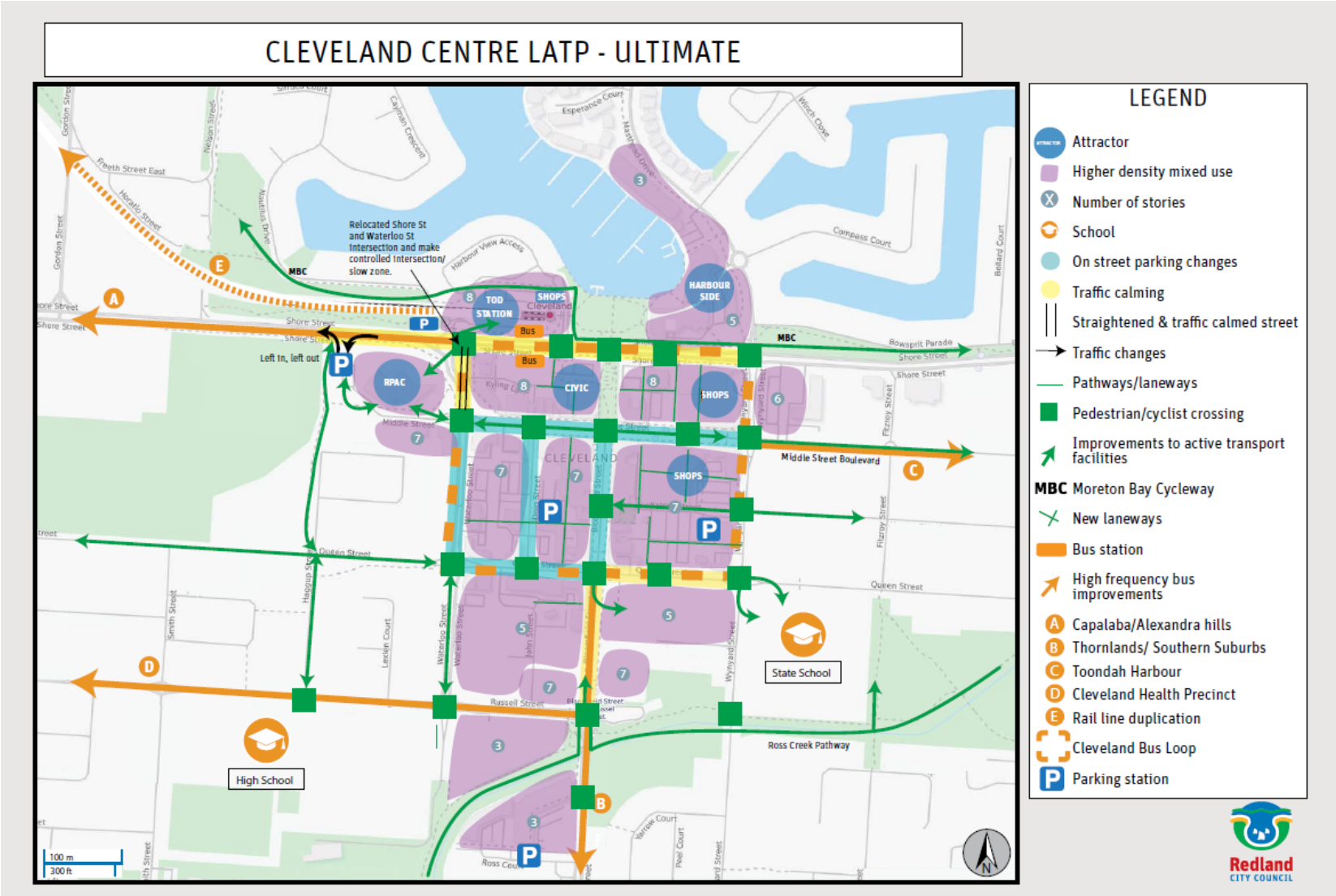


Figure 17: Cleveland Centre Transport Plan

4.0 Outcomes and Key Initiatives

This chapter expands the vision by defining outcomes that the community is seeking now and into the future, while describing key initiatives that will achieve these outcomes.

4.1 Outcome 1: The transport system supports a vibrant mixed use, medium density centre where people's everyday needs can be met locally.

Key Initiative 1.1: Facilitate transit orientated development.

Transit orientated development (TOD) optimises the amount of residential, business and leisure space within walking distance of public transport. This reduces the need to drive while also encouraging increased walking, riding and public transport patronage (Figure 18).

Council will work with the Queensland Government, developers and other stakeholders to unlock the potential for transit-orientated development in and around Cleveland Station and across the centre, to create a more vibrant precinct (Figure 19).



Figure 18: Envisaged Cleveland CBD as a TOD

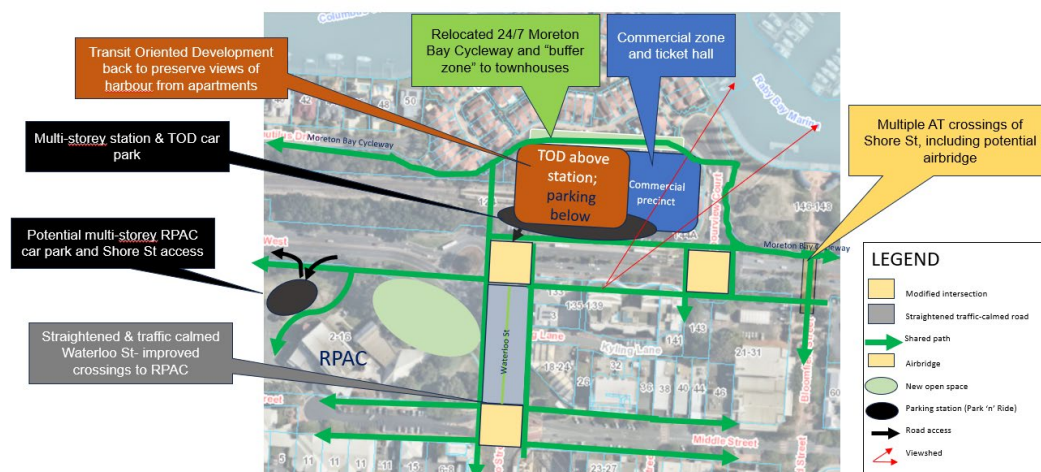


Figure 19: Indicative concept for potential redevelopment of the Cleveland Station Precinct

Key Initiative 1.2: Parking supports centre revitalisation and access

Vehicular parking is one of many ways people access centres. This initiative balances motorists' parking needs with the access needs of other users of the transport system.

Parking provision will also support development and the revitalisation of the centre. Increasingly, developers are providing a mix of access options that lessen the need for parking spaces. These include ride-share and end-of-trip facilities for riders and pedestrians. Council will support initiatives by developers that reduce the need to own a vehicle, but without compromising people's access needs. Council will update its parking standards accordingly.

Key Initiative 1.3: Provide end-of-trip facilities to encourage more sustainable travel.

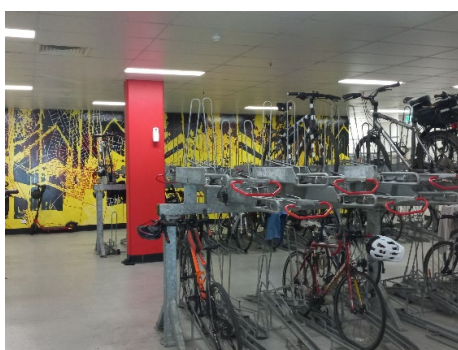


Figure 20: Undercover, indoor bicycle parking

Cycle and scooter parking can encourage people to ride to major destinations in the Centre rather than drive and provide riders secure facilities for their cycles or devices while they go about their business (Figure 20).

End-of-trip facilities include secure bike and scooter parking racks, lockers, showers and changing areas for those who commute to work or have business meetings in the Centre. Council will require developers to provide such facilities in any major new commercial buildings or health facilities. Council may work with developers or commercial operators to provide a "Cycle Centre" type facility, similar to that provided in Albert Street in Brisbane CBD.

Key Initiative 1.4: Cleveland centre streets are people focused.

As Cleveland Centre redevelops as a mixed use, medium density centre, and as passenger transport services are enhanced, more people will walk and ride around. Street space will be reallocated to support these modes, while improving and increasing the number of pedestrian crossings.

Space in Cleveland's streets will also be allocated to ensure that they continue to be relaxing places where people can socialise, enjoy performances and public art, protected by street trees and awnings over commercial buildings. This will contribute to the centre retaining its prominence as a unique attractive destination for residents, workers and visitors (Figure 21).



Figure 21: Cleveland outdoor dining

4.2 Outcome 2: Walking and riding are safe and enjoyable ways to experience, move around and get to Cleveland centre.

Key Initiative 2.1: Manage vehicular traffic to prioritise active travel in the centre



Figure 22: Envisaged streetscape with a mix of transport modes, prioritising safety and segregation

Managing the extent of vehicular access and traffic speeds are critical to creating a safe and walkable centre. Council will work with other agencies to reduce traffic speeds where there is the potential for conflict between active travel and motor traffic. Target locations are in the vicinity of destinations in the centre, such as on Waterloo Street between RPAC and Kyling Corner, across Shore Street West to the rail station and Raby Bay Harbourside. This may also entail physical interventions that encourage lower speeds (Figure 22).

Key Initiative 2.2: Implement Active Transport Network Plans to enhance the quality and safety of pedestrian settings, while improving access for people with limited mobility.

Active Transport Network Plans identify actions to improve pedestrian and rider environments on key links in and to destinations for people of all ages and abilities that enhance safety and accessibility of facilities for these modes. Actions include crossing improvements, widened and improved paths and enhanced supporting facilities, such as wayfinding signage and universally accessible facilities for people with limited mobility.

Key Initiative 2.3: Safe crossings are provided that enhance access between destinations.

Cleveland Traffic and Transport Study and other studies identified several intersections that may be modified to enhance walker and rider safety and their ease of access around the centre. These typically comprise heavily trafficked streets where roundabouts could be replaced by raised crossings (Figure 23).



Figure 23: Raised pedestrian crossings at an intersection

Key Initiative 2.4: Increase the number of laneways to enhance active transport accessibility.



Figure 24: Alto Walk in South Brisbane

Long streets and large development sites will be punctuated by pedestrian links where there is or could be significant pedestrian and rider traffic. This will entail creating mid-block laneways, which provide pedestrian spines connecting the centre to surrounding neighbourhoods and attractors (such as the two schools).

Laneways can potentially be vibrant activated spaces (Figure 24). Council's City Plan will include a laneways map that can guide development in the centre.

4.3 Outcome 3: Passenger transport is a viable alternative to driving a private vehicle.

Key Initiative 3.1: Support public transport infrastructure upgrades

Council will continue working with the state government to seek upgrades to major public transport infrastructure, which improve the capacity, efficiency and reliability of services. Council will continue to advocate for duplication of the Cleveland rail line from Manly to Cleveland (Figure 25).

Council will provide appropriate supporting infrastructure, such as bus stops, lighting and pathway connections. Council will continue advocating for an upgraded bus-rail interchange at Cleveland Station.



Figure 25: Queensland Rail train.

Key Initiative 3.2: Advocate for enhanced public transport services to encourage greater ridership.



Figure 26: Bus station at Cleveland Station

Council will continue to seek increased levels of service for public transport, through more frequent, convenient and direct services that reduce travel times, and which span longer durations on each day.

Council will also advocate for more integrated services and timetabling, so that passengers can interchange between passenger transport modes and with other modes, while also accessing destinations in and beyond the centre

more readily (Figure 26). This includes enhanced service frequencies from Cleveland Centre to Cleveland Hospital, Capalaba and Toondah Harbour.

Enhancements to the Cleveland line and Cross River Rail should enable express and more frequent services to run between Cleveland, Park Road and the Brisbane CBD.

Council will work with the state government and others to support the potential provision of passenger ferry services from Raby Bay Harbour.

Key Initiative 3.3: Support On-demand and rideshare travel options

On-demand and rideshare transport will be supported through the allocation of public spaces in the heart of the centre (such as on Middle Street and the Doig Street car park).

Council will work with rideshare companies to ensure that the community has access to communications technology, such as rideshare apps that are accessible online and on smartphones (Figure 27).



Figure 27: Weinam Creek Car Share

Key Initiative 3.4: Expand community transport services to meet needs of those with special needs

Community transport will play an increased role by providing a service to those who have limited travel options, are unable to access public transport or are mobility impaired (Figure 28). Council will continue to support community transport providers by grant funding and by designating more set down and waiting areas for providers.



Figure 28: STAR Transport is one of several community transport providers in the city

4.4 Outcome 4: Manage parking to support revitalisation of and access to the centre.

Key Initiative 4.1: Implement a Destination Access Plan that supports appropriate access as the Centre evolves into vibrant mixed use, medium density centre.

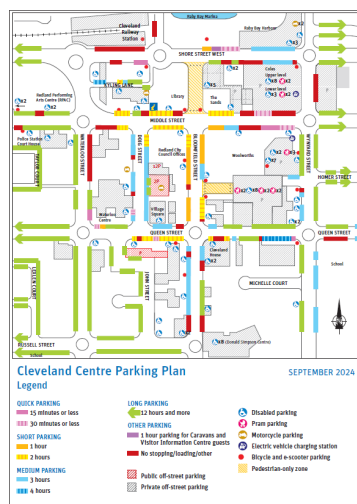


Figure 29: Cleveland Centre Parking Plan, 2024

Public parking will be managed to ensure that there is equitable access to the centre. Over time, the Centre's streets will transition from vehicular parking being the dominant feature to one that accommodates a range of modes. The streets will also include more space for pedestrian activity, for people with special needs and street life.

Public parking in core streets will continue being allocated and managed to ensure efficient turnover, while longer duration parking for Cleveland workers will be available in surrounding streets or off-street (Figure 29).

Council will continue to encourage managers of off-street car parks to inform their customers of available spaces, to make under-utilised spaces available to staff or provide incentives to travel by means other than driving to work.

Council will continue to require development to provide off street parking for customers, residents and some workers as outlined in City Plan.

Council will also utilise technology to not only assist with managing parking but, where appropriate, to provide visitors with information on where parking is available.

Should parking management approaches be shown to not meet people's access needs, Council will investigate what can be done to enhance this. Any consideration of additional parking should be supported by rigorous assessments of supply and demand and the delivery of access and parking relative to the costs and benefits of doing so.

Key Initiative 4.2: Provide set down areas for community transport and rideshare

Public street parking will be managed to ensure that the centre remains highly accessible, with special consideration for people with limited mobility, ride-share (such as taxis and car share), community transport and those who ride to the centre.

Spaces will be allocated on streets with the greatest pedestrian footfall, or near major destinations in Middle Street, Bloomfield Street, Redlands Performing Arts Centre or around Cleveland Station.

Council will work with the state government and providers to consider locating bus routes and stops to skirt the core streets, which will ensure that no part of the centre is greater than 250 metres walking distance from a bus route. These services could use Wynyard, Queen, Waterloo and Shore Street West.

Key Initiative 4.3: Provide parking for riders.

Parking spaces will be provided in prominent locations for cycles, personal mobility devices and motorcycles. This will make it easier for people to ride into the centre. New parking will be close to destinations, such as near shopping centre entries along Bloomfield and Middle streets, near the Cleveland Library, Redlands Performing Arts Centre and Raby Bay Harbourside (Figure 30).

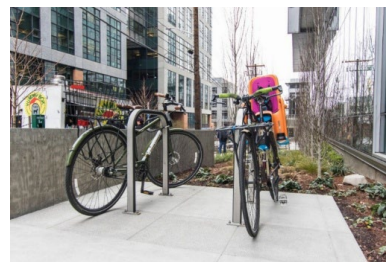


Figure 30: Cycle parking

Key Initiative 4.4: Promote Smart Travel options that reduce the need to drive and park in the centre

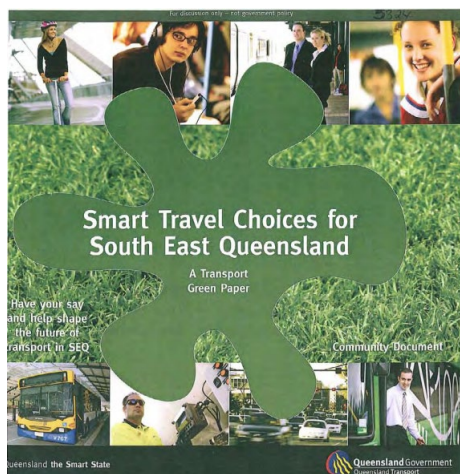


Figure 31: QLD Government Smart Travel Choices Green Paper

Smart Travel choices entail balancing support for different modes of transport and to encourage travel behaviour change to sustainable modes, such as public and active transport (Figure 31). This, in turn, reduces the need for parking and the impact this has on town centres.

Council will work with others to encourage a shift in travel behaviour. This will include increasing awareness of alternative travel options to driving a private vehicle, providing information and supporting events (such as Ride2Work Day) that encourage greater walking, riding and use of public and community transport.

Working from home at least one day a week is one strategy that reduces congestion on the city's road networks and reduces parking demand.

4.5 Outcome 5: Improve connections between the centre, and through it, to destinations in Cleveland and beyond.

Key initiative 5.1: Accommodate through-travel while facilitating pedestrian and rider access to major destinations in the centre.

The need for through-travel will continue in the future as the suburb of Cleveland grows, as more people access Toondah Harbour to access Minjerribah, and as further urban growth occurs in southern parts of Redland city.

Shore Street West will continue to be the major thoroughfare for private vehicles. However, traffic calming and reduced posted speeds will be required to enable enhanced pedestrian and rider access to the rail station, Raby Bay Harbourside, Redlands Performing Arts Complex (RPAC) and residential areas from Middle Street.

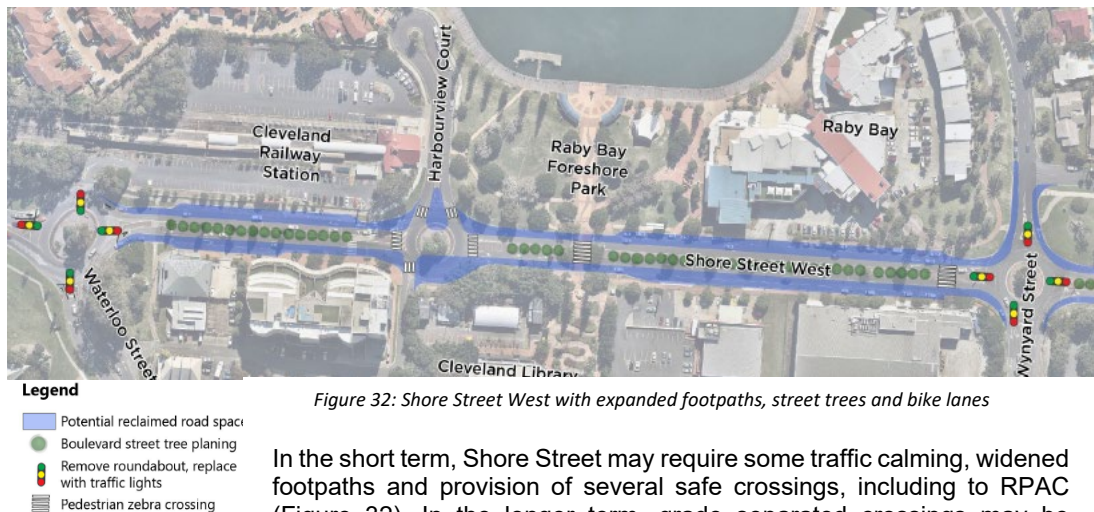


Figure 32: Shore Street West with expanded footpaths, street trees and bike lanes

In the short term, Shore Street may require some traffic calming, widened footpaths and provision of several safe crossings, including to RPAC (Figure 32). In the longer term, grade separated crossings may be required, depending on how the centre and surrounding areas develop and volume of traffic using Shore Street.

The Moreton Bay Cycleway will be relocated through Raby Bay Harbourside to create a safer and more legible route through Cleveland and through the station precinct.

Bloomfield Street south of Ross Creek requires enhanced pedestrian and rider access and a crossing to the Ross Court Precinct, bearing in mind that this road will continue to attract a significant number of trips.

Key Initiative 5.2: Modify the functions of the road network

Core streets within the centre frame (Wynyard, Queen, Waterloo and Shore Street West) will serve the commercial heart of Cleveland, where pedestrian, rider and passenger transport movement will be prioritised over private vehicle activity on the streets.

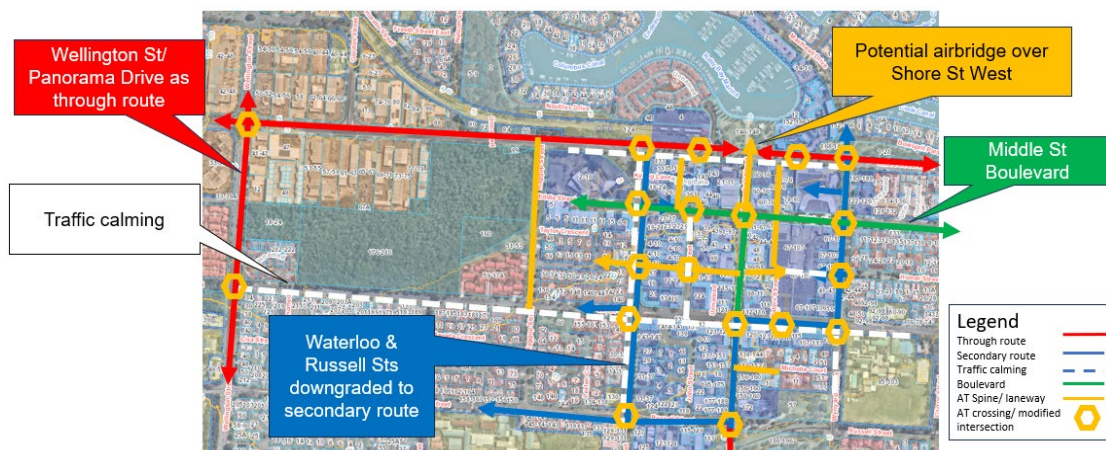


Figure 33: Modify the function of the road network in and around Cleveland Centre

The upgrade of Wellington Street/ Panorama Drive will enable those streets to assume the north-south through- route function currently being performed by Waterloo and Russell Streets. Council will work with the Department of Transport and Main Roads (TMR) to reduce posted speeds on those streets and to traffic calm Waterloo and Russell Streets to enhance pedestrian and rider safety, while enhancing access to destinations, such as RPAC and the Justice precinct (Figure 33).

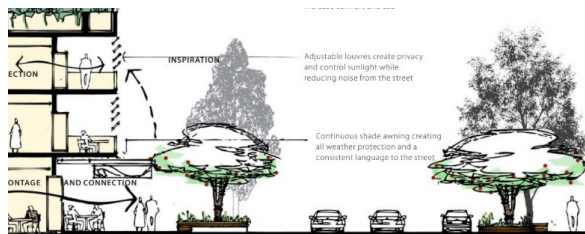


Figure 34: Potential Middle Street Boulevard, from RPAC to Toondah Harbour

Middle Street (from RPAC to Toondah Harbour) will be transformed into a 'sustainable travel boulevard', prioritising walking, riding and passenger transport, while creating a safe and shady route connecting the centre to major destinations (Figure 34).

Key Initiative 5.3: Enhance the network of paths and low trafficked streets connecting Cleveland Centre to major destinations and suburbs beyond it



Figure 35: Cleveland Walking Network Plan
(TMR, 2023)

Council will enhance the network of paths and local streets that enable pedestrians and riders to safely access locations beyond the centre, such as Redland Hospital, Thornlands, Victoria Point and the railway suburbs.

While there are extensive pathway networks in and around the centre, many of these will be upgraded and missing sections completed. The Moreton Bay Cycleway and Central Greenway (between Capalaba and Cleveland) will be upgraded, and the Northern Greenway priority cycle route completed between Cleveland and Thorneside. The Ross Creek path will also be enhanced. Other initiatives, identified in the Cleveland Walking Network Plan, will be delivered in the next 20 years (Figure 35).

5.0 Implementation and Review

The LATP identifies potential transport initiatives to be delivered over the next 20 years to support the revitalisation of Cleveland Centre and offer improved connectivity, access and travel choice for businesses, visitors, workers and residents.

While the plan has categorised initiatives into short (within the next 5 years), medium (by 2036) and long term (by 2046) timeframes, they are for guidance only and will be subject to Council and other government funding priorities and the rate which the centre is redeveloped. Bearing in mind delivering the *Master Plan* vision has been slow to realise, much of what will happen in the future will be driven by a range of triggers. These might include:

- 1) Development triggers, resulting from one large development in the centre or in the suburb, or the cumulative effect of multiple developments happening over a short period of time.
- 2) The state or federal government delivering key infrastructure upgrades (such as the Cleveland rail line duplication or strategic route changes), substantially boosting public transport services, increasing their funding commitments or devolving government services to Cleveland Centre.
- 3) Successful behaviour change or travel demand management initiatives that change how and when trips are made to and through the centre.

The delivery of the LATP is a shared responsibility. While Council plays a key role, it controls only part of the transport network, with many of the major roads and the public transport network being the responsibility of the state government. The commonwealth government also offers grants to state and local governments and sets standards, which apply to all governments. Developers also deliver parking, paths, roads and other community infrastructure and make contributions according to Council's Local Government Infrastructure Program for trunk infrastructure, which partly defrays costs for some infrastructure. The community plays a role by how and when people travel and how often they do so.

The following figures provide an indication of the initiatives that Council will support, advocate for or deliver over the short, medium and long terms:

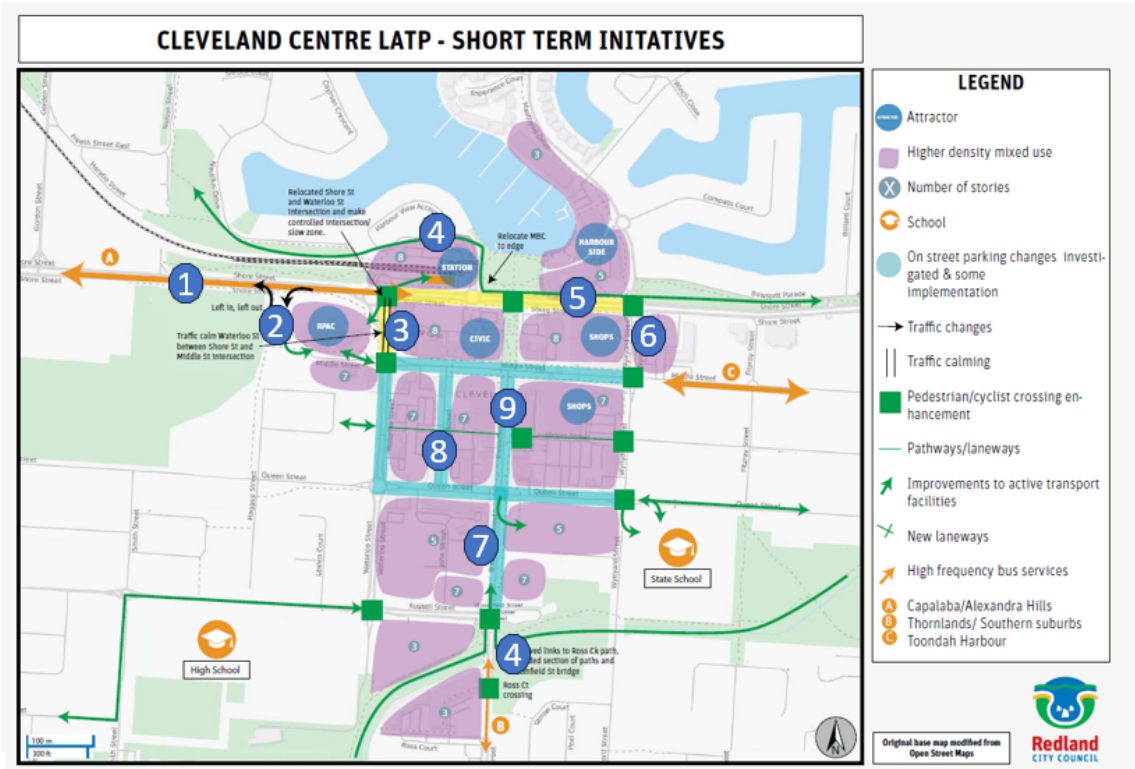
Time interval	Focus
Short Term (next 5 years)	The groundwork for large development or another major trigger is established by up-front investment in public and active transport that trigger mode shift. Streetscape enhancements improve connectivity and accessibility to major destinations in and around the centre, especially by active transport modes.
Medium Term (2030-2036)	This stage sees a significant enhancement in passenger transport services and further improvements in active transport infrastructure in response to significant development occurring.
Long Term (2037- 2046)	This stage would see substantial changes to streets to support development and centre activation, with the majority of parking occurring off street within development sites. Investigations would be undertaken to determine the viability of multi-deck parking on the edges of the centre.

The program of initiatives will be reviewed every 5 years and adjustments made to reflect progress, government commitments, funding and likely triggers.

5.1 Potential Short-Term Initiatives (Next 5 years)

Ref	Initiative
1	Improved public transport services
2	Improved RPAC access -left in, left-out
3	Liaise with DTMR to modify Waterloo St to improve active transport access between RPAC, public transport & rest of centre
4	Improved access and relocating Moreton Bay Cycleway & Ross Ck access
5	Traffic calm Shore St West
6	Modify intersections to enhance public and active transport accessibility
7	Improved facilities for people with limited mobility
8	Incremental changes to parking to improve efficiency and access
9	Complete Cleveland destination access plan

Figure 36: Cleveland Centre LAMP- short term initiatives



5.2 Potential Medium-Term Initiatives (2030 to 2036)

Ref	Initiative
1	Advocate for rail duplication to proceed before 2032 SEQ Olympics
2	Advocate to state government for bus station and bus loop around centre
3	Advocate for direct high frequency bus services to hospital and to south of city
4	Work with state government and developers to support development of <u>transit oriented</u> development and relocated park 'n' ride in vicinity of Cleveland Station
5	Modify intersections & crossings to enhance access for public transport, pedestrians and riders
6	More laneways provided when redeveloped
7	Improved Ross CK path
8	Staged development of Middle between RPAC and Toondah Harbour
9	Parking management with Smart Travel initiatives

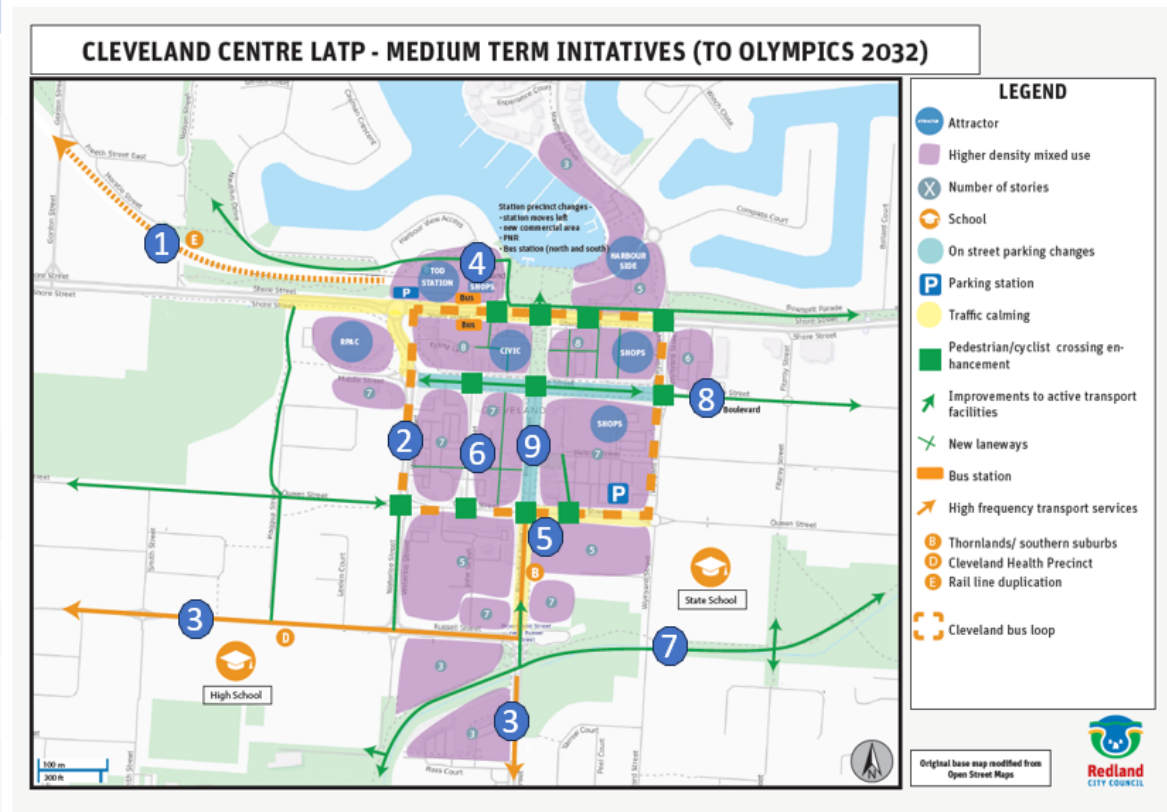


Figure 37: Cleveland Centre LATP- medium term initiatives

5.3 Potential Long-Term Initiatives (2037-2046)

Ref	Initiative
1	Investigate viability of possible parking stations- RPAC, Doig St and Ross Ct
2	Developments with off-street parking and end-of-trip facilities
3	Street changes to support development, improved facilities for pedestrians & riders, and for centre activation

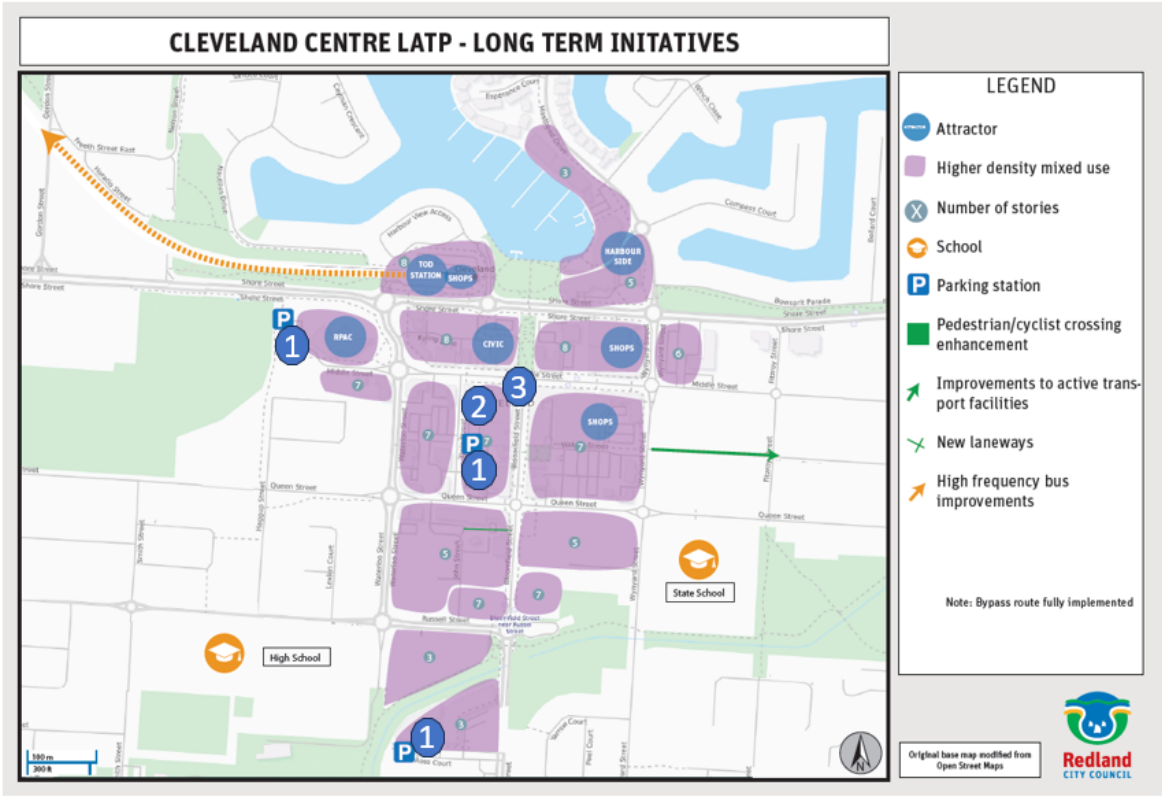


Figure 38: Cleveland Centre LATP- long term initiatives

More Information

Glossary

Active transport: means walking and riding. This includes travel by foot, cycle, personal mobility devices (such as e-scooters and e-cycles) and wheelchair or mobility scooter. It excludes riding an animal or motorcycle.

City Plan: Redland City Council's town planning scheme for developing Redlands Coast, in accordance with ShapingSEQ.

Community Transport: means a service that is supported by a person/people of the community who help transport those in disadvantaged situations who may not be able to access or afford normal transport.

Core Streets: comprise Bloomfield Street from Ross Court northwards, Middle Street from the Redlands Performing Arts Complex to Wynyard Street, and Doig Street.

Demand Responsive transport: a shared private transport that adjusts to where the demand needs it. It does not follow a timetable or a fixed route.

Destination Access Plan: Redland City Council is preparing destination access plans for key destinations in the city. These plans seek to optimise the community's access to these destinations, including addressing current and future parking demand.

End of trip facilities: Facilities that help encourage and support people who walk or cycle to work (bike or scooter parking/storage, locker facilities, showers and change rooms, ironing facilities, hairstyling tools, etc.)

Local Area Transport Plans (LATPs): Local area transport plans are specific projects that will address transport issues across an area. The development of a LATP will include centres, schools, transport hubs and corridors and seeks to clearly define the desired transport outcomes in relation to movement, accessibility, and connectivity. These outcomes will be considered in the context of network pressures such as population growth, mode share and infrastructure requirements.

Master Plan: Cleveland Centre Master Plan 2010.

Mode: a method of moving people or goods from one place to another. They include walking, riding a cycle or personal mobility device, mobility scooters, private vehicles and trucks, buses, trains, ferries and other forms of passenger transport.

Passenger transport: meaning a form of transport that carries multiple people from one location to another, usually for a fee. This could be by water, land, or air, by using buses, trains, airplanes, and automobiles.

Redlands Coast Transport Strategy (2020): The Redlands Coast Transport Strategy is Redland City Council's strategy that provides the direction for developing the transport system in Redland city over the next 20 years. The strategy's life aligns with the timeframes defined in the Council's City Plan and the Southeast Queensland Regional Plan 2017 (ShapingSEQ).

Ride Share: means a service that allows you to book a driver with a private vehicle from any location.

Riding: means riding cycles but also wheeled recreational devices (such as foot scooters and skateboards), as well as micro-mobility devices (such as e-bikes, e-scooters and other personal mobility devices). It excludes riding an animal or motorcycle.

Regional Plan: synonymous with ShapingSEQ 2023: see below.

RPAC: Redland Performing Arts Centre, Cleveland

ShapingSEQ 2023: The Queensland government's long-term vision for handling urban growth in the changing Southeast Queensland region by accommodating for future population growth while sustainably enhancing our communities and maintaining the south east Queensland we love.

Street activation: the process of enabling more pedestrian activity on a street that enhances the environment into a more attractive and vibrant space (street theatres, cafes, outdoor dining, street performances, farmer's markets, etc.).

Sustainable (travel) modes: any mode that has a reduced carbon output, as compared with private vehicles. This includes buses, trains, ride share or non-motorised transport (bike, walking, etc.).

TMR: Department of Transport and Main Roads (Queensland Government).

Transit Orientated Development (TOD): transit orientated development means the creation of a network of well-designed, human scale-urban communities focused on public transport. TODs are characterised by rapid and frequent public transport, high accessibility to public transport, a mix of residential, retail, commercial and community uses, high quality public spaces and streets that are walking and rider friendly, medium to high density development within 800m of the public transport station, with reduced rates of car parking.

The term TOD is often used incorrectly to describe a single development adjacent to or above a public transport station. TOD refers to the set of principles applying to the broader precinct surrounding the station, rather than any individual development within it.

Transport Strategy: Redlands Coast Transport Strategy 2020, Redland City Council, 2020.

Walking: means walking but also running, jogging and using mobility aids such as walking frames and wheelchairs (including electric wheelchairs/motorised mobility scooters).

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Disclaimer

The information contained in this document, or its attachments, is to the best of our knowledge accurate at the time of authorising the printing of the publication **in June 2025**. Any representation, statement, opinion or advice expressed or implied in this publication is made in good faith for general information purposes and on the basis that Redland City Council, its agents and employees are to the extent permissible by law, not liable (whether by reason of negligence, lack of care or otherwise) to any person for any damage or loss whatsoever which has occurred or may occur in relation to that person taking or not taking (as the case may be) action in respect of any representations, statement or advice referred to above.



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15.11 REDLANDS COAST BIOSECURITY PLAN 2025-2030**Objective Reference:** A11690443**Authorising Officer:** David Jeanes, Acting General Manager Community & Customer Services**Responsible Officer:** Graham Simpson, Group Manager Environment & Regulation**Report Author:** Michael Goode, Threatened Species and Biosecurity Advisor**Attachments:** 1. Draft Redlands Coast Biosecurity Plan 2025-2030 [↓](#)**PURPOSE**

To seek Council approval for adoption of the Redlands Coast Biosecurity Plan 2025-2030. It is a legislative requirement of the *Biosecurity Act 2014* that local governments have a biosecurity plan relevant to their local government area (LGA).

BACKGROUND

The Queensland Government enacted the *Biosecurity Act 2014* on 1 July 2016. The *Biosecurity Act 2014* requires all Queensland local government areas to develop a strategic and inclusive biosecurity plan addressing state designated 'Prohibited Matter' pest plants and animals and other pests relevant to the LGA.

Council must manage regulated pest animals and weeds to a level that is considered 'reasonable and practical' on our freehold and trustee land. The draft Redlands Coast Biosecurity Plan 2025-2030 (the Biosecurity Plan) prioritises regulated animals and weeds according to their local prevalence and indicates to Council's operational programs and the community what actions can be considered reasonable and practical for various pest animals and weeds present.

General Biosecurity Obligations (GBO)

As Council is a significant stakeholder in the direct management and monitoring of invasive plants, pest animals and pest fish, it must meet its GBO under the *Biosecurity Act 2014*. This includes taking all reasonable and practical steps to prevent and minimise a biosecurity risk, in particular those listed as prohibited and restricted matter and of a locally high threat.

The *Biosecurity Act 2014* states that all Queenslanders are responsible for managing biosecurity risks that are under their control, that they know about, or should reasonably be expected to know about. Therefore, landowners are required to take actions to fulfil the GBO to reduce the spread of weeds and pest animals as laid out in the *Biosecurity Act 2014*.

ISSUES

The previous plan, *Redlands Coast Biosecurity Plan 2018-2023*, was effective in improving collaboration between operational teams within Council dealing with biosecurity matter. It saw the biosecurity surveillance program created to enforce the *Biosecurity Act 2014* and record data about pest species presence and distribution.

The review process identified that the updated plan should feature:

- Shorter overall length
- Updated action plan
- Accessible language to be more relevant for the community
- Guidance on roles and responsibilities

- Streamlined pest species prioritisation lists - from three zones to one LGA wide list
- Reduced number of pests in higher management objectives
- Pest fish section removed, as responsibility lies with the State Government
- The addition of red imported fire ants as a significant biosecurity issue

The new Biosecurity Plan outlines 'reasonable and practical measures' to prevent the spread of invasive species. It is well known that invasive species can have a significant impact on the economy, environment, community, and human health. Reducing these impacts relies on everyone taking steps to understand and meet their responsibilities within the biosecurity system.

The proposed Biosecurity Plan contains a prioritised list of pest animals and plants assessed for local risks using an objective, systematic assessment process and data from the Biosecurity Surveillance Program 2018-2023 (the program). The program identified 12 species that are present in only limited areas and are feasible for eradication. The program identifies a further 13 species to be targeted for containment to reduce their populations.

Both Council and the community have key responsibilities under this five-year plan. Three critical actions identified include: establishing a second Biosecurity Surveillance Program, securing resources for Council's red imported fire ant suppression program and continuing Biosecurity Working Group meetings.

The proposed new Biosecurity Plan serves as a practical guide for both Council and the community, outlining clear actions to take when invasive species are identified. Through collective action, we can reduce the impact of invasive species and help safeguard Redlands Coast's natural environment, economic productivity and community lifestyle, now and into the future.

Action Plan

The proposed Biosecurity Plan includes an action plan to help operationalise the Plan and outline the responsibilities for implementation. The action plan seeks to provide practical, realistic, targeted and achievable actions to achieve this goal in 16 specific actions, down from 20 in the previous Plan.

For each action, the action plan outlines the implementation methods, responsible Council work areas, performance measures, timeframes, implementation partners and indicative implementation costs.

All actions within the action plan must take into consideration timing and costs, control methods, prevention, non-target damage, animal welfare workplace health and safety, monitoring, new research and operational procedures. These will all contribute to meeting Redland City Council's GBO and are the responsibility of the relevant work areas.

STRATEGIC IMPLICATIONS

Legislative Requirements

The proposed Biosecurity Plan is non-statutory. The role of the Biosecurity Plan is to provide a strategic and operational focus to short and long-term prioritised planning and management of biosecurity matter.

However, the development of a Biosecurity Plan is a statutory requirement under the *Biosecurity Act 2014* and Council has a direct responsibility to deliver upon it. The plan is to outline achievable objectives, strategies, responsibilities and evaluation of effectiveness. It must also be available to the community.

Council can enforce biosecurity requirements using provisions within the *Biosecurity Act 2014* and can apply management options for invasive plants and pest animals under *Local Law No. 3 (Community and Environment Management 2015)*.

Everyone has an obligation to prevent the spread of biosecurity matter. The GBO mandates that all individuals take reasonable and practical steps to prevent the spread of biosecurity matter under their control. As a central tenet of the Act, the GBO promotes a flexible, risk-based approach to biosecurity management by matching response actions to the level of harm or risk posed by the invasive biosecurity matter.

Risk Management

A number of risks eventuate if Council does not adopt a new Biosecurity Plan, such as:

- Without a new plan there is a risk that the State Government can take action due to Council being non-compliant with its responsibilities under the *Biosecurity Act 2014*.
- Without adoption of a new Biosecurity Plan there may be reputational impacts to Council.
- Not meeting Council's Operational Plan and Corporate Plan outcomes for the Natural Environment.

Financial

A key aim of the plan is to focus existing resources on the identified priority biosecurity matter. Many of the actions outlined in the action plan are expected to be delivered within existing Council budgets and officer responsibilities. In some instances, resources from current programs across relevant Council departments may be reprioritised to support implementation, with responsibility for this reprioritisation resting with the relevant work areas.

While a significant number of actions in the Biosecurity Plan are expected to be delivered as part of Council's business as usual activities, some actions may require additional operating funding in future years.

This includes potential funding for education and promotion activities to internal and external stakeholders, the addition of a second Biosecurity Surveillance Program Officer, and ongoing support for the Fire Ant Management Program.

All funding required to support implementation beyond existing resources will be subject to future budget deliberations and prioritised through Council's normal budget processes.

The majority of current funding for the Biosecurity Plan is provided by the Environment and Coastal Management special charge.

People

Each of the 16 actions listed in the action plan are the responsibility of specific areas within Council, associated with existing roles. Many of the actions are a continuation from the previous plan.

However, the new Biosecurity Plan has identified that to deliver a renewed Redlands Coast Biosecurity Surveillance Program - which monitors, records and upholds compliance of biosecurity matters - has a requirement for an additional officer to meet the needs of the program. At present Council has a single Biosecurity Officer within the Compliance Services Unit.

As noted in the financial section of this report, any additional role would be subject to consideration in accordance with normal budget processes.

Environmental

The plan aims to protect environmental values, including threatened species, core habitat, ecological function, water quality, biodiversity and wildlife networks. The management of pest plants and animals will be conducted by trained professionals and adhere to the relevant Agricultural Pesticide and Veterinary Medicines Authority (APVMA) permit conditions for herbicides and poison products.

Social

Biosecurity threats can significantly impact the broader Redlands Coast community. The region's lifestyle, recreational opportunities, agricultural productivity, and certain industries are at risk from invasive plants and pest animals. This plan aims to take a strategic approach by working collaboratively with the community and stakeholders to reduce these impacts—fostering a more informed and proactive Redlands Coast

Human Rights

The Biosecurity Plan does not propose actions or responsibilities that are incompatible with the protection of human rights according to Section 58 of the *Human Rights Act 2019*.

Alignment with Council's Policy and Plans

The proposed new Biosecurity Plan aligns to the following items in *Our Future Redlands – A Corporate Plan to 2026 and Beyond*:

- 4.1 Natural Environment - Manage, maintain and enhance our natural assets and ecosystems, including wildlife protection, vegetation management, and marine and waterway health and values.

The Biosecurity Plan also supports the delivery of statements 1, 2, 5, 6 and 8 in the Natural Environment Policy ENV-001-P.

1. Protecting, enhancing and restoring the natural terrestrial and aquatic values of the city.
2. Enhancing and restoring Council's protected areas and strengthening the connections between core habitats
5. Maintaining and protecting the values and health of the network of trees and other vegetation that exist in urban areas on both public and private properties, through proactive tree maintenance programs, education and regulatory measures.
6. Working in partnership with the community through action-oriented collaboration, partnerships, and extension programs that empower landholders and the broader community as environmental stewards and citizen scientists.
8. Integrating the importance of environmental values and legislative obligations and duties into Council's general business, planning and staff training to ensure innovation, effective communication and collaboration between officers.

The proposed new Biosecurity Plan has further alignment to other legislation and policy as follows:

- Kunming-Montreal Global Biodiversity Framework
- National Biosecurity Strategy 2022–2032
- Australian Pest Animal Strategy 2017–2027
- Australian Weeds Strategy 2017–2027
- Queensland Biosecurity Strategy: our next five years 2024–2029
- Queensland Invasive Plants and Animals Strategy 2025–2030

CONSULTATION

Consultation has been conducted with stakeholders and officers in the Redlands Coast Biosecurity Working Group. The Biosecurity Working Group is a network of officers from within Council and external agencies that cooperate and collaborate to deliver control programs for pest animals and weeds across the city. The teams involved are:

- Parks and Conservation Unit
- Compliance Services Unit
- Environment and Education Unit
- Compliance and Reporting Unit (Environmental Management Systems)
- Health and Environment Unit
- Biosecurity Queensland
- Seqwater
- Queensland National Parks and Wildlife Service
- Healthy Land and Water
- Department of Transport and Main Roads

The Biosecurity Plan review and development was conducted with valuable input from officers at the Biosecurity Working Group meetings, and specifically as follows:

Consulted	Consultation Date	Comments/Actions
Service Manager Environment and Education	October 2024 and May 2025	Reviewed draft
Service Manager Parks and Conservation	October 2024	Reviewed draft
Service Manager Health and Environment	October 2024	Reviewed draft
Service Manager Compliance and Reporting	October 2024	Reviewed draft
Principal Adviser Environment	October 2024	Reviewed draft
Principal Environmental Strategic Planner	October 2024	Reviewed draft
Principal Adviser Parks and Conservation	October 2024	Reviewed draft
Principal Adviser Roads Drainage and Marine	October 2024	Reviewed draft
Team Leader Local Laws	October 2024	Reviewed draft
Team Leader Animal Management	October 2024	Reviewed draft
Senior Conservation Officer	October 2024	Reviewed draft
Team Leader Extension Programs	October 2024	Reviewed draft

OPTIONS**Option One**

That Council resolves as follows:

1. To adopt the Redlands Coast Biosecurity Plan 2025-2030 with commencement date of 1 July 2025.
2. To note the Redlands Coast Biosecurity Plan 2018-2023 will remain effective until 30 June 2025, then retired and removed from the Strategy and Plan Register.
3. To authorise the Chief Executive Officer to make any necessary minor administrative and formatting amendments prior to final publication.

Option Two

That Council resolves to seek further information before adopting the Redlands Coast Biosecurity Plan 2025-2030.

OFFICER'S RECOMMENDATION

That Council resolves as follows:

1. **To adopt the Redlands Coast Biosecurity Plan 2025-2030 with commencement date of 1 July 2025.**
2. **To note the Redlands Coast Biosecurity Plan 2018-2023 will remain effective until 30 June 2025, then retired and removed from the Strategy and Plan Register.**
3. **To authorise the Chief Executive Officer to make any necessary minor administrative and formatting amendments prior to final publication.**

Redlands Coast Biosecurity Plan 2025-2030



Executive Summary

The *Redlands Coast Biosecurity Plan 2025-2030* (the Plan) ensures the continuation of a robust biosecurity framework to manage risks to Redlands Coast's naturally wonderful lifestyle and environment.

The *Biosecurity Act 2014* (the Act) requires all Queensland local governments to develop biosecurity plans. This Plan outlines 'reasonable and practical measures' to prevent the spread of invasive species. Invasive species can have a significant impact the economy, environment, community, and human health. Reducing these impacts relies on everyone taking steps to understand and meet their responsibilities within the biosecurity system.

The Plan contains a prioritised list of pest animals and plants assessed for local risks using an objective, systematic assessment process and data from the Biosecurity Surveillance Program 2018-2023 (the program). The program identified 12 species that are present in only limited area and are feasible for eradication. The program identifies a further 13 species to be targeted for containment to reduce their populations.

Council and the community have responsibilities under this five-year plan. Three critical actions identified are: establishing the second Biosecurity Surveillance Program, resourcing Councils suppression program for red imported fire ants and continuing Biosecurity Working Group Meetings. These meetings help Council's team deal with biosecurity and keep up to date with developments. The previous biosecurity plan and Council's corporate values have fostered strong internal and external relationships that contribute to biosecurity management through a 'one team' approach.

This Plan is a practical guide for Council and the community, outlining actions to take when invasive species are identified. Collective efforts will reduce the impact of invasive species, protecting the natural environment of Redlands Coast now and into the future.

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Section 1 Acknowledgement of Country

In the spirit of reconciliation, Redland City Council acknowledges the Quandamooka people, the Traditional Custodians of their Country, and their enduring connection to land, waters, and community. We pay our respects to their Elders, past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples.



KANARA MALARA - ONE PEOPLE

Kanara Malara, a reconciliation artwork created by Quandamooka artist Joshua Walker, tells a story of coming together, shared empathy, open discussion, commitment and moving forward. It is the centrepiece of Council's inaugural Reconciliation Action Plan, released in 2019. We invite you to share Council's journey and embody our guiding reconciliation principles.

Section 2 Introduction

The Redland City Council local government area (LGA) includes mainland and island communities, forming much of Quandamooka country. The region's environmental assets, cultural history, and natural beauty underscore Redlands Coast as a biodiverse, liveable city. Maintaining a thriving natural environment is essential to support the resilience of Redlands Coast, especially as the area attracts more residents, tourists, and businesses.

Invasive plants and animals present significant challenges. They can lead to biodiversity loss, threaten key species, impact the economy, and diminish social amenity and human health. The cost to Australia's economy from invasive species exceeds \$25 billion annually, excluding unquantified environmental impacts (Commonwealth Scientific and Industrial Research Organisation (CSIRO) 2021¹).

Under the Act each Queensland local government must develop a biosecurity plan to manage invasive biosecurity matter. The Act imposes a general biosecurity obligation (GBO) on everyone to prevent or minimise biosecurity risks by taking all reasonable and practical steps. The Redlands Coast Biosecurity Plan 2025-2030 (the Plan) follows Australia's strategic biosecurity framework, for local delivery. The Plan defines obligations, responsibilities, and commitments in managing the threat of invasive biosecurity matter through a risk-based management approach and shared responsibility (Figure 1).

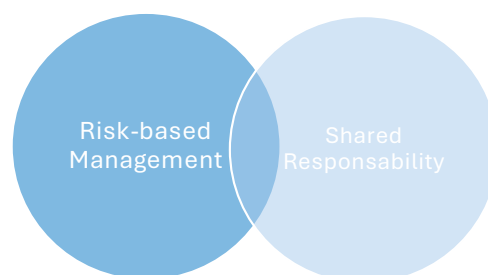


Figure 1: Central themes of the Biosecurity Act 2014

While fulfilling biosecurity obligations is critical, other legislation, such as the *Local Government Act*, requires Council to manage public resources effectively. Programs in this Plan are scaled according to biosecurity risk, prioritising prevention and eradication, as resources allow. Other longstanding programs and education will continue to progressively manage pest species assigned to lower management objectives.

Biosecurity is a shared responsibility requiring coordinated efforts from all stakeholders. Through collaboration, Redland City Council and the community can protect the area's economy, community,

¹ csiro.au/en/news/all/articles/2021/august/pest-plants-and-animals-cost-australia-around-25-billion-a-year

and environment from invasive species. Given the prohibitive cost of invasive species, collective management is essential to secure a thriving, resilient Redlands Coast now and into the future.

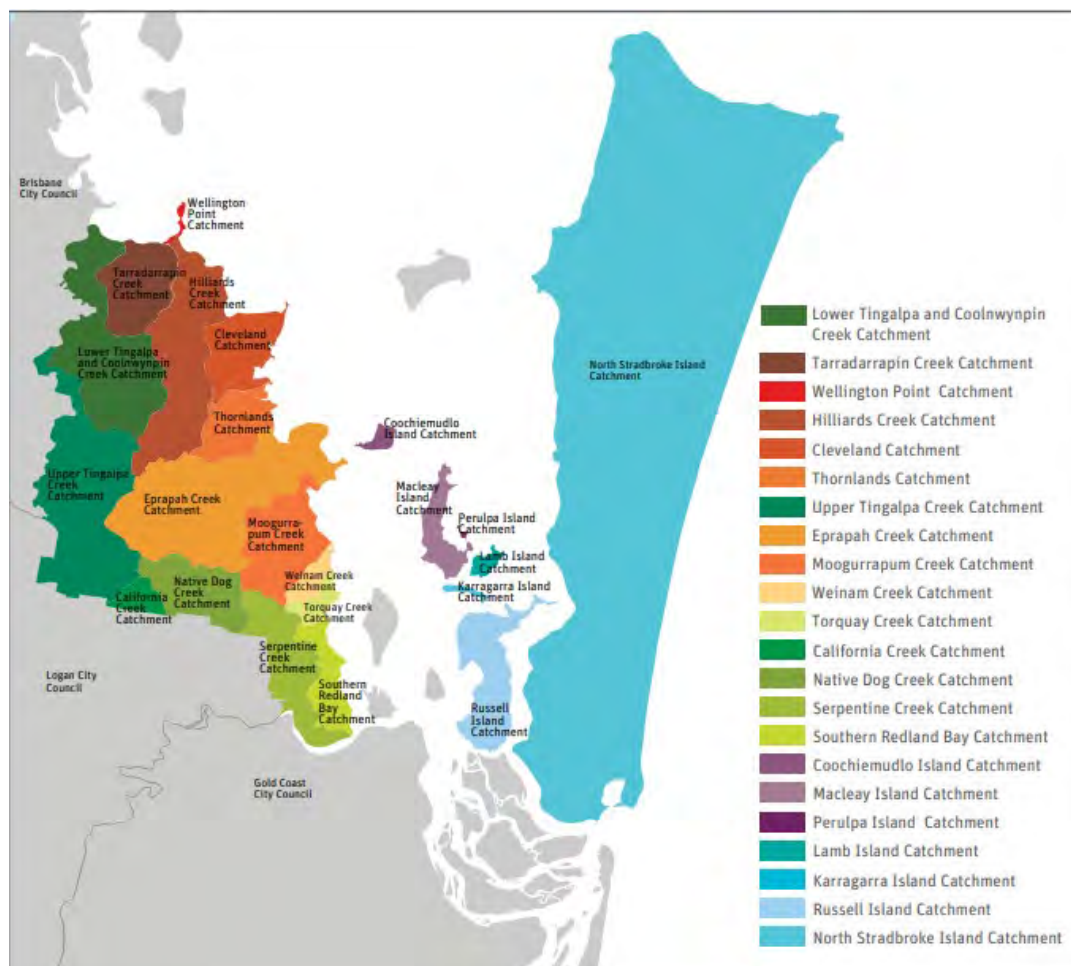


Figure 2: Redland City Council LGA and catchments

LEGISLATIVE REQUIREMENTS FOR BIOSECURITY



Section 3 Legislative Requirements for Biosecurity

The Australian biosecurity system assigns responsibility for managing different biosecurity matters across various levels of government. The Federal Government oversees border quarantine, while state governments manage pest fish, diseases, and insects that affect animals and plants. Local governments, together with landholders, are responsible for managing 'invasive biosecurity matter'—including plants and animals—on their land

There is a legislative framework that governs land management and natural area management (detailed in Section 3.5), the Act regulates the control of invasive species.

3.1 Scope of this Plan

This Plan covers invasive biosecurity matter across all land and waterways on Redlands Coast. This includes areas managed by the State of Queensland, Council, private landholders, community groups, organisations, Aboriginal and Torres Strait Islander communities (under a Deed of Grant in Trust), utilities, industry and individuals.

The following biosecurity matter are not within the scope of this Plan, as they are managed by the Queensland Government Department of Primary Industries (DPI):

- Aquatic diseases, parasites, and viruses (*Biosecurity Act 2014* - Schedule 1, Part 1)
- Animal diseases, parasites, and viruses (*Biosecurity Act 2014* - Schedule 1 – Part 2)
- Marine animals and plants (*Biosecurity Act 2014* - Schedule 1 – Part 5)
- Restricted matter affecting animals and plants – most insects, fungi, virus, bacteria (*Biosecurity Act 2014* - Schedule 1 – Part 7 and Schedule 2 – Parts 1 and 2)

This Plan also does not consider:

- Unregulated domestic animals
- Contained farm animals (for example, deer, goat or pigs that are **not** defined as *feral* under the Act*)
- Public health pests such as rodents, mosquitoes, biting midges and cockroaches
- Pest fish, which are managed by the DPI, Queensland. Council has included pest fish actions in the *Redland Coast Bay and Creeks Action Plan 2021-2026*.

All native species are protected under the *Nature Conservation Act 1992*.

The Act defines *feral*, in relation to an animal that is a deer, goat or pig, as an animal that is living in a wild state and is not being farmed or kept for any other purpose. If it is kept in an escape-proof enclosure, cage or other structure it is not feral.

3.2 Definitions

Biosecurity Act 2014

The *Biosecurity Act 2014* was implemented on 1 July 2016. It serves as a single, cohesive law that consolidates various former regulations on biosecurity matters. The Act is designed to function alongside and independently with other relevant Acts such as the *Nature Conservation Act 1992* and the *Fisheries Act 1994*. The requirements under other Acts must still be adhered to.

Biosecurity Consideration

The Act introduces the concept of the biosecurity consideration. This refers to the different domains that could each be impacted by invasive species. These domains include human health, environment, economy and social amenity, each consisting of valuable assets that need protection.

Biosecurity consideration assets are the valuable parts of the economy, environment, health, and community.




		
<p>Amenity and health Salvinia (<i>Salvinia molesta</i>) is an aquatic weed that infests water bodies. If the matter is present on a private property there is a risk of spreading to <u>neighbouring dams or waterways (the asset)</u>. This weed can interfere with swimming, impede fishing, harbour mosquitos and impact a range of environmental considerations.</p>	<p>Economy Fireweed (<i>Senecio madagascariensis</i>) is a weed of open pastures that can adversely affect <u>cattle (the asset)</u>. Matter growing on private property next to a cattle farm presents a high situational risk to those assets. The expected reasonable and practical response is higher than if no farm was present.</p>	<p>Environment: European red fox (<i>Vulpes vulpes</i>) were sighted in a location with reports of <u>threatened wildlife (the asset)</u>. Foxes, as well as impacting agriculture, have an overwhelming impact on native wildlife. All native wildlife are significant assets, their protection status will provide additional weight to the response requirement.</p>

Figure 3: Asset examples for each consideration

Biosecurity Matter

The Act defines biosecurity matter as:

- a living thing, other than a human or part of a human,
- a pathogenic agent that can cause disease,
- a disease, or
- a contaminant.

In other words, biosecurity matter is a broad term that includes non-native and non-endemic animals, plants, fungi, and microbes that could disrupt local ecosystems or pose threats to protected assets.

Invasive Biosecurity Matter

Invasive biosecurity matter is the collective term for weeds and pest animals and is the subject of this Plan. Pest animals and plants are the responsibility of local governments in the Australian Biosecurity System and the Queensland State Government has determined which species are high biosecurity risk to some part of the state and therefore the focus of efforts. There are three tiers of invasive biosecurity matter, and they are Prohibited Matter, Restricted Matter, and unregulated matter. The next section of the plan defines these tiers, and the full lists of species is on the Queensland Government website.

Biosecurity Risk

A biosecurity risk refers to the potential negative impacts of biosecurity matter on a biosecurity consideration. Assessing the biosecurity risk of biosecurity matter has allowed the prioritisation of the local management objectives published in this plan.

An example of a biosecurity risk assessment for an individual property is fireweed (*Senecio madagascariensis*) growing in a paddock that is grazed by cattle. This situation has the following biosecurity risk assessment:

- Moderate to large economic impact, as it can make cattle sick and is sometimes fatal.
- Moderate environmental impact as fireweed produces thousands of wind-borne seeds that are easily transported between paddocks and native woodland ecosystems.
- Low likelihood of human health or social amenity impacts unless ingested.

The recommended management objective is for landholders to take action to protect their own and other nearby assets from this weed. This recommendation takes into account the above biosecurity considerations and the extent of the fireweed infestation in the region. The assets in the example are the cattle and pasture paddocks. A weed management program would effectively protect these assets from the biosecurity risk. Additionally, the landholder is required to prevent the spread of windborne seeds to any neighbouring properties under the General Biosecurity Obligation.

3.2.1 The General Biosecurity Obligation

Everyone has an obligation to prevent the spread of biosecurity matter.

The GBO mandates that all individuals take reasonable and practical steps to prevent the spread of biosecurity matter under their control. As a central tenet of the Act, the GBO promotes a flexible, risk-based approach to biosecurity management by matching response actions to the level of harm or risk posed by the invasive biosecurity matter.

A reasonable and practical response to a biosecurity risk can vary widely depending on the situation. When assessing what are reasonable and practical actions to reduce a biosecurity risk, many factors should be considered including:

1. The scale of the risk and impact posed by the biosecurity matter itself.
2. The likelihood of the matter impacting assets.
3. How confident is the assessor that the biosecurity matter is correctly identified.
4. The matters' regulation status, if known, what is the consequence of inaction.
5. How to minimise the risk and pathways of the matter escaping captivity.

It is important to prioritise the level of intervention needed to effectively control the biosecurity matter with the available resources. The greater the risk, the larger the expense may be required to satisfy the obligation to take reasonable and practical steps to minimise biosecurity risk.

3.2.2 Classification of Invasive Biosecurity Matter - Restricted and Prohibited

The DPI assesses risk of biosecurity matter. Those classified as high biosecurity risks become regulated species in either prohibited or restricted matter categories, requiring action to manage these risks.

Prohibited matter includes species absent or present only in limited areas of Queensland and poses significant biosecurity risks. Any prohibited species detected will be prioritised for eradication. The full list of regulated prohibited matter is listed in Schedule 1, Parts 3 and 4 of the Act and is available on the DPI website.

In Queensland, you can keep cats, dogs, guinea pigs, rats, mice and axolotl (walking fish) as pets and many livestock species are suitable for farming with registration and fencing. Most other animals are

prohibited from being kept as pets including native animals, non-native amphibians (newts, frogs, toads), exotic reptiles (turtles, lizards, snakes) and non domesticated mammals (ferrets, monkeys, non-domesticated cat relatives).

Prohibited plants include all non-indigenous Acacias, and some cactus breeds like prickly pear, cholla and harissa and many others that are not currently established weeds in Queensland.

Redland City Council gives the highest priority to preventing prohibited matter species from becoming established. Prohibited matter with the highest risk of incursion is detailed in Table 2. Council works with the DPI to destroy prohibited matter if it is detected, using all available resources. This response is due to the scale of the biosecurity risk being very high. Penalties for keeping prohibited matter are listed in Chapter 2, Part 1 (24) of the Act.

Restricted matter includes species with an established presence in Queensland, but for which containment or local eradication efforts may be feasible. Seven specific regulatory categories exist for Restricted Matter. The categories of restricted matter are detailed in Table 1.

The full list of restricted matter species for Queensland is found in Schedule 2, Part 2 of the Act and is also available on DPI website.

Unregulated matter is the term for environmental pests. These are introduced plants and animals that are present in Queensland and are not listed as prohibited or restricted matter. The GBO does apply to unregulated species and efforts should be taken to prevent the spread of environmental pests. Some unregulated matter is of concern locally and some species have been included in the higher management objectives of this plan.

This Plan classifies restricted, prohibited and unregulated matter into one of the five management objectives: prevention, eradication, containment, asset protection or limited action. Each species was assessed considering the available data from the completed surveillance program, available knowledge of species biology, the scale of risk to biosecurity considerations, likelihood of risk occurring, and the cost of individual management programs. When new information about a species occurrence or prevalence becomes available, Council may be required to adjust any tailored programs to increase or decrease the resources devoted to control to suit the current feasibility of control of the biosecurity matter.

Table 1 Restricted matter categories from DPI

Classification	Obligations under the Act	Example
Prohibited matter	Must be reported to a Queensland Government inspector within 24 hours of becoming aware of its presence, must not be dealt with, and must not have its risk exacerbated by any action.	Tropical soda apple (<i>Solanum viarum</i>)
Restricted category 1	Must be reported to a Queensland Government inspector within 24 hours of becoming aware of its presence.	Red Imported Fire Ants (<i>Solenopsis invicta</i>) Category 1
Restricted category 2	Must be reported to a Queensland Government inspector or local government authorised officer within 24 hours of becoming aware of its presence.	Bitou bush (<i>Chrysanthemoides monilifera</i> subsp. <i>rotundata</i>) Category 2, 3, 4 and 5
Restricted category 3	Must not be distributed, sold, gifted, traded, or released into the environment.	Bunny ears cactus (<i>Opuntia microdasys</i>) Category 2, 3
Restricted category 4	Must not be moved.	Wild (feral) rusa deer (<i>Cervus timorensis</i>) Category 3, 4 and 6
Restricted category 5	Must not be kept or possessed.	Red-eared slider turtle (<i>Trachemys scripta elegans</i>) Category 2, 3, 4, 5 and 6
Restricted category 6	Must not be fed.	Feral non-domesticated cat (<i>Felis catus</i>) Category 3, 4 and 6
Restricted category 7	Must be humanely euthanised and disposed of in a prescribed way under a regulation.	Mozambique and spotted tilapia (<i>Oreochromis mossambicus</i> and <i>Tilapia mariae</i>) Category 3, 4, 5, 6 and 7
Invasive biosecurity matter	Must take all reasonable and practical steps to minimise biosecurity risk (GBO).	
All biosecurity matter including unregulated matter	Must take all reasonable and practical steps to minimise biosecurity risk (GBO).	

3.3 Community responsibilities

Community members should take the following actions to comply with the *Biosecurity Act 2014* and the Redlands Coast Biosecurity Plan 2025-2030:

- Be aware that you have a GBO.
- Inspect your property for biosecurity matter such as fire ants, balloon vine, or signs of feral pig or feral deer activity, especially on large or forested lots.
- Report, and where possible, manage invasive biosecurity matter, or seek assistance from family, specialist organisations or Council.
- Prevent biosecurity matter from spreading beyond your property. This may include securely fencing domestic or farm animals, controlling weed growth and managing seed spread by wind, vehicles, water or animals, particularly along property boundaries.

3.4 Redland City Council responsibilities

Under the *Biosecurity Act 2014*, local governments must coordinate the management of invasive plants and animals within their jurisdictions. Council strives to meet these obligations through three primary areas:

- Biosecurity Planning
 - Develop and maintain a Biosecurity Plan for invasive plants and animals.
 - Assess and publish priorities for the local area based on known factors and risks to biosecurity considerations (Action 6).
 - Define reasonable and practical actions for stakeholders in the local area to fulfil their GBO (Action 7).
 - Engage the community with programs and support for collective action on priority biosecurity matters (Action 7).
 - Coordinate the working group of Council units, government departments, utilities, non-government organisations and other interested parties to manage invasive biosecurity matter across land tenures (Action 14, 15).
- Biosecurity Regulation
 - Employ and enable key personnel to exercise the powers of an 'authorised officer' as defined under the Act, for example, powers of entry for surveillance and compliance (Action 1).
 - Educate, advise, monitor, assist, log and enforce actions to control invasive biosecurity matter on land owned by community members (Action 8, 12, 13, 16).
 - Prevent new incursions of invasive biosecurity matter through education and seizing matter where required. For example, rabbits, prohibited cactus (Actions 10, 11).

- Land Management
 - Continue to implement invasive biosecurity control programs on Council-managed land (Action 9).
 - Report occurrences of invasive biosecurity matter to the Queensland Government or relevant authority (Action 1, 16).
 - Progress habitat restoration efforts to improve bushland quality, removing both restricted and unregulated weeds (Action 9).
 - Continue programs that manage feral and nuisance animals to minimise biosecurity and public health impacts (Action 9).

3.5 Other legislation and alignment

The *Biosecurity Act 2014* does not limit or impact the application of any other relevant Act. Other legislation that may need to be considered include, but are not limited to:

Global	State
Kunming-Montreal Global Biodiversity Framework	Aboriginal Cultural Heritage Act 2003 (Qld)
	Agricultural and Veterinary Chemicals (Queensland) Act 1994
	Animal Care and Protection Act 2001 (Qld)
Federal	Biosecurity Act 2014 (Qld)
Environmental Protection and Biodiversity Conservation Act 1999 (Cwth)	Coastal Protection and Management Act 1995 (Qld)
Biosecurity Act 2015 (Cwth)	Environmental Protection Act 1994 (Qld)
National Biosecurity Strategy 2022–2032	Fire and Emergency Services Act 1990 (Qld)
Australia’s Strategy for Nature 2019–2030	Land Title Act 1994 (Qld)
Australian Pest Animal Strategy 2017–2027	Marine Parks Act 2004 (Qld)
	Nature Conservation Act 1992 (Qld)
	Planning Act 2016 (Qld)
	Public Health Act 2005 (Qld)
	Queensland Biosecurity Strategy: our next five years 2024–2029
Australian Weeds Strategy 2017–2027	Queensland Invasive Plants and Animals Strategy 2025–2030
	Transport Infrastructure Act 1994 (Qld)
	Vegetation Management Act 1999 (Qld)
Local	Water Act 2000 (Qld)
Redland City Council Local Law No. 3 (Community and Environment Management) 2015. Part 2 (Declared local pests)	

3.5.1 Locally Declared Pests

Council can regulate management options for invasive plants and animals under *Local Law No. 3 (Community and Environment Management) 2015*. Part 2 (Declared local pests) permits Council to:

- Declare an animal or plant of a specified species to be a local pest.
- Search for declared local pests on private property.
- Issue compliance notices for landowners to take specified action to control declared local pests.
- Prohibit the sale of a declared local pest.
- Prohibit the introduction and propagation of a declared local pest.

A list of locally declared species associated with the Local Law is included in *Subordinate Local Law No. 3 (Community and Environmental Management) 2015*. (For example, see species in Figure 4).

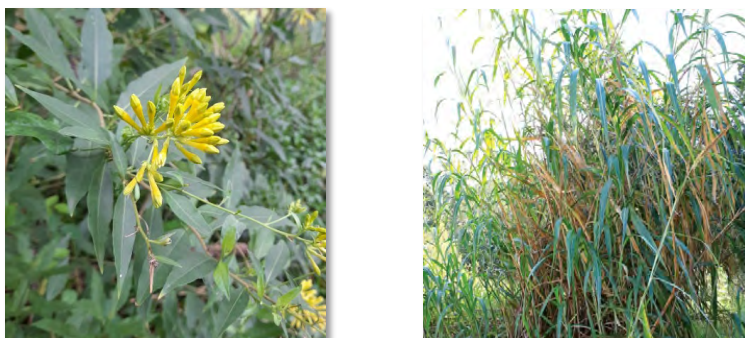


Figure 4: Locally declared plants green cestrum (*Cestrum parqui*) left and Bana grass (*Pennisetum purpureum*) right²

3.5.2 National and State Biosecurity Programs

Council plays a stakeholder role in invasive biosecurity eradication programs coordinated by the Commonwealth and State Governments. Examples of these programs—such as the National Red Imported Fire Ant Eradication Program and the State Bitou Bush Eradication Program—are outlined in the section that follows.

² Pictures by Biosecurity Queensland, DPI

Red Imported Fire Ant – National Eradication Program

The red imported fire ant (*Solenopsis invicta*) (Figure 5) is a critical threat to Redlands Coast. Council supports national programs to suppress and eradicate fire ants from Australia. Compliance and education campaigns are the responsibility of the National Fire Ant Eradication Program. Landholders are responsible for treatment.

All levels of government along with industry and the community must work together if we are to eradicate fire ants. Council will achieve its GBO for fire ants on land managed and occupied by Council through the delivery of Council's Fire Ant Management Program and Fire Ant Self-Management Plan, which commenced on 30 June 2024, in collaboration with the National Fire Ant Eradication Program.



Figure 5: Red imported fire ant nest

For more information on the program, or how to report and treat fire ants, visit the National Fire Ant Eradication Program website. [Fire Ants Portal \(https://ants.daf.qld.gov.au/\)](https://ants.daf.qld.gov.au/)

It is a legal requirement to report suspected fire ant sightings within 24 hours, and to prevent or minimise risk associated with them. This includes soil/mulch, hay bales, soiled machinery and potted plant movement requirements. Call 13 25 23 to report suspected fire ant sightings.

Bitou Bush Eradication Program

The Queensland Government is working with landholders to eradicate Bitou Bush. This weed grows on beach dunes and is established along the New South Wales coast and is present in small numbers along the Queensland coastline. Surveillance and treatments occur numerous times each year in known and potential sites from the border to southern K'gari (Fraser Island), including Minjerribah (North Stradbroke Island).

MANAGEMENT OBJECTIVES



Section 4 Management Objectives

This Plan prioritises prevention and eradication as its core management objectives. The importance of preventing new occurrences of biosecurity matter cannot be overstated. When funds are limited, prevention programs provide the smartest investment to yield the maximum benefit for both Redland City Council and the Redlands Coast community. The evidence shows that there are diminishing returns from programs after biosecurity matter is established. That is, control programs in the later stages in the invasion curve (Figure 6), will be much more expensive than programs targeting matter in the earlier stages of invasion.

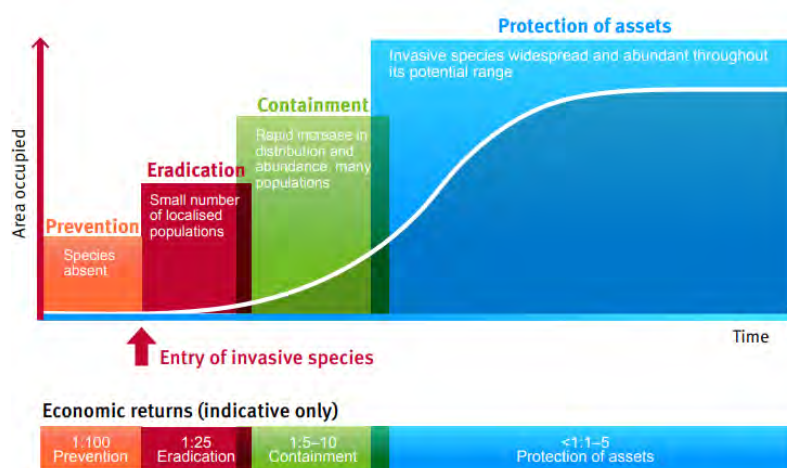


Figure 6: Biosecurity invasion curve and associated action³

4.1 Management Objective – Prevention

Species allocated in the prevention management objective are those believed to be absent from the LGA that present a significant biosecurity risk and have the potential to grow in the local area, multiply and become naturalised.

³ Biosecurity Strategy for Victoria (2009).

Actions Required for Matter Classified Prevention

Matter is absent from LGA to best available knowledge.

Generally illegal or regulated to keep, feed, breed, sell, move etc.



If found – report as soon as possible to Council or DPI.




Immediate Action is required including allocation of labour and / or budget funds to prevent escape into the wild to fulfil the GBO.

Prevent the entry and establishment of these invasive animals

Council's biosecurity matter risk assessment has determined that 10 animal species are of highest risk of entry to Redlands Coast. These are listed in Table 2. The Council Biosecurity Compliance Officers will conduct surveillance and confiscation activities for the species listed below and all species designated as prohibited matter by DPI. Examples include non-native snakes, turtles, lizards and ferret, monkey and non-domesticated cat relatives.

Table 2 Prevention management objective for invasive animals





INVASIVE ANIMALS	Common Name	Scientific Name	Biosecurity Matter Category
	Chital deer	<i>Axis axis</i>	Restricted matter category (2) 3, 4, and 6
	Fallow deer	<i>Dama dama</i>	Restricted matter category (2) 3, 4, and 6
	Hog deer	<i>Axis porcinus</i>	Restricted matter category (2) 3, 4, and 6
	Sambar deer	<i>Rusa unicolor</i>	Restricted matter category (2) 3, 4, and 6
	Red-eared slider turtle	<i>Trachemys scripta elegans</i>	Restricted matter category 2, 3, 4, 5 and 6
	Feral goat	<i>Capra hircus</i>	Restricted matter category 3, 4, and 6
	Ferret	<i>Mustela furo</i>	Prohibited matter









INVASIVE ANIMALS	Common Name	Scientific Name	Biosecurity Matter Category
	Yellow crazy ant	<i>Anoplolepis gracilipes</i>	Restricted matter category 3
	European rabbit	<i>Oryctolagus cuniculus</i>	Restricted matter category 3, 4, 5 and 6
	Wild dog (not dingo or domestic)	<i>Canis lupis familiaris</i>	Restricted matter category 3, 4, and 6

Prevent the entry and establishment of these invasive plants

Council's biosecurity matter risk assessment has determined that 12 plant species are of highest risk of entry to Redlands Coast. These are listed in Table 3. DPI prohibits all non-indigenous Acacias, prickly pear, cholla and harissa cactus among other plants that are not currently established in Queensland. The Council Biosecurity Surveillance officers will treat prohibited matter species as prevention targets.

Table 3 Prevention management objective for invasive plants

INVASIVE PLANTS	Common Name	Scientific Name	Biosecurity Matter Category
	Alligator weed	<i>Alternanthera philoxeroides</i>	Restricted matter category 3
	Cabomba	<i>Cabomba caroliniana</i>	Restricted matter category 3
	Cha Om	<i>Senegalia pennata sp. Insuavis</i>	Prohibited matter
	Floating Crystalwort	<i>Riccia fluitans</i>	

INVASIVE PLANTS	Common Name	Scientific Name	Biosecurity Matter Category
	Hygrophila, glush weed	<i>Hygrophila costata</i>	Restricted matter category 3
	Kahili, white and yellow ginger	<i>Hedychium gardnerianum</i> , <i>H. coronarium</i> , <i>H. flavescens</i>	Restricted matter category 3
	Mexican bean tree	<i>Cecropia pachystachya</i> , <i>C. palmata</i> and <i>C. peltata</i>	Restricted matter category 2, 3, 4 and 5
	Peruvian primrose	<i>Ludwigia peruviana</i>	Prohibited matter
	Prickly pear varieties - Bunny Ears Cactus - Blind Cactus (ALL Opuntia cactus other than species already present)	Opuntia species including: - <i>microdasys</i> - <i>rufida</i> But not <i>O. ficus-indica</i> , <i>O. monacantha</i> , <i>O. stricta</i> , and <i>O. tomentosa</i> (Containment)	Prohibited matter OR Restricted matter category 2, 3, 4 and 5
	Tropical soda apple	<i>Solanum viarum</i>	Prohibited matter
	Water poppy	<i>Hydrocleys nymphoides</i>	
	Water mimosa	<i>Neptunia oleracea</i> and <i>N. Plena</i>	Restricted matter category 2, 3, 4 and 5

4.2 Management Objective – Eradication

Eradication targets are species that have limited distribution within Redlands Coast and present a high biosecurity risk. These species are manageable due to their confined populations and the availability of effective control measures.

Actions Required for Matter Classified Eradication

Present in small or confined area of the LGA, to best available knowledge, and feasible to manage removal over medium term.

Generally illegal or regulated to keep, feed, breed, sell, move etc.

Eradication program is established, planned, or monitoring conducted for proof of absence following eradication actions.

If found – report as soon as possible to Council or DPI.

Immediate Action is required including allocation of labour and / or budget funds to prevent expansion of infestation to fulfil the GBO.

Table 4 Eradication management objective for invasive animals













INVASIVE ANIMALS	Common Name	Scientific Name	Biosecurity Matter Category
	Fire Ant, Red Imported Fire Ant	<i>Solenopsis invicta</i>	Restricted Matter Category 1
	Feral red deer	<i>Cervus elaphus</i>	Restricted matter category 3, 4, and 6
	Feral rusa deer	<i>Cervus timorensis, Rusa timorensis</i>	Restricted matter category 3, 4, and 6
	Feral pig, wild boar	<i>Sus scrofa</i>	Restricted matter category 3, 4, and 6

Table 5 Eradication management objective for invasive plants

INVASIVE PLANTS	Common Name	Scientific Name	Biosecurity Matter Category
	African boxthorn	<i>Lycium ferrocissimum</i>	Restricted matter category 3
	Bitou bush*	<i>Chrysanthemoides monilifera</i> ssp. <i>rotundifolia</i>	Restricted matter category 2, 3, 4 and 5
	Hymenachne, water stargrass	<i>Hymenachne amplexicaulis</i> and hybrids	Restricted matter category 3
	Kudzu	<i>Pueraria montana</i> var. <i>lobata</i>	Restricted matter category 3
	Senegal tea plant	<i>Gymnocoronis spilanthoides</i>	Restricted matter category 3
	Pampas grass	<i>Cortaderia selloana</i>	
	Blackberry	<i>Rubus laudatus</i>	Restricted matter category 3
	Moth vine	<i>Araujia sericifera</i>	

*Image reprinted with permission of Queensland Department of Agriculture and Fisheries.

4.3 Management Objective – Containment

Species listed under the containment management objective are those that are too widespread to eradicate but not yet found throughout the LGA.

Actions Required for Matter Classified Containment

Present in small to medium sized area within the LGA, to best available knowledge.

May be regulated to prevent selling, movement into new areas.

Containment program may be occurring or in development.

If found – report to Council.

Action is required where sighting is away from known population area and could include labour and / or budget funds to prevent further spread.

A containment program will delineate the core area of the infestation and any new incursions at sites outside the core that should be eradicated to control population spread. Outlying populations are targeted and actively managed through surveillance, education, regulation and control. The core infestation can be progressively reduced through management actions at the infestation edge.

A reasonable and practical response for containment targets is dependent on the location of the sighted population. Individuals found and reported outside the containment zone require a timely response likely to cause diversion of resources. Individuals found and reported within the containment zone should be managed as an asset protection target by limiting impact and spread through routine maintenance and monitoring using existing resources.

No animal species have been listed in the containment management objective for this plan. Most invasive animals that are present on the Redlands Coast are already widespread due to the lack of natural landscape features that act as barriers to animal dispersal. Animal species that were categorised in the containment management objective for the previous Biosecurity Plan have been moved to the asset protection management objective.

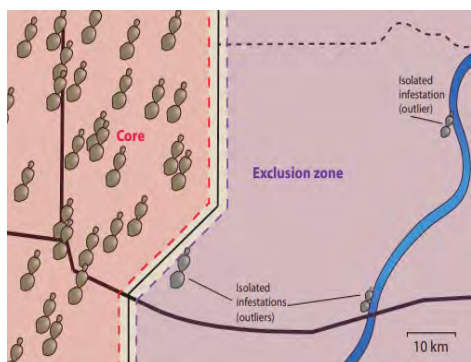


Figure 7: Containment concept map 4

An example of a containment target is balloon vine (*Cardiospermum grandiflorum*) (Figure 8). Council has detected this species only within the Lower Tingalpa and Coolnwynpin Catchment. Surveillance has been conducted, and will continue, to identify the extent of the species and most appropriate resource allocation. Any populations detected outside the containment zone will be controlled with priority. The Redlands Coast Biosecurity Working Group will continue to monitor and assess the feasibility and effectiveness of specific containment zones.

Please report any sightings to Council by phoning (07) 3829 8999 or online at <https://www.redland.qld.gov.au/contact>



Figure 8: Balloon vine (*Cardiospermum grandiflorum*)

⁴ Selecting Reasonable and Practical Measures, LGAQ

Table 6 Containment management objective for invasive plants

INVASIVE PLANTS - CONTAINMENT		
Common Name	Scientific Name	Biosecurity Matter Category
Amazon frogbit	<i>Limnobium laevigatum</i>	
Arsenic bush	<i>Senna septemtrionalis</i> syn. <i>S. floribunda</i>	
Balloon vine	<i>Cardiospermum grandiflorum</i>	Restricted matter category 3
Blue thunbergia	<i>Thunbergia grandiflora</i> syn. <i>laurifolia</i>	Restricted matter category 3
Creeping foxglove, Coromandel, Chinese violet	<i>Asystasia gangetica</i>	
Dutchman's pipe	<i>Aristolochia</i> spp. other than native species	Restricted matter category 3
Green cestrum	<i>Cestrum parqui</i>	Local Law 3
Hairy water hyssop	<i>Bacopa lanigera</i>	
Prickly Pears: - Common Pest Pear - Drooping Tree Pear - Velvety Tree Pear	<i>Opuntia</i> - <i>stricta</i> syn. <i>O. inermis</i> - <i>monacantha</i> syn. <i>O. vulgaris</i> - <i>tomentosa</i>	Restricted matter category 3
Sagittaria, delta arrowhead	<i>Sagittaria platyphylla</i>	Restricted matter category 3
Thatch grass	<i>Hyparrhenia hirta</i> , <i>H. rufa</i>	
Three flowered Hygrophila	<i>hygrophila triflora</i>	
Yellow raspberry, himalayan rubus	<i>Rubus ellipticus</i>	

4.4 Management Objective – Asset Protection

Asset protection applies to invasive species that are widespread across the Redlands Coast, pose significant impacts, but are not feasible to eradicate or contain. These species will be managed on a risk reduction basis within routine management activities.

The full list of species is published in the Appendix 2. Table 7 contains all pest animals in the asset protection management objective. Restricted matter species listed in the table warrant larger programs than unregulated species. There is a large number of pest plants in this management objective. Only those weeds that have a state government or local law regulation are listed in Table 8. A further 98 weed species are listed in the asset protection management objective section at Appendix 2. These are not restricted matter but are important to control due to their potential impact to biosecurity considerations: economy, environment, human health and the community.

Management resources must be allocated according to the situation, such as when detrimental to agriculture, threatened species or a high human health risk. Many of the actions associated with the asset protection management objective will be part of routine programs to make small continual progress to control the biosecurity matter and satisfy the GBO.

Singapore daisy (*Sphagneticola trilobata*) is a local example (Figure 9). This thick groundcover weed grows quickly and can out compete native groundcovers. Treatment of this weed can result in areas of bare soil. Land restoration planting with replacement vegetation is usually required to minimise soil erosion. Only a limited number of weed populations can be treated in any given year due to its prevalence and requirement for repeated follow up treatments.



Figure 9: Singapore daisy⁵

Table 7 Asset protection management objective for invasive animals

INVASIVE ANIMALS – ASSET PROTECTION		
Common Name	Scientific Name	Biosecurity Matter Category
Cane toad	<i>Rhinella marina</i>	
Cat (other than domestic)	<i>Felis catus</i> and <i>Prionailurus bengalensis x Felis catus (feral)</i>	Restricted matter category 3, 4, and 6
Common Indian myna	<i>Acridotheres tristis</i>	
European bees (other than domestic)	<i>Apis mellifera</i>	
European hare	<i>Lepus europaeus</i>	
European red fox	<i>Vulpes vulpes</i>	Category 3, 4, 5, and 6
House mouse (other than domestic)	<i>Mus musculus</i>	
Spiked-top apple snail	<i>Pomacea diffusa</i>	
Starling	<i>Sturnus vulgaris</i>	

⁵ Picture by (former) Biosecurity Queensland, DAF)

Table 8 Asset protection management objective for invasive plants

INVASIVE PLANTS – ASSET PROTECTION		
Common Name	Scientific Name	Biosecurity Matter Category
African fountain grass	<i>Cenchrus setaceus</i> syn <i>Pennisetum setaceum</i>	Restricted matter category 3
African tulip tree	<i>Spathodea campanulata</i>	Restricted matter category 3
American rat's tail grass	<i>Sporobolus jacquemontii</i>	Restricted matter category 3
Annual ragweed	<i>Ambrosia artemisiifolia</i>	Restricted matter category 3
Asparagus fern, basket fern	<i>Asparagus aethiopicus</i>	Restricted matter category 3
Barner grass, cane grass, elephant grass, Napier Grass	<i>Cenchrus purpureus</i> syn <i>Pennisetum purpureum</i>	Local Law 3
Broad-leaf privet, tree privet	<i>Ligustrum lucidum</i>	Restricted matter category 3
Broad-leaved pepper tree	<i>Schinus terebinthifolia</i>	Restricted matter category 3
Camphor laurel	<i>Cinnamomum camphora</i>	Restricted matter category 3
Cat's claw vine, yellow trumpet vine	<i>Dolichandra unguis-cati</i> syn <i>Macfadyena unguis-cati</i>	Restricted matter category 3
Chinese celtis	<i>Celtis sinensis</i>	Restricted matter category 3
Creeping lantana	<i>Lantana montevidensis</i>	Restricted matter category 3
Fireweed	<i>Senecio madagascariensis</i>	Restricted matter category 3
Giant Parramatta grass	<i>Sporobolus fertilis</i>	Restricted matter category 3
Giant Parramatta grass, giant rat's tail grass	<i>Sporobolus pyramidalis</i> and <i>S. natalensis</i>	Restricted matter category 3
Groundsel bush	<i>Baccharis halimifolia</i>	Restricted matter category 3
Lantana, common lantana	<i>Lantana camara</i>	Restricted matter category 3
Madeira vine, jalap, lamb's-tail, mignonette vine, potato vine	<i>Anredera cordifolia</i>	Restricted matter category 3
Mother of millions	<i>Bryophyllum delagoense</i> syn. <i>B. tubiflorum</i> , <i>Kalanchoe delagoensis</i>	Restricted matter category 3
Mother of millions species	<i>Bryophyllum x houghtonii</i>	Restricted matter category 3
Salvinia, giant salvinia, watermoss, kariba weed	<i>Salvinia molesta</i>	Restricted matter category 3
Singapore daisy, trailing daisy	<i>Sphagneticola trilobata</i> syn. <i>Wedelia trilobata</i>	Restricted matter category 3
Small-leaf privet, Chinese privet	<i>Ligustrum sinense</i>	Restricted matter category 3
Water hyacinth, water orchid, Nile lily	<i>Eichhornia crassipes</i>	Restricted matter category 3
Water lettuce	<i>Pistia stratiotes</i>	Restricted matter category 3
Yellow bells	<i>Tecoma stans</i>	Restricted matter category 3
Yellow oleander (captain cook tree)	<i>Cascabela thevetia</i> syn. <i>Thevetia peruviana</i>	Restricted matter category 3
Woolly morning glory	<i>argyreia nervosa</i>	Restricted matter category 3

Only restricted matter species are listed above. Further asset protection category weeds are listed in Appendix 2.

4.5 Management Objective – Limited Action

Limited action is designated for unregulated invasive species that are widespread across the city but pose a comparatively lower biosecurity risk than higher-priority species. Appendices 1 and 2 list 110 such species; however, the list is not exhaustive. A further 300 introduced plants are not listed due to being low risk to assets, for example food plants, turf, landscaping plants, non-endemic natives, or low risk weeds thought to be absent from the LGA.

The term limited action does not imply inactivity, rather, that management responsibilities fall primarily on landholders to prevent the spread of these species beyond their properties. Suitable actions can include refraining from feeding introduced birds, removing seed heads from weeds that may blow or wash into neighbouring properties, and preventing weed seed spread on clothing, pet fur or within mud on shoes. These actions can satisfy your GBO and prevent the maintenance burden on yards, parks and natural area reserves.

ACTION PLAN



Section 5 Action Plan

This Action Plan assigns duties to the parties responsible for implementing the *Redlands Coast Biosecurity Plan 2025-2030* and achieving the plan's strategic goals. The actions have been guided by the six core themes from the *Queensland Invasive Plants and Animals Strategy 2025-2030*. The six themes are summarised in Figure 10.

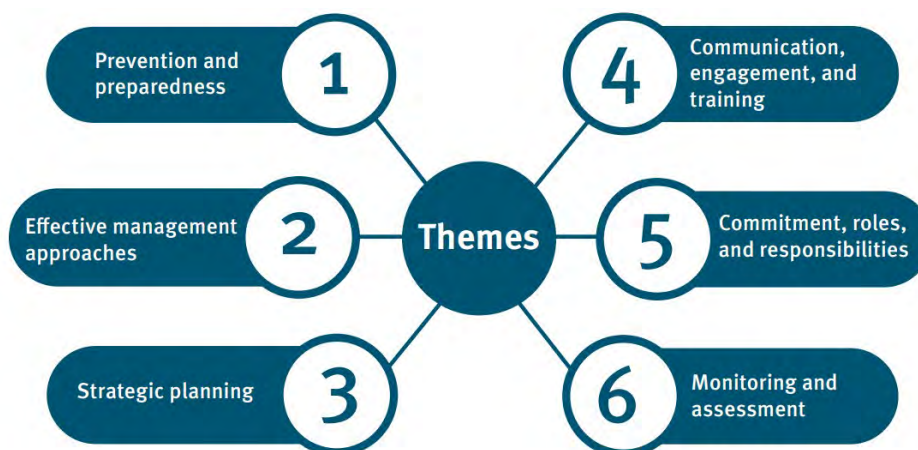


Figure 10: Guiding principles of biosecurity⁶

The Action Plan provides practical, targeted and achievable actions to monitor and assess the success of the Redland City Council biosecurity system. The action plan outlines:

- Implementation methods and responsible teams
- Success indicators for internal reporting
- Timeframes
- Estimated costs

All aspects of the Action Plan must follow appropriate best management practices including workplace health and safety, animal welfare, and protection of the environment.

⁶ Queensland Invasive Plants and Animals Strategy 2025–2030

Table 10 Action Plan

No.	Action	Success Indicator	Responsibility	Timeframe	Cost
1	Redlands Coast Biosecurity Surveillance Program to continue to monitor, record and uphold compliance of biosecurity matter.	Deliver renewed Redlands Coast Biosecurity Surveillance Program with two (2) 'authorised officers'	CSU	Ongoing	Moderate
2	Review and amend City Plan and Local Law 3	Local Law 3 amended to include local priority invasive biosecurity matter not scheduled under the <i>Biosecurity Act 2014</i> Refine future amendments to City Plan to be aligned with the objectives of the Plan	CSU SPU EEU- EPP	Long	BAU
3	Develop biosecurity operational plans, containment programs, guideline and procedures.	Creation of biosecurity compliance, containment guide and rapid response documents Implement Fire Ant Self Treatment Plan, monitor and update operational documents	CSU EEU- EPP HEU	Long	Low
4	Investigate high risk entry points for emerging invasive biosecurity matter.	Provide details on high-risk entry points for emerging invasive biosecurity matter Review weed hygiene opportunities and resources for Redlands Coast islands	EEU- EPP	Medium	BAU
5	Potential weed species are not planted by Council or in developments.	Street tree planting list updated to remove potential weeds or problematic species	EngEU	Medium	BAU

		Council project and development plant list for landscape and revegetation absent of weeds (some exceptions for "limited action" management objective)	COSAM PDG PCU RDM		
6	Maintain prioritised list of invasive biosecurity matter relevant to Redlands Coast's Priority Invasive Species Program.	Priority invasive species list reviewed annually Develop reference list of priority invasive biosecurity matter for Council, contractors, businesses and community	EEU- EPP	Annual	BAU
7	Biosecurity awareness opportunities provided.	Update and annually review Council biosecurity webpage to include advice, resources and a reporting tool Number of community talks, workshops and events delivered on invasive species Social media and website engagement numbers Implement biosecurity engagement campaign for Council, community and contractors	EEU CSU EEU	Short	Low
8	Continuous improvement for Council officers in attending educational events such as workshops, conferences and webinars.	Number of invasive species educational events attended by officers Relevant officers receive essential training in prioritising, investigating and regulating invasive biosecurity matter	EEU CSU PSU HEU	Ongoing	Low

9	Community, Council, stakeholders and volunteer groups continue to manage priority invasive species and uphold GBO.	Area (Ha) worked by conservation services and Bushcare groups at managing invasive species	EEU	Short-ongoing	BAU- Low
		Number work sites managed by other Council operational areas for managing invasive species	PCU		
		Feral animal prevention and control program delivered	RDM		
		Number of proactive monitoring visits delivered	HEU		
		Number of invasive plant and animal reports to and by Council	CSU		
		Community Bushcare volunteer hours	COSAM		
10	Voluntary and assisted compliance.	Number of properties inspected – reactive and proactive (Cat and Dog Animal Registration Program)	CSU	Ongoing	BAU
		Number of property inspection reports provided.	EEU		
		Number of 'GBO notices' issued for invasive plants and animals	CSU		
		Number of Environmental Partnership program participants	EEU		
11	Enforce compliance.	Number of 'Biosecurity orders' issued for invasive plants and animals	CSU	Ongoing	BAU
		Number of 'Declared pest notices' issued			

		Number of Biosecurity 'enter and clears' conducted Number of investigations from online sales of restricted biosecurity matter Number of local markets, shops and nurseries attended Number of Investigations relating to keeping of invasive animals			
12	Encourage responsible pet ownership.	Number of roaming animal reports Number of desexed and microchipped cats >85% Number of desexed and microchipped dogs >94%	CSU PL	Ongoing	BAU
13	Effective illegal green waste dumping management	Number of illegal dumping reports to Council Number of illegal dumping notices issued Number of illegal dumping infringement notices issued Amount of waste removed	CSU PL	Ongoing	BAU
14	Council biosecurity collaboration	Continue the quarterly Biosecurity Working Group Key operational work areas annual planning meeting held prior to December each year	All EEU- EPP	Annual	BAU

15	Stakeholder biosecurity collaboration	<p>Collaborative days with external agencies and government (for example, bitou bush surveillance, regional or cross tenure species management and surveillance)</p> <p>Number of working groups and external partnerships (for example, universities, NRMs, and government agencies) involving Council officers</p>	<p>CSU</p> <p>PCU EEU - EPP</p>	Ongoing	BAU
16	Data collection improvement	<p>Number of FeralScan reports of invasive animals within the Redland City Council LGA</p> <p>Number of iNaturalist records of eradication or containment targets reported to Council</p> <p>Create internal central location for resource material and data</p>	<p>CSU</p> <p>EEU- EPP</p>	Short ongoing	- BAU

Table 11 Acronyms and definitions for action plan

Redland City Council Departments	
CET	Communication, Engagement and Tourism Group
CTIAM	Civil Infrastructure Asset Management Unit (City Assets Group)
COSAM	Civic and Open Space Asset Management Unit (City Assets Group)
CRU	Compliance and Reporting Unit (City Water Group)
CSU	Compliance Services Unit (Environment and Regulation Group)
DCU	Development Control Unit (Environment and Regulation Group)
EEU	Environment and Education Unit (Environment and Regulation Group)
EEU-EPP	Environment Planning and Policy Team (Environment and Regulation Group)
EngEU	Engineering and Environment Unit (City Planning and Assessment Group)
HEU	Health and Environment Unit (Environment and Regulation Group)
IMU	Information Management Unit (Corporate Services Group)
PCU	Parks and Conservation Services Unit (City Operations Group)
PDG	Project Delivery Group
RDMU	Roads, Drainage and Marine Unit (City Operations Group)
SCU	Strengthening Communities Unit (Community and Customer Service Group)
SGU	Strategy and Governance Unit (Corporate Governance Group)
SPU	Strategic Planning Unit (City Planning and Assessment Group)
Partners	
BQ	Biosecurity Queensland (Queensland Government Department of Primary Industries)
CSIRO	Commonwealth Scientific and Industrial Research Organisation
DTMR	Queensland Government Department of Transport and Main Roads
HLW	Healthy Land and Water
PL	Private landholders
QPWS	Queensland Parks and Wildlife Service (Queensland Government Department of Environment, Tourism Science and Innovation)
QYAC	Quandamooka Yoolooburrabee Aboriginal Corporation
RBWG	Redlands Coast Biosecurity Working Group
SEQW	SEQ Water
Uni	Universities and associated research or educational organisations
Indicative Costs (per annum)	
BAU	Business as Usual (within existing resources, officer time and budgets)
Low	Below \$15,000
Medium	\$15,000 - \$100,000
High	Over \$ 100,000
*Subject to budget development as part of the annual budget submission process	
Time Frames	
Ongoing	These actions will continually be dealt with throughout the life of the plan
Immediate	The actions will commence in the next 12 months
Short	The actions will be undertaken in the next 2 years

Long	The actions will be undertaken in the next 5 years

5.1 Redlands Coast Biosecurity Surveillance Program

Redland City Council monitors compliance with the *Biosecurity Act 2014* through an authorised biosecurity surveillance program.

Council will undertake a targeted and systematic biosecurity surveillance program of private and public land that monitors compliance with the Act, identifies new invasive species incursions and confirms existing invasive species distributions. A key focus is early detection of prohibited matter and priority restricted matter identified in this plan alongside incidental biosecurity education.

The overarching objectives of the surveillance program are to:

- Determine the distribution, changes, presence, or absence of invasive biosecurity matter
- Map and record priority invasive species distribution data into Council systems
- Monitor compliance with the Act
- Collect evidence to enforce the Act.

The biosecurity surveillance program will be authorised in accordance with Section 235 of the Act and will specify the:

- Purpose of the program
- Biosecurity matter (category or species) to which the program relates
- Period over which the program is to be carried out
- Criteria for selecting and location of places to be entered and inspected
- Powers an authorised officer may exercise under the program
- Measures an authorised officer may take under the program.

Details of the authorised biosecurity program will be publicly available on Council's website.

Appendix 1 Management objective and list of pest animals 'known to be present'

Legend

Management Objective Code	Management Objective	Management Objective Code	Management Objective
E	Eradicate infestation	C	Contain infestation
A	Protection of assets	L	Limited action - fulfil GBO

Management Objective Code	Common Name	Scientific Name	Biosecurity Act 2014
E	Pig (feral)	<i>Sus scrofa</i>	Restricted
E	Red deer (feral)	<i>Cervus elaphus</i>	Restricted
E	Rusa deer (feral)	<i>Rusa timorensis</i> , <i>Cervus timorensis</i>	Restricted
E	Red Imported Fire Ant	<i>Solenopsis invicta</i>	Restricted
A	European red fox	<i>Vulpes vulpes</i>	Restricted
A	Cat (other than domestic)	<i>Felis catus</i> and <i>Prionailurus bengalensis</i> x <i>Felis catus</i> (feral)	Restricted
A	Black rat, ship rat (other than domestic)	<i>Rattus rattus</i>	
A	Brown rat, common rat (other than domestic)	<i>Rattus norvegicus</i>	
A	Cane toad	<i>Rhinella marina</i>	
A	Common Indian myna	<i>Acridotheres tristis</i>	
A	European bees (other than domestic)	<i>Apis mellifera</i>	
A	European hare	<i>Lepus europaeus</i>	
A	House mouse (other than domestic)	<i>Mus musculus</i>	
A	Spiked-top apple snail	<i>Pomacea diffusa</i>	
A	Starling	<i>Sturnus vulgaris</i>	

L	Asian house gecko	<i>Hemidactylus frenatus</i>	
L	Helmed guinea fowl (other than domestic)	<i>Numida meleagris</i>	
L	Mallard (other than domestic)	<i>Anas platyrhynchos</i>	
L	Peafowl (other than domestic)	<i>Pavo cristatus</i>	
L	Pigeon, rock dove (other than domestic)	<i>Columbia livia</i>	

Appendix 2 Management objective and list of pest plants 'known to be present'

Management Objective Code	Common Name	Scientific Name	Biosecurity Act 2014
E	African boxthorn, boxthorn	<i>Lycium ferocissimum</i>	Restricted
E	Blackberry	<i>Rubus laudatus</i>	Restricted
E	Olive hymenachne, water stargrass,	<i>Hymenachne amplexicaulis and hybrids</i>	Restricted
E	Kudzu	<i>Pueraria montana var. lobata</i>	Restricted
E	Senegal tea plant	<i>Gymnocoronis spilanthoides</i>	Restricted
E	Bitou bush	<i>Chrysanthemoides monilifera ssp. rotundifolia</i>	Restricted
E	Moth vine, white moth vine	<i>Araujia sericifera</i>	
E	Pampas grass	<i>Cortaderia selloana</i>	
C	Balloon vine	<i>Cardiospermum grandiflorum</i>	Restricted
C	Blue thunbergia	<i>Thunbergia grandiflora syn. laurifolia</i>	Restricted
C	Common pest pear, spiny pest pear	<i>Opuntia stricta syn. O. inermis</i>	Restricted
C	Drooping tree pear	<i>Opuntia monacantha syn. O. vulgaris</i>	Restricted
C	Dutchman's pipe	<i>Aristolochia spp. other than native species</i>	Restricted
C	Sagittaria, delta arrowhead,	<i>Sagittaria platyphylla</i>	Restricted
C	Velvety tree pear	<i>Opuntia tomentosa</i>	Restricted
C	Green cestrum	<i>Cestrum parqui</i>	Local Law 3
C	Amazon frogbit	<i>Limnobium laevigatum</i>	
C	Arsenic bush	<i>Senna septemtrionalis syn. S. floribunda</i>	
C	Chinese violet	<i>Asystasia gangetica</i>	

C	Hairy water hyssop	<i>Bacopa lanigera</i>	
C	Hygrophila triflora	<i>hygrophila triflora</i>	
C	Thatch grass	<i>Hyparrhenia hirta</i> , <i>H. rufa</i>	
C	Yellow raspberry, himalayan rubus	<i>Rubus ellipticus</i>	
A	African fountain grass	<i>Cenchrus setaceum</i> syn <i>Pennisetum setaceum</i>	Restricted
A	African tulip tree	<i>Spathodea campanulata</i>	Restricted
A	American rat's tail grass	<i>Sporobolus jacquemontii</i>	Restricted
A	Annual ragweed	<i>Ambrosia artemisiifolia</i>	Restricted
A	Asparagus fern, basket fern	<i>Asparagus aethiopicus</i>	Restricted
A	Broad-leaf privet, tree privet	<i>Ligustrum lucidum</i>	Restricted
A	Broad-leaved pepper tree	<i>Schinus terebinthifolia</i>	Restricted
A	Camphor laurel	<i>Cinnamomum camphora</i>	Restricted
A	Cat's claw vine, yellow trumpet vine, cat's claw creeper, funnel creeper	<i>Dolichandra unguis-cati</i> syn <i>Macfadyena unguis-cati</i>	Restricted
A	Chinese celtis	<i>Celtis sinensis</i>	Restricted
A	Creeping lantana	<i>Lantana montevidensis</i>	Restricted
A	Fireweed	<i>Senecio madagascariensis</i>	Restricted
A	Giant Parramatta grass	<i>Sporobolus fertilis</i>	Restricted
A	Giant Parramatta grass, giant rat's tail grass	<i>Sporobolus pyramidalis</i> and <i>S. natalensis</i>	Restricted
A	Groundsel bush	<i>Baccharis halimifolia</i>	Restricted
A	Lantana, common lantana	<i>Lantana camara</i>	Restricted
A	Madeira vine, jalap, lamb's-tail, mignonette vine, anredera,	<i>Anredera cordifolia</i>	Restricted
A	Mother of millions	<i>Bryophyllum delagoense</i> syn. <i>B.</i>	Restricted

		<i>tubiflorum</i> , <i>Kalanchoe delagoensis</i>	
A	Mother of millions species	<i>Bryophyllum x houghtonii</i>	Restricted
A	Salvinia, giant salvinia, aquarium	<i>Salvinia molesta</i>	Restricted
A	Singapore daisy	<i>Sphagneticola trilobata</i> syn. <i>Wedelia trilobata</i>	Restricted
A	Small-leaf privet, Chinese privet	<i>Ligustrum sinense</i>	Restricted
A	Water hyacinth, water orchid, Nile lily	<i>Eichhornia crassipes</i>	Restricted
A	Water lettuce	<i>Pistia stratiotes</i>	Restricted
A	Yellow bells	<i>Tecoma stans</i>	Restricted
A	Yellow oleander (captain cook tree)	<i>Cascabela thevetia</i> syn. <i>Thevetia peruviana</i>	Restricted
A	Woolly morning glory	<i>argyreia nervosa</i>	Restricted
A	Barner grass, cane grass, elephant grass, Napier Grass	<i>Cenchrus purpureus</i> syn <i>Pennisetum purpureum</i>	Local Law 3
A	Cherry guava	<i>Psidium cattleianum</i> var. <i>cattleianum</i> , <i>P. guajava</i> , <i>P. guineense</i>	International Union for the Conservation of Nature (IUCN) 100 most invasive
A	Giant reed	<i>Arundo donax</i>	IUCN 100 most invasive
A	Leucaena	<i>Leucaena leucocephala</i>	IUCN 100 most invasive
A	Shoebuttan ardisia	<i>Ardisia elliptica</i>	IUCN 100 most invasive
A	Aerial yam	<i>Dioscorea bulbifera</i> var. <i>bulbifera</i>	
A	African pigeon grass	<i>Setaria sphacelata</i>	
A	Alexandra palm	<i>Archontophoenix alexandrae</i>	
A	Arum lily, Calla lily	<i>Zantedeschia aethiopica</i>	
A	Asian copperleaf	<i>Acalypha australis</i>	
A	Awabuki sweet viburnum	<i>viburnum odoratissimum</i> var. <i>awabuki</i>	
A	Billygoat weed	<i>Ageratum conyzoides</i>	
A	Black-eyed susan	<i>Thunbergia alata</i>	

A	Blue billygoat weed	<i>Ageratum houstonianum</i>	
A	Blue heliotrope	<i>Heliotropium amplexicaule</i>	
A	Blue stars	<i>Aristea ecklonii</i>	
A	Brazilian cherry	<i>Eugenia uniflora</i>	
A	Buddleja	<i>Buddleja madagascariensis</i>	
A	Buffel grass, Mossman River grass	<i>Cenchrus ciliaris</i> , and <i>C. echinatus</i>	
A	Bush daisy	<i>Montanoa hibiscifolia</i>	
A	Cadaghi	<i>Corymbia torelliana</i>	
A	Candle cassia, candle bush	<i>Senna alata</i>	
A	Cape gooseberry	<i>Physalis peruviana</i>	
A	Cape ivy	<i>Senecio tamoides</i>	
A	Castor oil plant	<i>Ricinus communis</i>	
A	Chinese burr	<i>Triumfetta rhomboidea</i>	
A	Climbing asparagus fern	<i>Asparagus africanus</i>	
A	Climbing asparagus-fern	<i>Asparagus plumosus</i>	
A	Cocos palm	<i>Syagrus romanzoffiana</i>	
A	Colombian waxweed	<i>Cuphea carthagenensis</i>	
A	Coral berry, Christmas Berry, Ardisia	<i>Ardisia crenata</i>	
A	Coral creeper	<i>Barleria repens</i>	
A	Corky passion vine	<i>Passiflora suberosa</i>	
A	Corky stem passionflower	<i>Passiflora pallida</i>	
A	Crab's eye creeper, Gidgee gidgee	<i>Abrus precatorius subsp. africanus</i>	
A	Creeping burhead	<i>Echinodorus cordifolius</i> syn <i>E. radicans</i>	
A	Crofton weed	<i>Ageratina adenophorum</i>	
A	Cumbungi	<i>Typha latifolia</i>	
A	Cupid's flower, cypress creeper	<i>Ipomoea quamoclit</i>	
A	Dark blue snakeweed	<i>Stachytarpheta cayennensis</i>	
A	Devil's fig	<i>Solanum torvum</i>	
A	Dwarf papyrus	<i>Cyperus prolifer</i>	
A	Dwarf rotala	<i>Rotala rotundifolia</i>	
A	Dwarf umbrella	<i>schefflera arboricola</i>	
A	Dyschoriste	<i>Dyschoriste depressa</i>	
A	Easter cassia	<i>Senna pendula</i>	
A	Fire flag, alligator flag	<i>Thalia geniculata</i>	
A	Fishbone fern	<i>Nephrolepis cordifolia</i>	
A	Fragrant thunbergia	<i>Thunbergia fragrans</i>	

A	Freesia	<i>Freesia alba x leichtlinii</i>	
A	Giant devil's fig	<i>Solanum chrysotrichum</i>	
A	Giant papyrus, Egyptian papyrus	<i>Cyperus papyrus</i>	
A	Glycine	<i>Neonotonia wightii</i>	
A	Grader grass	<i>Themeda quadrivalvis</i>	
A	Himalayan ash	<i>Fraxinus griffithii</i>	
A	Indian hawthorn	<i>Rhaphiolepis indica</i>	
A	Inkweed	<i>Phytolacca octandra</i>	
A	Jamaica snakeweed	<i>Stachytarpheta jamaicensis</i>	
A	Japanese sunflower, Mexican Sunflower	<i>Tithonia diversifolia</i>	
A	Johnson grass	<i>Sorghum halepense</i>	
A	Kidneyleaf mudplantain	<i>Heteranthera reniformis</i>	
A	Leaf cactus	<i>Pereskia aculeata</i>	
A	Lindernia	<i>lindernia spp</i>	
A	Little bluestem, (not whiskey grass)	<i>Schizachyrium microstachyum</i>	
A	long-leaved willow primrose	<i>Ludwigia longifolia</i>	
A	Mexican yellow lilly	<i>Nymphaea mexicana</i>	
A	Mile a minute	<i>Ipomoea cairica</i>	
A	Mistflower	<i>Ageratina riparium</i>	
A	Monkey's comb	<i>Pithecoctenium crucigerum</i>	
A	Moon flower, white morning glory	<i>Ipomoea alba</i>	
A	Morning glory	<i>Ipomoea indica</i>	
A	Mother of millions, resurrection plant	<i>Bryophyllum pinnatum</i>	
A	Noogoora burr	<i>Xanthium occidentale syn. X pungens</i>	
A	Ochna	<i>Ochna serrulata</i>	
A	Oleander	<i>Nerium oleander</i>	
A	Orange trumpet creeper, flame vine	<i>Pyrostegia venusta</i>	
A	Palm leaf setaria	<i>Setaria palmifolia,</i>	
A	Para grass	<i>Brachiaria mutica</i>	
A	Pennywort	<i>Hydrocotyle bonariensis</i>	
A	Pickerel weed	<i>Pontederia cordata</i>	
A	Popcorn cassia	<i>Senna didymobotrya</i>	
A	Powdery aligator flag, hardy canna, thalia	<i>Thalia dealbata</i>	
A	Purple succulent	<i>Callisia fragrans</i>	

A	Ruellia	<i>Ruellia squarrosa</i> and <i>R. tweediana</i>	
A	Sensitive plant	<i>Mimosa pudica</i>	
A	Sicklethorn	<i>Asparagus falcatus</i>	
A	Siratro	<i>Macroptilium atropurpureum</i>	
A	Stinking passionflower	<i>Passiflora foetida</i>	
A	Taro, blue taro	<i>Xanthosoma violaceum</i> syn. <i>Colocasia esculenta</i>	
A	Thornapples, jimnsonweed	<i>Datura ferox</i> , <i>D. meteloides</i> , <i>D. tatula</i> , <i>D. stramonium</i>	
A	Tipuana, Rosewood	<i>Tipuana tipu</i>	
A	Urena burr	<i>Urena lobata</i>	
A	Velcro weed / silverleaf desmondium	<i>Desmodium uncinatum</i>	
A	Water wisteria	<i>hygrophila difformis</i>	
A	Whisky grass	<i>Andropogon virginicus</i>	
A	White passionflower	<i>Passiflora subpeltata</i>	
A	White shrimp plant	<i>Justicia betonica</i>	
A	White snakeweed	<i>Stachytarpheta australis</i>	
A	Wild aster	<i>Aster subulatus</i>	
L	African love grass	<i>Eragrostis curvula</i>	
L	American black nightshade	<i>Solanum nodiflorum</i>	
L	American elder	<i>Sambucus canadensis</i>	
L	Arrowhead vine, syngonium.	<i>Syngonium podophyllum</i>	
L	Autograph Tree	<i>Clusia rosea</i>	
L	Bahia grass	<i>Paspalum notatum</i>	
L	Balloon cotton bush	<i>Gomphocarpus fruticosus</i> and <i>G. physocarpus</i>	
L	Balsams, bizzie lizzie	<i>Impatiens walleriana</i>	
L	Beach evening primrose	<i>Oenothera drummondii</i> subsp. <i>drummondii</i>	
L	Blackberry nightshade	<i>Solanum nigrum</i>	
L	Blooming night cactus, dragon fruit	<i>Hylocereus undatus</i>	
L	Blue water lily	<i>Nymphaea caerulea</i>	
L	Bougainvillea	<i>Bougainvillea glabra</i>	
L	Brazilian fireweed	<i>Erechtites valerianifolius</i>	
L	Brazilian nightshade	<i>Solanum seaforthianum</i>	
L	Broom asparagus	<i>Asparagus virgatus</i>	
L	Bunchy sedge	<i>Cyperus polystachyos</i>	
L	Butterfly orchid	<i>Epidendrum x obrienianum</i>	
L	Canna lily	<i>Canna indica</i>	
L	Cape honeysuckle	<i>Tecoma capensis</i>	

L	Century plant	<i>Agave americana</i> var. <i>americana</i> & <i>Agave americana</i> var. <i>expansa</i>	
L	Chinese empress tree	<i>Paulownia tomentosa</i>	
L	Cobbler's pegs	<i>Bidens pilosa</i>	
L	Cockspur coral tree	<i>Erythrina crista-galli</i>	
L	Common coral tree	<i>Erythrina x sykesii</i>	
L	Common vetch	<i>Vicia sativa</i> subsp. <i>nigra</i>	
L	Coral berry	<i>Rivinia humilis</i>	
L	Country mallow	<i>Sida cordifolia</i>	
L	Creeping Cinderella weed	<i>Calyptocarpus vialis</i>	
L	Creeping inch plant	<i>Callisia repens</i>	
L	Creeping verbena	<i>Verbena rigida</i>	
L	Cuban hemp, Mauritius hemp	<i>Furcraea foetida</i>	
L	Cutleaf groundcherry	<i>Physalis angulata</i>	
L	Dense waterweed	<i>Egeria densa</i>	
L	Devil's apple	<i>Solanum capsicoides</i>	
L	Duranta Geisha girl	<i>Duranta erecta</i>	
L	Flaxleaf fleabane	<i>Conyza bonariensis</i>	
L	Fleabane	<i>Erigeron</i> spp, <i>E. bonariensis</i> , <i>E. canadensis</i> , <i>E. pusillus</i> , <i>E. sumatrensis</i> (syn. <i>Conyza</i>)	
L	Glory lily	<i>Gloriosa superba</i>	
L	Golden dodder	<i>Cuscuta campestris</i>	
L	Golden rain tree	<i>Koelreuteria elegans</i> subsp. <i>formosana</i>	National Environmental Alert List
L	Golden Trumpet Tree	<i>Handroanthus chrysotrichus</i> Syn. <i>Tabebuia chrysotricha</i>	
L	Green panic	<i>Megathyrsus maximus</i> var. <i>pubiglumis</i>	
L	Guinea grass	<i>Megathyrsus maximus</i> var. <i>maximus</i>	
L	Hairy commelina	<i>Commelina benghalensis</i>	
L	Hemlock	<i>Conium maculatum</i>	
L	Japanese honeysuckle	<i>Lonicera japonica</i>	
L	Jointed rush	<i>Juncus articulatus</i>	
L	Juncus	<i>Juncus cognatus</i>	
L	Kikuyu grass	<i>Cenchrus clandestinus</i>	
L	Lavender scallops	<i>Bryophyllum fedtschenkoi</i>	
L	Little evodia	<i>Melicope rubra</i>	
L	Milk weed	<i>Euphorbia heterophylla</i>	
L	Molasses grass	<i>Melinis minutiflora</i>	
L	Mother in laws tongue	<i>Sansevieria trifasciata</i>	

L	Mouse-ear chickweed	<i>Cerastium glomeratum</i>	
L	Mullumbimby couch	<i>Cyperus brevifolius</i>	
L	Navua sedge	<i>Cyperus aromaticus</i>	
L	Noyau vine	<i>Distimake dissectus</i>	
L	Nutgrass	<i>Cyperus rotundus</i>	
L	Paddy's lucerne	<i>Sida rhombifolia</i>	
L	Painted spurge	<i>Euphorbia cyathophora</i>	
L	Parrot's feather	<i>Myriophyllum aquaticum</i>	
L	Paspalum	<i>Paspalum dilatatum</i>	
L	Peppercress	<i>Lepidium</i> sp. <i>L. africanum</i> , <i>L. bonariense</i> , <i>L. didymum</i> , <i>L. virginicum</i>	
L	Perennial ragweed	<i>Ambrosia psilostachya</i>	
L	Phasey bean	<i>Macroptilium lathyroides</i>	
L	Pink snakeweed	<i>Stachytarpheta mutabilis</i>	
L	Pink tephrosia	<i>Tephrosia glomeruliflora</i>	
L	Polka dot plant	<i>Hypoestes phyllostachya</i>	
L	Prickly malvastrum	<i>Malvastrum coromandelianum</i>	
L	Purple joyweed, purple splash, alternanthera	<i>Alternanthera brasiliana</i> syn. <i>Alternanthera dentata</i>	
L	Purple-top/blue verbena	<i>Verbena incompta</i> & <i>V. litoralis</i>	
L	Rattlepods	<i>Crotalaria</i> sp. <i>C. goreensis</i> , <i>C. grahamiana</i> , <i>C. incana</i> , <i>C. juncea</i> , <i>C. lanceolata</i> subsp. <i>Lanceolata</i> , <i>C. pallida</i>	
L	Red Christmas pride	<i>Ruellia graecizans</i>	
L	Red natal grass	<i>Melinis repens</i>	
L	Red-head cotton bush	<i>Asclepias curassavica</i>	
L	Rhodes grass	<i>Chloris gayana</i>	
L	Signal grass	<i>Urochloa decumbens</i> syn <i>Brachiaria decumbens</i>	
L	Sisal	<i>Agave sisalana</i> , and <i>A. vivipara</i>	
L	Slash pine	<i>Pinus</i> sp. (<i>P. radiata</i> , <i>P. clausa</i> , <i>P. elliotti</i>)	
L	Sleepy mallow/hibiscus	<i>Malvaviscus arboreus</i>	
L	Slender celery	<i>Cyclospermum leptophyllum</i>	
L	Spanish thyme, Cuban oregano, Indian borage	<i>Plectranthus amboinicus</i>	
L	Spear thistle	<i>Cirsium vulgare</i>	
L	Stinking roger, Mexican marigold	<i>Tagetes minuta</i>	
L	Tall fleabane	<i>Conyza sumatrensis</i>	
L	Thickhead	<i>Crassocephalum crepidioides</i>	

L	Tickseed	<i>Coreopsis lanceolata</i>	
L	Treasure flower	<i>Gazania rigens</i>	
L	Tridax daisy	<i>Tridax procumbens</i>	
L	Umbrella sedge	<i>Cyperus eragrostis</i> , <i>C. involucratus</i>	
L	Umbrella tree	<i>Schefflera actinophylla</i>	
L	Variegated false agave	<i>Furcraea selloa</i>	
L	Vasey grass	<i>Paspalum urvillei</i>	
L	Virginia creeper	<i>Parthenocissus quinquefolia</i>	
L	Wandering jew	<i>Tradescantia fluminensis</i> syn. <i>T. albiflora</i>	
L	White star apple	<i>gambeya albida</i>	
L	Wild goose plum	<i>Prunus munsoniana</i>	
L	Wild tobacco	<i>Solanum mauritianum</i>	
L	Wood bittercress	<i>Cardamine flexuosa</i>	
L	Yellow allamanda, yellow trumpet	<i>Allamanda cathartica</i>	
L	Yucca	<i>Yucca aloifolia</i>	
L	Zebrina, variegated trad	<i>Tradescantia zebrina</i>	

Appendix 3 Review of Redlands Coast Biosecurity Plan 2018-2023

The Redlands Coast Biosecurity Plan 2018-2023 contained 20 action items to achieve invasive biosecurity matter management strategies. These action items were developed under four critical areas:

- Prevention and Preparedness
- Awareness and Education
- Effective Management Systems (control and enforcement)
- Monitoring and Evaluation.

Reviews were undertaken throughout the life of the Plan, with a final review in 2023 using feedback obtained through:

- YourSay webpage feedback from the community following the first 12 months of implementation
- Redlands Coast Biosecurity Working Group
- Team working group team emails and direct meetings with relevant Council work areas in final six months of implementation.

This feedback was recorded in a spreadsheet and working document of the revised Plan for comments. The outcomes of the review are summarised below.

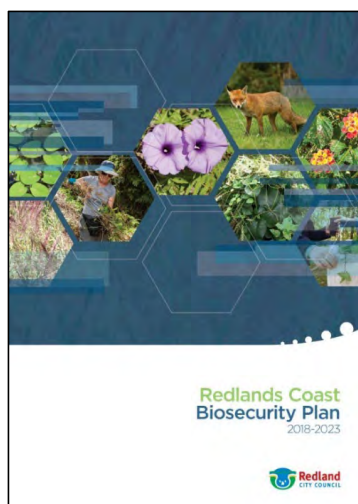


Figure 11: Title page of previous biosecurity plan

Outcomes of the review of the Biosecurity Plan 2018-2023

Prevention and preparedness

- Several actions retained or expanded upon in new Action Plan.
- Revision of Local Law 3 not complete. Retained in new Action Plan.
- Pest fish management removed from the Plan, partially moved to the Redland Coast Bay and Creeks Action Plan 2021–2026.
- Identified need streamline biosecurity management and processes.

Awareness and education

- Continued delivery of extension programs.
- Continued delivery of the Biosecurity Working Group.
- Continued attendance of forums, events, and conferences related to invasive species.
- Continued community events and workshops related to invasive species delivered.
- Identified a need for more refined priority list of invasive species and tools for officers.

Effective management systems

- Continue and improve delivery of invasive biosecurity matter control on Council land.
- Continued delivery of regulation of invasive biosecurity matter.
- Continued delivery of control of invasive animals on private land.
- Innovation and collaboration identified and expanded as a key theme 'Strategic Planning and Management'.

Monitoring and assessment

- Improve spatial data collection of invasive biosecurity matter.
- Continued review of the renewed Biosecurity Plan's action plan.
- Key theme Included into other themes in new action plan.

Plan review summary

- New Plan to be more usable by Council and community.
- Simplify sections, use more info-graphics and similar.
- Reduce overall size of Plan.
- Refine prioritisation list and reduce areas from 3 to 1.
- Remove pest fish.
- Define assets.
- Define roles and responsibilities more.

16 REPORTS FROM INFRASTRUCTURE & OPERATIONS

Nil.

17 NOTICES OF INTENTION TO REPEAL OR AMEND A RESOLUTION

In accordance with *s.262 Local Government Regulation 2012*.

18 NOTICES OF MOTION

In accordance with s.6.16 Council Meeting Standing Orders.

19 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?		

20 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*:

20.1 Chief Executive Officer Performance Appraisal Guideline

This matter is considered to be confidential under section 254J(3)(b) 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 industrial matters affecting employees.

Overview

To adopt a Chief Executive Officer Performance Appraisal Guideline.

20.2 2024-2025 Out of Round Sponsorship Program - Application for Major Sponsorship

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 seek endorsement of the Sponsorship Assessment Panel's recommendations on an application for major sponsorship in Round One of the 2024-2025 Sponsorship Program.

20.3 Translink Dunwich Ferry Terminal Upgrade Project - Response to Council Submission

This matter is considered to be confidential under section 254J(3)(i) 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 a matter the local government is required to keep confidential under a law of, or formal arrangement with, the Commonwealth or a State.

Overview

The purpose of this report is to note the Queensland State Government's response, dated 29 April 2025, following Council's submission on the proposed Translink Dunwich Ferry Terminal Upgrade in November 2024.

20.4 Appeal 1043/25 - Chabazite Pty Ltd vs Redland City Council

This matter is considered to be confidential under 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.

Overview

To provide Council with an update in the matter of Chabazite Pty Ltd v Redland City Council

20.5 Potential Strategic Acquisition of Property

This matter is considered to be confidential under 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 obtain approval to commence negotiations for a potential strategic property acquisition.

21 MEETING CLOSURE