



Redland
CITY COUNCIL

MINUTES

GENERAL MEETING

Wednesday 26 October, 2011

The Council Chambers
35 Bloomfield Street
CLEVELAND QLD

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1 DECLARATION OF OPENING

The Mayor declared the meeting open at 4.00pm and acknowledged the Quandamooka people, who are the traditional custodians of the land on which Council meets.

The Mayor also paid Council's respect to their elders, past and present, and extend that respect to other indigenous Australians who are present.

2 DEVOTIONAL SEGMENT

Pastor Peter Grieve, member of the Ministers' Fellowship, led Council in a brief devotional segment.

3 RECOGNITION OF ACHIEVEMENT

3.1 REDLAND ART GALLERY

The Mayor congratulated the Redland Art Gallery who won the Excellence in the Arts Category for 2011 at the Chamber of Commerce Business Achievement Awards and acknowledged the contribution of the Art Gallery volunteers.

4 RECORD OF ATTENDANCE AND LEAVE OF ABSENCE

MEMBERS PRESENT:

Cr M Hobson PSM	Mayor
Cr W Boglary	Councillor Division 1
Cr C Ogilvie	Councillor Division 2
Cr D Henry	Councillor Division 3
Cr J Burns	Councillor Division 4 – left at 6.46pm
Cr B Townsend	Councillor Division 5 – entered at 4.01pm
Cr T Bowler	Councillor Division 6
Cr K Reimers	Councillor Division 8
Cr Williams	Councillor Division 9
Cr H Murray	Councillor Division 10

EXECUTIVE LEADERSHIP GROUP:

Mr G Stevenson PSM	Chief Executive Officer
Mr N Clarke	General Manager Governance
Mr M Drydale	General Manager Corporate Services
Mrs L Rusan	General Manager City Services
Mrs T Averay	General Manager Environment Planning & Development

MINUTES:

Mrs J Parfitt	Corporate Meetings & Registers Team Leader
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LEAVE OF ABSENCE

Moved by: Cr T Bowler
Seconded by: Cr W Boglary

That leave of absence be granted for Cr M Elliott, Deputy Mayor and Councillor Division 7 who is attending a conference in Hobart.

CARRIED

5 RECEIPT AND CONFIRMATION OF MINUTES**5.1 GENERAL MEETING MINUTES 28 SEPTEMBER 2011**

Moved by: Cr K Reimers
Seconded by: Cr H Murray

That the minutes of the General Meeting of Council held on 28 September 2011 be confirmed.

[General Meeting Minutes 28 September 2011](#)

CARRIED

5.2 SPECIAL MEETING MINUTES 23, 27 & 29 SEPTEMBER

Moved by: Cr C Ogilvie
Seconded by: Cr W Boglary

That the minutes of the Special Meeting of Council held on 23, 27 and 29 September 2011 be confirmed.

[Special Meeting Minutes 23, 27 and 29 September 2011](#)

CARRIED

5.3 SPECIAL MEETING MINUTES 6 OCTOBER 2011

Moved by: Cr K Reimers
Seconded by: Cr H Murray

That the minutes of the Special Meeting of Council held on 6 October 2011 be confirmed.

[Special Meeting Minutes 6 October 2011](#)

CARRIED

6 MATTERS OUTSTANDING FROM PREVIOUS COUNCIL MEETING MINUTES

The Chief Executive Officer presented the following items for noting:

6.1.1 PETITION (DIVISION 4) INSTALLATION OF PEDESTRIAN CROSSING AT ST RITA'S PRIMARY SCHOOL, BENFER ROAD, VICTORIA POINT

At the General Meeting on 29 June 2011 Council resolved as follows:

That the petition, which reads as follows, be received and referred to the appropriate area of Council for consideration and a report back to Council:

"Petition from residents requesting that Council support the installation of a pedestrian crossing at St Rita's Primary School, Benfer Road, Victoria Point. This would bring St Rita's school into line with all other primary schools in the area, i.e., crossing safety guard and zebra crossing."

A report addressing this matter will be presented to 2 November 2011 Planning & Policy Committee meeting.

6.1.2 PETITION (DIVISION 10) SAFETY UPGRADE OF TINGALPA CREEK

At the General Meeting on 29 June 2011 Council resolved as follows:

That the petition, which reads as follows, be received and referred to the appropriate area of Council for consideration and a report back to Council as to what works can be done in 2011-2012:

"Petition requesting that Council prioritise a safety upgrade of the denuded and eroded foreshore area on the banks of Tingalpa Creek at the corner of the Esplanade at the end of Railway Parade, Thorneside."

A report addressing this matter will be presented to 2 November 2011 Planning & Policy Committee meeting.

6.1.3 PETITION (DIVISION 1) NO TRAFFIC LIGHTS AT CNR BIRKDALE AND MAIN ROADS, WELLINGTON POINT

At the General Meeting on 29 June 2011 Council resolved as follows:

That the petition, which reads as follows, be received and referred to a committee or officer for consideration and a report to the local government:

"Petition requesting no traffic lights be installed at corner of Birkdale and Main Roads, Wellington Point. Traffic calming needed – not lights."

A report addressing this matter will be presented to 2 November 2011 Planning & Policy Committee meeting.

7 PUBLIC PARTICIPATION

MOTION TO ADJOURN MEETING

Moved by: Cr D Henry
Seconded by: Cr W Boglary

That Council adjourn the meeting for a 15 minute public participation segment.

CARRIED

1. Mr T Watkinson, a warden of the Anglican Church of Waterloo Bay, which includes St Georges Church at Thorne Road, Birkdale, addressed Council in relation to vegetation protection orders.
2. Ms M Hardy from the Save Mary Street Group at Birkdale, addressed Council in relation to vegetation protection orders.
3. Ms T Barnes of Birkdale, addressed Council in relation to a petition for a new pathway along the southern side of Collingwood Road between Spoonbill Street and Hardy Road.
4. Mrs K Murphy addressed Council in relation to a public meeting she attended with her husband at Wellington Point and vegetation protection orders.

Moved by: Cr C Ogilvie
Seconded by: Cr W Boglary

That public participation segment be extended for a further 15 minutes to allow members of the gallery to address Council.

CARRIED

The following speakers addressed Council in relation to Item 16.2.1 – *Weinam Creek Car Park Charging and Associated Initiatives*

5. Ms G Nemeth of Macleay Island;
6. Mrs J Hackett of Macleay;
7. Mr L Hackett, from the Bay Islands and speaking on behalf of Our Parking Spot Group;
8. Ms G James of Macleay Island;
9. Mr R Harris of Macleay Island;

Moved by: Cr C Ogilvie
Seconded by: Cr W Boglary

That public participation segment be extended for a further 15 minutes to allow members of the gallery to address Council.

CARRIED

10. Ms N Olssen of Russell Island, President of the Russell Island Association and Secretariat of the SMBI Forum; and
11. Mr T Holbert, of the SMBI Forum and Macleay Island.

MOTION TO RESUME MEETING

Moved by: Cr H Murray
Seconded by: Cr C Ogilvie

That the meeting proceedings resume.

CARRIED

8 PETITIONS AND PRESENTATIONS**8.1 PETITIONS****8.1.1 PETITION (DIVISION 10) – REQUEST FOR A NEW FOOTPATH ON COLLINGWOOD ROAD**

Moved by: Cr H Murray
Seconded by: Cr K Reimers

That the petition, which reads as follows, be received and referred to a committee or officer for a report back to Council:

”We the undersigned residents of Redland City, hereby petition Redland City Council to provide a new pathway along the southern side of Collingwood Road between Spoonbill Street and Hardy Road, to where a ‘school-safe’ crossing can be installed across Collingwood Road.”

CARRIED

8.1.2 PETITION (DIVISION 2) – REQUEST TO REPLACE PICNIC SHELTER AT CABARITA PARK, AMITY POINT

Moved by: Cr C Ogilvie
Seconded by: Cr K Reimers

That the petition, which reads as follows, be acknowledged and that Council take no further action until the underlying land tenure matters are resolved and that the principal petitioner be advised in writing accordingly.

“We, the undersigned, request Redland City Council replace the picnic shelter which was removed from Cabarita Park at Amity Point in 2010.”

CARRIED

9 MOTION TO ALTER THE ORDER OF BUSINESS

Moved by: Cr C Ogilvie
Seconded by: Cr K Reimers

That the order of business be altered to discuss item 16.3.1 *Dollery Road Tender*, as the last item of business.

CARRIED

It was noted at Item 16.3.2 (as listed on the agenda) had been withdrawn.

10 DECLARATION OF MATERIAL PERSONAL INTEREST AND CONFLICT OF INTEREST ON ANY ITEMS OF BUSINESS

Nil.

COUNCILLOR ABSENCES DURING MEETING

Cr Boglary left the meeting at 5.24pm and returned at 5.25pm during Item 16.2.1.
Cr Williams left the meeting at 5.40pm and returned at 5.41pm during Item 16.2.1.
Cr Boglary left the meeting at 6.59pm and returned at 7.01pm during closed session.
Cr Ogilvie left the meeting at 6.59pm and returned at 7.00pm during closed session.
Cr Henry left the meeting at 6.59pm and returned at 7.01pm during closed session.
Cr Townsend left the meeting at 6.22pm and returned at 6.24pm during Item 17.2.1.
Cr Burns left the meeting at 6.46pm.

11 PLANNING AND POLICY COMMITTEE 12 OCTOBER 2011

Moved by: Cr T Bowler
Seconded by: Cr W Boglary

That the Planning & Policy Committee Minutes of 12 October 2011 be received and resolution noted on item resolved under delegated authority.

CARRIED

[Planning and Policy Committee Minutes 12/10/2011](#)

11.1 ITEM DELEGATED TO COMMITTEE FROM COUNCIL

The following item was resolved at the Planning & Policy Committee meeting of 12 October 2011, with the Committee's resolution presented to Council for noting only.

11.1.1 CLIMATE CHANGE: ADAPTATION FOR QUEENSLAND ISSUES PAPER

Datworks Filename: EM Policy – Climate Change Policy and Strategy

Attachments: [RCC Submission Climate Change Adaptation for Queensland Issues Paper](#)
[Climate Change Adaptation for Queensland Issues Paper DERM 2011](#)

Responsible Officer: Toni Averay
General Manager Environment Planning & Development

Authors: Helena Malawkin
Advisor Environment Performance
Warren Mortlock
Principal Advisor Environmental Protection

EXECUTIVE SUMMARY

The Department of Environment and Resource Management (DERM) has released Climate Change: Adaptation for Queensland Issues Paper and is seeking feedback on the issues that matter to Council and the Redlands community. This is Council's opportunity to inform the State of our needs in adapting to storms, rising sea levels, cyclones, changing building requirements and supporting people and places to adapt to climate change.

The report recommends that Council endorse the submission.

PURPOSE

The purpose of this report is to:

1. Inform Council of DERM's Climate Change: Adaptation for Queensland Issues Paper as a consultation document for the State's next Climate Change Adaptation Plan for 2012 – 2017;
2. Seek Planning and Policy Committee approval to submit the attached comments to DERM as Council's endorsed comments in response to the Issues Paper.

BACKGROUND

ClimateQ: toward a greener Queensland was published by the State government in 2009 and presented a range of initiatives and policies to reduce the state's emissions, prepare for the impacts of climate change, and support the transition to a carbon-constrained 'green' economy. *ClimateQ* consolidated the approach taken in *ClimateSmart 2050* and *ClimateSmart Adaptation 2007-2012*, drawing on the latest national and international science and policy.

The State government is now preparing the next five-year climate change adaptation plan for 2012 – 2017 for Queensland by releasing the Issues Paper and seeking community and government feedback.

Council resolved (GM 28th Sept 2011) to provide delegated authority, under s.257(1)(c) of the Local Government Act 2009, for Planning and Policy Committee meeting of 12 October 2011, to approve the Council's Climate Change: Adaptation for Queensland submission to the Department of Environment and Resource Management.

ISSUES

Providing a whole-of-Council endorsed response to the Issues Paper will be Council's best opportunity to ensure climate change adaptation issues that affect us now and in the future can be considered for inclusion in the next Queensland Climate Change Adaptation Plan.

Climate Change: Adaptation for Queensland Issues Paper provides an update on the most recent climate change science and Queensland's climate policies. The Issues Paper focuses on key sectors – community, natural and built environment, and rural sector and outlines the major initiatives to respond to the range of climate-related risks, and prepare community and businesses for adapting to climate change.

An internal consultation process commenced on 15 September, 2011 and requested comments to be received by 28 September, 2011 from Senior Officers across Council. Few comments were received. City Planning and Environment has prepared a submission for Council endorsement.

Council acknowledges that the State has achieved much to date and continues to progress actions on climate change. Council recognises however there is much more to be done and a lot more leadership to be exercised by the State on climate

change adaptation. Council's response is necessarily brief and intended as constructive feedback and not criticism. The submission to DERM is provided as an attachment to this report.

In summary, the submission provides comments that inform the State about what we already have in place to address local climate adaptation, and what we will need in future from the State. The submission addresses the following issues:

- Council has already adopted a range of reports that guide local decision making on climate change adaptation.
- The State should propose a framework to clarify the roles and responsibilities of different levels of government, different geographic jurisdictions and different sectors of the community to enhance partnership, collaboration and coordination.
- The State should work to lessen the uncertainties and provide stability to market responses for communities impacted by future sea level rise and inundation.
- Local government does not have funding to allocate to management in preference to addressing threats to life, property and infrastructure, and is reliant on the State to provide ecosystem management leadership.
- The Redland community requires greater support and relatively inexpensive investment in emergency management, in particular support for isolated island communities during disasters.
- Waste management is an essential service that will need to adapt to climate change and this is not currently recognised in the issues paper.
- The State should consider a funding scheme to assist with early actions and mitigate future costs.
- Climate adaptation for Queensland has to be built on risk analysis, understanding and prioritising vulnerabilities, and developing resilience.

RELATIONSHIP TO CORPORATE PLAN

Council's response to this Issues Paper reflects objectives and goals in the Corporate Plan areas as follows:

1. Green Living – strategy 2.2;
2. Wise Planning and Design – strategy 4.3 and;
3. Inclusive and ethical governance – strategy 8.3.

FINANCIAL IMPLICATIONS

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

PLANNING SCHEME IMPLICATIONS

The outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

OPTIONS**PREFERRED**

That Council endorse the attached submission as Council's endorsed response to DERM on the Climate Change: Adaptation for Queensland Issues Paper

ALTERNATIVE

That Council provide alternative wording as Council's endorsed response to DERM on the Climate Change: Adaptation for Queensland Issues Paper.

**OFFICER'S RECOMMENDATION/
COMMITTEE RESOLUTION**

Moved by: Cr D Henry
Seconded by: Cr M Hobson

That Council resolve to endorse the attached submission as Council's endorsed response to DERM on the Climate Change: Adaptation for Queensland Issues Paper

CARRIED

DIVISION:

For: Crs Bowler, Hobson, Elliott, Boglary, Burns, Henry, Murray,
Ogilvie, Reimers and Townsend

Cr Williams was not present when the motion was put.

COUNCIL RESOLUTION

Moved by: Cr T Bowler
Seconded by: Cr H Murray

That the Committee Resolution be noted.

CARRIED (en bloc)

11.2 CITY SERVICES

11.2.1 PROPOSED CLOSURE - YARRONG ROAD PATHWAY, POINT LOOKOUT

Datworks Filename:	RTT Maintenance - Footpaths
Attachments:	Yarrong Road Pathway Locality Plan Risk Investigation Assessment
Responsible Officer:	Murray Erbs Manager City Infrastructure
Author:	Jonathan Lamb Advisor Cycling & Public Transport

EXECUTIVE SUMMARY

A public walkway between Yarrong Road and East Coast Road, Point Lookout, has been closed to public access due to public safety concerns. This report provides advice on the status of the walkway and a recommendation to formalise a walkway closure in the interests of public safety.

PURPOSE

The purpose of this report is to provide Council information on the status of the walkway connection between Yarrong Road and East Coast Road, Point Lookout, and to recommend the continued functional closure of the walkway to public access. The report recommendation includes the formal application to the Department of Environment and Resource Management for a temporary road closure.

BACKGROUND

A walkway linkage from Yarrong Road through to East Coast Road – Mooloomba Road (adjacent to the intersection with Booran Street) was created with the associated subdivision development registered in 1964. The walkway is not constructed and has been the subject of complaint and concerns from some nearby residents since at least 2007. These concerns include the overall upkeep and maintenance of the walkway. **Attachment 1** to this report provides the location for the walkway.

In December 2010, barricades were erected by Council's Operations and Maintenance Department due to public safety concerns regarding trip hazards, the steep grade and other identified risks along the walkway, which also posed a hazard for Council maintenance staff. Signage at the Yarrong Road entrance advised residents of the closure and indicated the alternative walkway, approximately 80 metres to the south-east along Yarrong Road. This walkway is formalised with concrete steps and handrails and is maintained in good condition.

ISSUES

The closure of the walkway in December 2010 precipitated a further complaint to Council from a resident on Yarrong Road over the status of the walkway and its condition. A complaint was also lodged with the Queensland Ombudsman.

Further investigations and on-site assessments of the walkway have been undertaken by Council Officers from City Infrastructure, City Spaces and Risk & Liability Services. The findings of these investigations support the ongoing closure of the walkway for reasons of public safety, cost and difficulty of maintenance to an acceptable standard and concerns regarding Council's liability exposure. The investigation conducted by Risk and Liability Services is provided with this report (**Attachment 2**).

The formalising of the walkway is not considered feasible due to site constraints, the prohibitive cost and the technical difficulty of designing infrastructure that would meet minimum design standards. Furthermore, a viable formalised walkway is located nearby, providing a connection from Yarrong Road through to Booran Street.

RELATIONSHIP TO CORPORATE PLAN

5. Wise planning and design

We will carefully manage population pressures and use land sustainably while advocating and taking steps to determine limits of growth and carrying capacity on a local and national basis, recognising environmental sensitivities and the distinctive character, heritage and atmosphere of local communities. A well-planned network of urban, rural and bushland areas and responsive infrastructure and transport systems will support strong, healthy communities.

- 5.12 Plan, provide and advocate for essential physical and social infrastructure that supports community well-being and manage Council's existing infrastructure assets to ensure current service standards are maintained or improved

FINANCIAL IMPLICATIONS

Council will be required to fund the improvements to the existing barricades and signage.

PLANNING SCHEME IMPLICATIONS

The City Planning and Environment Group was consulted and it is considered that the outcome of recommendations in this report and are consistent with the relevant Redlands Planning Scheme outcomes, given the locality, constraints and condition of the walkway. It is also noted that Council is committed to undertaking a Local Area Plan for each of the townships on North Stradbroke Island / Minjerriba over the next few years and that these will include detailed planning and assessment of pedestrian movement networks.

CONSULTATION

City Planning and Environment Group, City Spaces, Risk & Liability Services, Property Services

OPTIONS**PREFERRED**

That Council resolve to:

1. Formalise the current closure of the walkway through an application to DERM for a temporary road closure; and
2. Improve the existing barricades and signage so as to meet the risk mitigation measures outlined in the risk assessment conducted by Risk and Liability Services.

ALTERNATIVE

No alternative is under consideration

**OFFICER'S/COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr W Boglary

Seconded by: Cr K Reimers

That Council resolve to:

1. **Formalise the current closure of the walkway through an application to DERM for a temporary road closure; and**
2. **Improve the existing barricades and signage so as to meet the risk mitigation measures outlined in the risk assessment conducted by Risk and Liability Services.**

CARRIED

DIVISION:

FOR: Crs Reimers, Murray, Bowler, Williams, Townsend, Henry, Boglary and Hobson

AGAINST: Crs Ogilvie and Burns

Cr Elliott was absent from the meeting.

11.2.2 MORETON BAY CYCLEWAY - HILLIARDS CREEK CROSSING ALIGNMENT OPTIONS

Datworks Filename: RTT Design & Construction Bikeways/Cycleways

Attachments: [MBC Hilliards Creek Crossing](#)
[MBC Future Cycling Pedestrian Network Considerations](#)

Responsible Officer: Murray Erbs
Manager City Infrastructure

Author: Jonathan Lamb
Advisor Cycling & Public Transport

EXECUTIVE SUMMARY

The Moreton Bay Cycleway – Hilliards Creek Crossing is a project that will complete a missing link in the regionally significant Moreton Bay Cycleway (MBC). The proposed link will provide a dedicated shared-use path that will improve Council's local and trunk cycling and pedestrian network in the Wellington Point/Ormiston area.

The City Infrastructure department has assessed a number of alignment options for the Hilliard Creek crossing and now seeks Council endorsement of the option that connects to Ormiston via Gloucester Street.

PURPOSE

The purpose of this report is to provide Council with information on the various alignments assessed for the MBC – Hilliards Creek Crossing and to provide a recommendation to Council on the optimum option.

BACKGROUND

The MBC follows a coastal route along the edge of Moreton Bay and adjoining suburbs the length of Redland City. Parts of the MBC are well established and provide important links in the local and trunk cycleway network for the city.

With the new development in 2007-08 in Wellington Point at the old turf farm site (south of Station Street, east of the train line) a significant developer contributed link in the MBC precipitated more detailed planning for a crossing point for the MBC over Hilliards Creek. A total of 6 alignments for the cycleway and crossing point over Hilliards Creek have been assessed. In this report the 3 most viable alignment options are being presented and one of these is being recommended to Council (see **Attachment 1**).

On completion of the MBC – Hilliards Creek Crossing project, a near-continuous off-road cycling and pedestrian link will be provided from Thornlands to the northern part of Ormiston.

ISSUES

There a number of constraints and challenges in determining the most appropriate alignment for the cycleway and the location for traversing Hilliards Creek and the adjoining wetland and conservation land. The primary constraints are grouped below:

Constraints

Physical Constraints

- Low-lying, tidal and flood constrained land
- Land under private ownership
- Land under ownership of another statutory authority (i.e. Queensland Rail)

Environmental Constraints

- Ecologically sensitive wetland/riparian areas (i.e. Station Street Wetland Reserve, Fletcher Terrace Wetland Reserve)
- Wildlife corridor and habitat for local and regional/national species of significance (i.e. local resident koala population)
- Areas noted for rehabilitation

Social / Community Constraints

- Perceived negative impacts of the cycleway (further details noted under Consultation below)

Financial Constraints

- Limitations on the funds available to Council to construct the link
- Boardwalk and bridge structures are costly items of infrastructure to construct

Alignment Options

Of the alignments considered by Officers, three have been determined as the most suitable. They are Hilliard Street Alignment, Gloucester Street Alignment and Gloucester Street Alignment – Pryor Street Extension. These options are discussed below and in **Table 1**.

Hilliard Street Alignment (Option1)

This alignment traverses the Station Street Wetlands and crosses Hilliard Creek connecting to Hilliard Street. It would provide an interface and experience with the mangrove/wetland environment and a linkage to historic Ormiston House. It would improve local pedestrian and cycling connectivity at the northern end of Wellington Street.

It is the most expensive option under consideration (due to the extent of bridge and boardwalk) and has the greatest long-term maintenance liability for Council. Only a concept design has been prepared for this option. It is not possible for this option to be delivered in the current year or to be constructed to the required standard within the approved budget.

Gloucester Street Alignment (Option2)

The alignment through to Gloucester Street crosses Hilliards Creek at the narrowest point via conservation land that forms part of the Fletcher Terrace Wetland. It will considerably enhance the local cycling and pedestrian network. The alignment provides connectivity to the local park area on the western side of the creek and improves access to Wellington Point for a larger number of residents in Ormiston than Option 1.

It is the least expensive of the options under consideration and within budget under the Capital Works Program for the current year. The design for this Option is approximately 90% complete and works can commence this year, though it is not possible for the project to be completed until early in to the 2012/13 financial year. The permit lodgement and approval process which is required through the Department of Environment and Resource Management is the key factor contributing to this expected delay.

Gloucester Street Alignment - Pryor Street Extension (Option 3)

This alignment follows the same route as Option 2, but then extends an extra 342m through to Pryor Street. The viability of this alignment was only recently considered due to significant clearing of weed species and maintenance of the firebreak at the rear of properties on Fletcher Terrace.

It allows for similar network improvements to those provided by Option 2. It is the second most expensive option under consideration. Only a concept design has been prepared for this alignment and it is unlikely the project could commence in the current year and cannot be constructed within the approved budget.

Future Cycling and Pedestrian Network Considerations

Both Option 2 and Option 3 provide the opportunity to Council to enhance the cycling and pedestrian network through land that may be developed in the future. This includes the current operational farm at 2-6 & 8-12 Thorn Street Thorn Street (zoned Urban Residential and Open Space) and the nursery at 174-180 & 182-186 Wellington Street (zoned Medium Density Residential and Open Space). Development of the nursery lots would enable Council to connect to existing trails and paths which link through to the sports precinct and parkland on Sturgeon Street. With respect to the farm lots, a link could be provided through to Oak Street.

Alignment Option	Description	Cost Estimate (2011/12)
Hilliard St (Option1) 462m long	<ul style="list-style-type: none"> • Concrete Path (142m) • Bridge (40m) • Timber Board Walk (280m) 	\$3.1 million
Gloucester St (Option 2)	<ul style="list-style-type: none"> • Concrete Path (240m) • Bridge (20m) 	\$2.1 million

Alignment Option	Description	Cost Estimate (2011/12)
434m long	<ul style="list-style-type: none"> • Timber Board Walk (194m) 	
Gloucester St – Pryor St Extension (Option 3) 776m long	<ul style="list-style-type: none"> • Concrete Path (505m) • Bridge (20m) • Timber Board Walk (271m) 	\$2.95 million

RELATIONSHIP TO CORPORATE PLAN

5. Wise planning and design

We will carefully manage population pressures and use land sustainably while advocating and taking steps to determine limits of growth and carrying capacity on a local and national basis, recognising environmental sensitivities and the distinctive character, heritage and atmosphere of local communities. A well-planned network of urban, rural and bushland areas and responsive infrastructure and transport systems will support strong, healthy communities.

- 5.12 Plan, provide and advocate for essential physical and social infrastructure that supports community well-being and manage Council's existing infrastructure assets to ensure current service standards are maintained or improved

FINANCIAL IMPLICATIONS

The recommendation in this report does not require any change to the current year's budget as funds have already been allocated under the 10 Year Capital Program, Cycleway Trunk Infrastructure (41710 – Moreton Bay Cycleway Hilliards Creek Crossing) to an amount of \$2,247,500, subject to receiving 50% funding from the Department of Transport and Main Roads (DTMR).

The project was successful in receiving funding of up to 50% (\$1,185,797) from the DTMR through the South East Queensland Cycle Network Program. The funding was provided on the proposed crossing point and linkage to Gloucester Street (Option 2). There is no guarantee that the Department will provide additional funds for the increased costs associated with the other options considered if Council opts to support one of these alignments.

To fund the Hilliard St Crossing Link (Option 1) would require an additional \$1,000,000 in funds. To fund the Pryor St Extension (Option 3) would require an additional \$850,000 in funds. These additional amounts would be at the full cost to Council

PLANNING SCHEME IMPLICATIONS

The City Planning and Environment Group was consulted and it is considered that the outcome of recommendations in this report is consistent with planning outcomes proscribed in the Redlands Planning Scheme.

CONSULTATION

Internal Consultation

The Divisional Councillor and the following Council departments and sections have been consulted during the assessment of the alignment options:

- City Planning and Environment
- Project Delivery Group
- City Spaces
- Property Services

External Consultation

Two on-site community consultations were held with residents on Gloucester Street and Fletcher Street who were considered to be most affected by the options under consideration. Extensive discussions and site meetings were also held with the property owner and farm manager of the farm at 2-6 and 8-12 Thorn Street.

A summary of the two resident consultations and the verbal and written comments provided to City Infrastructure are listed below. The concerns expressed by residents included:

- Perceived negative impacts upon fauna (including resident koalas) during and post-construction of the cycleway
- Concerns over loss of amenity
- The view that increased pedestrian and cyclist movement through the local road network will increase the risk of an accident/incident with a vehicle
- Concerns over the potential for opportunistic criminal acts (thefts) and/or anti-social behaviour
- Concerns regarding the cost of the project
- Suggestions that the cycleway be constructed elsewhere (i.e. along the Cleveland train line corridor)
- Concerns over the existing extent of maintenance and management of the reserve area adjoining residential properties and whether this would be improved or hindered by the cycleway

OPTIONS**PREFERRED**

That Council resolve to construct the alignment for the Moreton Bay Cycleway – Hilliards Creek Crossing via the Gloucester Street Link (Option 2).

ALTERNATIVE

The Gloucester Street Alignment – Pryor Street Extension (Option 3)

OFFICER'S RECOMMENDATION

That Council resolve to construct the alignment for the Moreton Bay Cycleway - Hilliards Creek Crossing via the Gloucester Street Link (Option 2).

**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr T Bowler
Seconded by: Cr H Murray

That Council resolve to construct the alignment for the Moreton Bay cycleway – Hilliards Creek Crossing via the Gloucester Street link, with the final design to be provided to the directly impacted residents for comment prior to the commencement of construction.

CARRIED (en bloc)

11.3 ENVIRONMENT PLANNING & DEVELOPMENT

11.3.1 VEGETATION PROTECTION ORDERS VPO 22, 24, 25, 26

Datworks Filename: EM Vegetation Protection Orders (Local Law 6)

Attachments: [VPO 22 24 25 26 Summary](#)
[VPO 22 BAAM Report 26 Thorne Rd Birkdale](#)
[VPO 24 BAAM Final Report 15 Victor St Birkdale](#)
[VPO 25 BAAM Report 33 Thorne Rd Birkdale](#)
[VPO 26 BAAM Report 7 11 Hugh St Thorneside](#)

Responsible Officer: Gary Photinos
Manager City Planning and Environment

Authors: Candy Daunt
Advisor Habitat Protection
Ken Folkes
Arborist

EXECUTIVE SUMMARY

A member of the community had applied for several Vegetation Protection Orders on various gum trees located at 26 Thorne Road Birkdale (VPO 22); 15 Victor Street Birkdale (VPO 24); 33 Thorne Road Birkdale (VPO 25) and 7-11 Hugh Street Thorneside (VPO 26).

Council resolved on the 27th of July, 2011 to make an interim VPO under the provision of Local Law 6 – Protection of Vegetation.

This report outlines the outcomes of the expert report, public submissions and the officer recommendation that the vegetation protection orders (VPO 22, VPO 25 and VPO 26) for the various gum trees as identified in the expert reports should be confirmed by Council, and that the Vegetation Protection Order for the gum trees located at 15 Victor Street Birkdale (VPO 24) not be confirmed.

PURPOSE

That Council resolve to confirm the Vegetation Protection Orders under the provision of Local Law 6 – Protection of Vegetation on the gum trees identified in the reports prepared by Biodiversity Assessment and Management Pty Ltd (03 August, 2011) reference VPO 22, VPO 25 and VPO 26; and Council resolve to not to confirm the order for 15 Victor Street Birkdale (VPO 24).

BACKGROUND

- Council resolved on the 27th of July, 2011 to make an Interim Vegetation Protection Order under the provisions of Local Law 6 - Protection of Vegetation on the identified Eucalyptus trees as described in application VPO 22, VPO 24, VPO 25 and VPO 26.
-

- All identified property owners were notified by registered mail on 4th August, 2011 that the gum trees were now protected by an interim vegetation protection order. Follow up telephone calls were also made to property owners to confirm that they had received and understood the information contained within the letter.
- Expert reports for the various gum trees has been undertaken by Biodiversity Assessment and Management Pty Ltd (BAAM)
- Public Notification of the Vegetation Protection Order was advertised in the Redland Times on Friday the 12th of August, 2011. A period of at least 21 days had been allocated to receive public submissions for and against the VPO, with the close date of public submission being Friday, 2nd of September, 2011. This has occurred as per provisions of Local Law 6. Submissions were received for VPO 22, VPO 24 and VPO 25. No submissions were received for VPO 26.

ISSUES

Making of an Interim Vegetation Protection Order Under Local Law 6 -Protection of Vegetation

Council has resolved to apply an interim vegetation protection order; however, it only remains in place for six months, while the requirements for establishing a vegetation protection order can be undertaken. These include public notification, including the calling of public submissions and the commissioning of an expert report. The interim order ensures that the vegetation is protected during this time. Once Council has considered all the necessary information it may at a subsequent meeting confirm or revoke the Vegetation Protection Order.

Expert Report

Expert reports for the gum trees were commissioned and are attached. The consultant has assessed the gum trees against the grounds of order as nominated in the vegetation protection order application forms.

The expert reports strongly conclude that the identified vegetation in applications VPO 22, VPO 25 and VPO 26 is significant using the criteria in Local Law 6 and recommends that the retention and protection of the trees identified in the attached reports prepared by Biodiversity Assessment and Management Pty Ltd. The expert report concluded that the gum trees identified in application VPO 24 are not worthy of protection and the arborist confirms that the trees are in poor health.

Submissions

The summary attachment identifies the submissions and officer response in relation to submissions received for applications VPO 22, VPO 24 and VPO 25. The issues generally relate to the maintenance of the trees, for example leaf and branch drop. It is recommended that a vegetation management guideline for the appropriate management of the protected vegetation is prepared and implemented for these properties to ensure issues of tree maintenance are addressed on a regular basis. The property owners at 33 Thorne Street, Birkdale (VPO 25) have identified that at

some stage they will be looking to expand the hall and one of the trees nominated for a protection order would be vulnerable to these plans.

Confirming the Vegetation Protection Order

These trees identified in expert reports for VPO 22, VPO 25 and VPO 26 are strong candidates for protection based on the outcomes of the expert report, and in line with Council's current strategic approach of broader protection of urban trees within the City. Taking into account the importance of these trees in a local and state context and submission were received, it can be recommended that Council confirm the Vegetation Protection Order.

It would be a condition under a Vegetation Protection Order that a vegetation management guideline plan is prepared and implemented for the property identified in the application VPO 22. It would also be a condition under the Vegetation Protection Order that damage to the vegetation can only occur where Council has issued a permit for such works.

Revoking the interim Vegetation Protection Order

The trees at 15 Victor Street, Birkdale (VPO 24) have been identified in both the expert report prepared by BAAM and confirmed by the Arborist that the trees are in poor health. The experts both confirm that the interim vegetation protection order be revoked. It is recommended that Council revoke the interim Vegetation Protection Order for VPO 24.

RELATIONSHIP TO CORPORATE PLAN

1. Healthy natural environment

A diverse and healthy natural environment, with an abundance of native flora and fauna and rich ecosystems will thrive through our awareness, commitment and action in caring for the environment.

- 1.1 Increase biodiversity by taking informed action to protect, enhance and manage our local ecosystems
- 1.2 Stop the decline in population of the koala and other species at risk through advocacy, protecting and restoring vital habitat and increasing community engagement and action

FINANCIAL IMPLICATIONS

Redland City Council

There are minor financial implications with this application associated with in-kind (advice) to the owners when required.

Owner

There are costs to owners and/or applicants of \$157 application fee associated for a permit to damage protected vegetation.

PLANNING SCHEME IMPLICATIONS

The City Planning & Environment Group was consulted and it is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

CONSULTATION

Consultation has been undertaken with the owners of the properties and adjoining neighbours where appropriate.

Consultation was also undertaken with City Planning and Environment; Sustainable Assessment; BAAM (external consultant); the property owners and the general public, through the public notification process.

OPTIONS

PREFERRED

That Council resolve as follows:

1. To confirm the Vegetation Protection Orders under the provision of Local Law 6 – Protection of Vegetation on the gum trees identified in the report prepared by Biodiversity Assessment and Management Pty Ltd (08 September, 2011) for application numbers VPO 22, VPO 25 and VPO 26;
2. That damage to the vegetation is only permitted under Section 27 (j) of Local Law No. 6 - Protection of Vegetation “if the damage is allowed under a permit issued by Council under the provisions of this Local Law”;
3. That a vegetation management guideline is prepared and implemented for the properties listed in Vegetation Protection Order application VPO 26 under Section 21 of Local Law No. 6 - Protection of Vegetation; and
4. To resolve to revoke the interim Vegetation Protection Order (VPO 24) under the provision of Local Law 6 - Protection of Vegetation on the gum trees located at 15 Victor Street, Birkdale.

ALTERNATIVE

That Council resolve not to confirm the Vegetation Protection Order under the provision of Local Law 6 – Protection of Vegetation on the gum trees identified in the report prepared by Biodiversity Assessment and Management Pty Ltd (03 August, 2011).

OFFICER'S RECOMMENDATION

That Council resolve as follows:

1. To confirm the Vegetation Protection Orders under the provision of Local Law 6 – Protection of Vegetation on the gum trees identified in the report prepared by Biodiversity Assessment and Management Pty Ltd (08 September 2011) for application numbers VPO 22, VPO 25 and VPO 26;
-

2. That damage to the vegetation is only permitted under Section 27 (j) of Local Law No. 6 - Protection of Vegetation "if the damage is allowed under a permit issued by Council under the provisions of this Local Law";
3. That a vegetation management guideline is prepared and implemented for the properties listed in Vegetation Protection Order application VPO 22 under Section 21 of Local Law No. 6 - Protection of Vegetation; and
4. To resolve to revoke the interim Vegetation Protection Order (VPO 24) under the provision of Local Law 6 - Protection of Vegetation on the gum trees located at 15 Victor Street, Birkdale.

**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

**Moved by: Cr T Bowler
Seconded by: Cr H Murray**

That Council resolve as follows:

1. **To revoke the Vegetation Protection Orders under the provision of Local Law 6 – Protection of Vegetation for application numbers VPO 22, VPO 24, VPO 25 and VPO 26, and**
2. **That Council invite the owners of the trees recommended for the 'protection' to voluntarily nominate those trees which they wish to have protected, in order to ensure full support for the process and future restrictions.**

CARRIED (en bloc)

11.3.2 2011/12 DIVISIONAL PARKS AND INFRASTRUCTURE PROGRAM - DIVISIONS 2 AND 3

Datworks Filename: P & R Design and Construction - Divisional Park Infrastructure Development

Attachment: [DPIP Projects Estimates Divisions 2 and 3 for 2011/12](#)

Responsible Officer: Gary Photinos
Manager City Planning & Environment

Author: Angela Wright
Principal Advisor Open Space Planning

EXECUTIVE SUMMARY

Annual funding of \$500,000 has been made available for Divisional parks and other infrastructure projects in Redland City Council Budget 2011/12. \$50,000 is allocated to each Division.

This report is to seek Council approval of the 2011/12 DPIP amended program of works for Divisions 2 and 3.

PURPOSE

The purpose of this report is to seek Council approval for the amended list of projects for the 2011/12 Divisional Parks and Infrastructure Program for Divisions 2 and 3. The approved funding will be used for the provision of new infrastructure in parks and open space and associated works as detailed for Division 2 (Attachment A)

BACKGROUND

- Council has approved in the 2011/12 budget for the provision of \$500,000 to be available under Governance and Planning Department for the benefit of supplying park and other infrastructure.
 - At the General Meeting of 27th July 2011, Council approved the program of projects prepared for the 2011/12 Divisional Parks and Infrastructure Program as amended and attached for Divisions 1 to 9, including Divisions 2 and 3.
 - Please refer to the attached document for the table of the proposed amended list of projects to be implemented under 2011/12 DPIP for Divisions 2 and 3.
 - Some of the projects are still to be fully designed and costed and this may have implications in terms of delivery dates and location of the project within the park or open space.
 - All of the projects will be fully costed under tendering processes. Again this may impact on delivery times and capacity if unforeseen issues arise.
-

ISSUES

- A 2011/2012 Divisional Parks and Infrastructure Program (DPIP) has now been developed with the assistance of the Divisional Councillors and key stakeholders across Council.
- Two of the approved projects in Division 2 and two projects in Division 3 are no longer required for various reasons; therefore new projects have been included in the program, which require Council approval.
- Some of the approved projects' budgets have been adjusted to include the funds from the projects that are no longer required.

RELATIONSHIP TO CORPORATE PLAN

7. Strong and connected communities

Our health, wellbeing and strong community spirit will be supported by a full range of services, programs, organisations and facilities, and our values of caring and respect will extend to people of all ages, cultures, abilities and needs.

FINANCIAL IMPLICATIONS

Within the current 2011/12 budget an amount of \$50,000 for each Division has been allocated from General Revenue to facilitate the fulfilment of the Divisions 2 and 3 portion of the 2011/12 DPIP.

Each project or group of projects still require further costing through the design and tendering phase of the projects. Delivery of some projects will be subject to these further investigations and availability of budget. The Open Space Planning Unit will be able to contribute some limited funds to assist projects to be delivered. One of the projects is also attracting State Government subsidy.

This report identifies projects to the value of \$98,820

PLANNING SCHEME IMPLICATIONS

The City Planning & Environment Group was consulted and it is considered that the outcome of recommendations in this report will result in some future amendments to the Redlands Planning Scheme such as

CONSULTATION

The Executive Leadership Group and City Planning & Environment Group support the current method of developing and implementing the DPIP.

A series of internal workshops have been held between City Spaces, the City Planning & Environment Group and the Project Delivery Group and developed the master list of projects for discussion purposes.

Councillors for Divisions 2 and 3, having been sent a list of approved and possible Divisional projects, have now made changes and additions to the list. Discussions

with the Councillors from Divisions 2 and 3 assisted in determining what the priorities were for each of these Divisions over a 2 year period. The 2011/2012 DPIP has been developed from these discussions and investigations by relevant officers.

Some projects may require community engagement at a local level prior to construction.

OPTIONS

PREFERRED

That Council resolve to approve the program of projects prepared for the 2011/12 Divisional Parks and Infrastructure Program for Divisions 2 and 3 as attached.

ALTERNATIVE

That Council not approve the program of projects prepared for the 2011/12 Divisional Parks and Infrastructure Program for Divisions 2 and 3.

OFFICER'S/COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr T Bowler
Seconded by: Cr H Murray

That Council resolve to approve the program of projects prepared for the 2011/12 Divisional Parks and Infrastructure Program for Divisions 2 and 3 as attached.

CARRIED (en bloc)

11.4 GOVERNANCE

11.4.1 REDLANDS NETBALL STRATEGY

Datworks Filename: CS Planning - Redlands Netball Strategy March 2011

Attachment: [Redland Netball Strategy Final Report March 2011](#)

Responsible Officer: Roberta Bonnin
Manager Community Futures

Author: Kristina Dickman
Senior Adviser Sport & Recreation

EXECUTIVE SUMMARY

Council partnered with Redlands Netball Association and Netball Queensland to develop a netball strategy to be implemented over the next ten years. The project provided an in-depth analysis of the sport in the City and included an audit of all existing netball facilities and program as well significant consultation with participants, parents, schools and organisers of netball.

PURPOSE

The purpose of this report is to seek Council endorsement of the Redlands Netball Strategy 2011 – 2021 for planning purposes.

BACKGROUND

The Redland City Council Operational Plan 2010-11 contained the requirement for Community and Social Planning to complete a netball strategy *to increase access to existing facilities* and plan for future needs (Strong and Connected Communities - 7C Encouraging active lifestyles).

Council's commitment to sound strategic planning led to the establishment of a partnership with Netball Queensland and Redland Netball Association to investigate the current and future needs for the sport of netball.

This project engaged with the broader community to identify the planning gaps and issues for improving participation in netball and then worked with the netball community to develop the proposed recommendations to better cater for female participation in sport in the Redlands.

ISSUES

The aim of the project was to identify, analyse and assess netball opportunities in the Redlands including but not limited to clubs, associations, facilities and schools to create and implement a vision for netball in Redlands for the next ten years.

A number of factors prompted the partnership to instigate the development of a strategic plan to guide the sport of netball into the future:

- A lack of forward planning for netball throughout the local government area;
- Netball's Pinklands Reserve facility has reached maximum use capacity;
- The impending expansion of Cleveland-Redland Bay Road which fronts the Pinklands Reserve has the potential to impact on the future of netball at this site;
- Netball's Pinklands Reserve facility and other club-use netball sites across Redlands do not meet required standards to attract State competitions;
- Continued projected population growth across the local government area;
- The need to explore a range of opportunities such as the planned Regional Sport Facility and the potential to access school facilities; and
- Netball has the highest participation of all organised sport for junior females in Queensland and in the top five sports for senior participants.

Participation, population and trends

The project research revealed the vast majority of netball participants are juniors (8 – 17 years). Enrolments in Fun Net (an entry level participation program for children aged 5 – 7 years) have halved from 5.4% to 2.7% of all participation over the last 5 years (refer Attachment 1, Table 1, p.18). Given that the estimated proportion of children in the 5-9 age cohort remained relatively stable in Redland City over this period, this is an area that could be further developed.

The population of Redland City Council is projected to increase by almost 50,000 from an estimated 132,970 in 2006 to 182,680 by 2026. The vast majority of this growth will occur in the new development areas of Redland Bay and Thornlands, with a substantial shift in the distribution of the population to these areas (refer Attachment 1, Table 4, p.22). Capalaba will continue to be a high population area. Like Queensland as a whole, Redland City will experience an ageing population profile to 2026.

From a netball perspective, the key age cohorts of 5–24 years are predicted to increase overall in the City by 1,660 and the aging population provides opportunities to develop new target groups and different types of participation opportunities such as summer, social and mixed competitions.

Overall most of the people that were surveyed and interviewed were satisfied with the cost of participation, number of clubs, distribution of clubs, ease of accessing training facilities and the way competitions in the Redlands are run. Some people commented on the way the competition is run, mostly offering the view that better organisation and more even competitions are needed.

Player development opportunities, although still rating highly, had a higher overall level of dissatisfaction (19.8%) while a similar proportion indicated 'don't know' (20.7%). The most frequently expressed view among those dissatisfied about player

development was the need for more development opportunities or better promotion of existing opportunities.

Supply Analysis

The existing hard courts at Pinklands Sporting Complex are at capacity for junior competitions on Saturdays in their current configuration and there are no available time slots for additional early evening team training during the week. Conversion of four (4) of the six (6) grass courts to hard surface would enable the facility to cater for up to 16 additional games every Saturday between 12.30pm and 5.15pm (existing grass courts are not utilised after 12.00pm). Lighting of these 4 courts would enable additional teams to use the venue for mid week training and competition.

Conversion of 4 grass courts to hard surface would improve the functionality of the complex, cater for increased membership generated by population growth over the next decade, still retain 2 grass courts for younger players, and not reduce existing car parking.

In the longer term, a site capable of accommodating 15 courts with potential for expansion to 21 courts (to stage State level events in Redlands) should be considered in the planning for the Regional Sport and Recreation Park. An area of approximately 2ha would be required for a 15 court facility including circulation space and clubhouse, plus approximately 1.5ha for parking and internal road access. Approximately 0.5ha would be needed to accommodate the additional 6 courts.

Visioning

To help guide future directions for netball in the Redlands over the next 10 to 15 years a visioning workshop was held with representatives of the Redlands Netball Association, Netball Queensland and Council. The findings of this workshop are outlined in the table below and inform the recommendations contained in the Redlands Netball Strategy 2011 – 2021.

Netball Vision

WHAT DO WE WANT TO ACHIEVE?	HOW WILL WE DO IT?	WHAT DO WE WANT TO ACHIEVE?	HOW WILL WE DO IT?
Membership		Player and Coaching Development	
Increase membership in line with population growth. Maintain junior membership at 85% of total members.	Create an off season twilight competition Decentralise social competitions at other courts.	Coaching clinics – player development	Run more clinics for all 12 and 13 year olds – coaching coordinator. Clubs can run their own Expand to include more than rep players
Establish stronger links with schools	Active After Schools Program. School holiday programs.	Coaching development opportunities	Seek funding to run local, specialised skill development programs Improve fitness, strength and conditioning
Strengthen the competition		Funding	
Improve communication	No strategy identified		Adviser – Dept of Communities (Sport and Recreation Services) Recreation Officer at Redland Council
Better coaching		Pinklands Carrying Capacity	
Review grading and even up the competition	No strategy identified	More hard courts	Convert 6 grass courts to hard courts – preferably not concrete Include lights Get recommendations from NQ on surface

Facilities		Promotion and Program Development	
More opportunities for training	School facilities Decentralise for training purposes	Rep carnivals and club carnivals	Host 1 rep carnival and 1 club carnival Host school carnivals
Indoor courts or covering of outdoor courts to provide a pathway for elite players and remove the variables of weather	Possible cover over some courts	Strengthen from within in program development	School holiday programs Active After School programs Net Set Go
Venue for state level events [Need 21 courts for state championships, 12 of which must be lit]	Possible long term goal if a new regional facility is developed	Promote the game	Promote through networks

RELATIONSHIP TO CORPORATE PLAN

5. Wise planning and design

We will carefully manage population pressures and use land sustainably while advocating and taking steps to determine limits of growth and carrying capacity on a local and national basis, recognising environmental sensitivities and the distinctive character, heritage and atmosphere of local communities. A well-planned network of urban, rural and bushland areas and responsive infrastructure and transport systems will support strong, healthy communities.

5.12 Plan, provide and advocate for essential physical and social infrastructure that supports community well-being and manage Council's existing infrastructure assets to ensure current service standards are maintained or improved

5.13 Enhance the city's liveability and enable people to enjoy outdoor activities, social gatherings and community events through planning, providing and managing high quality parks and open spaces

7. Strong and connected communities

Our health, wellbeing and strong community spirit will be supported by a full range of services, programs, organisations and facilities, and our values of caring and respect will extend to people of all ages, cultures, abilities and needs

7.1 Promote festivals, events and activities for people to come together, developing connections and networks to improve community spirit and enhance 'sense of place'

7.2 Provide access to quality services, facilities and information that meet the needs of all age groups and communities, especially disadvantaged and vulnerable people

7.3 Increase community safety, health and wellbeing by planning and delivering programs, services, partnerships, regulations and education

7.5 Increase the physical activity participation of residents and deliver programs and incentives that strengthen opportunities for sport and recreation

7.7 Increase children and young people's active participation in community life and support their social, cultural and physical development

- 7.8 Support “Ageing Well in the Redlands”, to enable active participation in all aspects of community life

FINANCIAL IMPLICATIONS

The recommendations to adopt the Redlands Netball Strategy 2011 – 2021 for planning purposes and support future funding applications do not require changes to projects already approved in Council’s current budget. The proposed works for Pinklands in the approved Capex for the 2012/13 financial year includes the development of an internal roadway, and car park upgrades \$591,600. There is \$168,782 scheduled in 2012/13 Capex for the development of hard courts for netball and Council will be seeking funding from State Government to match this amount. All projects are currently in the design phase for delivery within the scheduled timeframes.

PLANNING SCHEME IMPLICATIONS

The City Planning and Environment was consulted and it is considered that the outcome of recommendations in this report will not result any amendments to the Redlands Planning Scheme.

CONSULTATION

A project committee was set up in the initial stages of the project with participants from each of the netball clubs, Redlands Netball Association, Netball Queensland and Council.

The consultation process comprised:

- Individual meetings with representatives of all netball clubs in Redlands – Allstars, Blues Union, Dolphins, Lorikeets, Meteors, Raiders, Sharks and Thunderbolts
- Meetings with Redland Netball Association (RNA) and Netball Queensland
- Meetings with Metropolitan East School Sport
- Survey of schools in Redlands
- Meeting with Australian Sports Commission (Active After-school Communities Program - AASC)
- Intercept survey and on-line survey of players/ parents
- Meetings with Council officers
- Visioning workshop with clubs, RNA, Netball Queensland and Redland City Council

OPTIONS**PREFERRED****That Council resolve to:**

1. Adopt the Redlands Netball Strategy 2011 – 2021 for planning purposes;
2. Support future funding applications to State Government for implementation of the Strategy; and
3. Review the Redlands Netball Strategy 2011 – 2021 in five years.

ALTERNATIVE

That the matter be deferred to subsequent meeting of Council pending additional information as directed by Council.

**OFFICER'S/COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr D Henry
Seconded by: Cr W Boglary

That Council resolve to:

1. **Adopt the Redlands Netball Strategy 2011–2021 for planning purposes;**
2. **Support future funding applications to State Government for implementation of the Strategy; and**
3. **Review the Redlands Netball Strategy 2011 – 2021 in five years.**

CARRIED

11.4.2 MOUNT COTTON COMMUNITY MAP

Datworks Filename: CS Projects – Mount Cotton Community Development Initiative

Attachments: [Mount Cotton Community Map Report](#)
[Mount Cotton Community Map Brochure](#)

Responsible Officer: Roberta Bonnin
Manager Community Futures

Author: Lacey Brown
Strategic Adviser Social Planning

EXECUTIVE SUMMARY

The Mount Cotton Community Map resulted from a community development initiative to support Local Project 18 as contained in the Redlands Social Infrastructure Strategy 2009. Community development contributes to social infrastructure by building local networks. This project provided a platform to strengthen connections and develop a long term vision for Mount Cotton based on the needs, values and aspirations of the local community. The Mount Cotton community map will provide a useful tool for future work and for informing new residents.

PURPOSE

This report is provided to Council for noting to raise awareness of the long term vision of the Mount Cotton community and to highlight the use of a community map to build networks and provide information to new residents.

BACKGROUND

The development of a community is more than just about the physical infrastructure. The *Building Strong Communities: Redlands Social Infrastructure Strategy 2009* identified the importance of a community development program in Mount Cotton – the Mount Cotton Community Development Initiative - to link groups and networks and establish needs, values and aspirations for the community, as the first step in implementing Local Project 18, Mount Cotton Community Precinct.

Funding for this project was approved by Council in 2010/11 for Community and Social Planning to implement a Social Infrastructure Strategy emerging priority, i.e. Mount Cotton precinct planning.

A number of studies and policies provided broad direction for the Mount Cotton Community Development Initiative:

- Redlands 2030 Community Plan
 - Redlands Social Infrastructure Strategy 2009
 - Community Halls and Precincts Policy and Community Halls Review
 - Strong Communities Policy and Framework
-

In considering the future direction for the Mount Cotton Community, these studies have informed a comprehensive baseline assessment of current and emerging issues, trends, standards of provision and opportunities which have been summarised in the Mount Cotton Community Map report.

ISSUES

The focus of the community engagement that was conducted by the Community Development Team (coordinated by Community Resource Officer, Letitia Bouloukos) was to:

- identify and map networks, services, organisations, businesses and other individuals and groups in Mount Cotton;
- identify and prioritise current and future demand for activities, services and facilities;
- identify opportunities to increase access to services and facilities;
- understand and identify opportunities to build the capacity of the community through the facilitation of partnerships between and across the community;
- identify and understand marginalisation and disadvantage.

Five community engagement activities were undertaken focusing on various demographics in Mount Cotton:

1. Own it Mount Cotton – local youth between the ages of 12 and 17;
2. Morning Tea on the Mount – local seniors and their carers;
3. Come and Play the Mount Cotton Way – local families with children 0-4 years of age
4. Mount Cotton Community Carols (Redland City Council stall) – wider community;
5. Significant Service Provider's Meeting – service providers.

A significant part of the engagement was to survey participants to capture qualitative data to inform the Mount Cotton Community Map. In addition to discussions with attendees at these events, there were 282 surveys collected.

The profiling work highlighted some key considerations for Mount Cotton and surrounds in comparison to Redland City:

- it is a high growth area;
 - into the future, there will be a larger proportion of families with children in this area;
 - exhibits a higher rate of dwellings owned or being purchased;
 - people that settle in this area tend to be longer term residents;
-

- generally enjoy a higher median income per week, however there are pockets of disadvantage in relation to education and employment status;
- smaller proportion of people needing assistance with basic daily activities;
- higher proportion of people doing voluntary work.

Engagement with residents and stakeholders strengthened connections and informed the development of the community map. The community map is structured to clearly identify the needs, values and aspirations of the local community. The map includes the following:

- What makes the community unique – heritage, community assets, lived experiences, challenges
- Key future messages:
 - *A place we want to live in;*
 - *A protected place we can enjoy;*
 - *A place that cares about its neighbours;*
 - *A place that is well connected;*
 - *A place that offers convenience.*
- Themes and principles:
 - *Village lifestyle:* maintaining the village lifestyle and qualities that make our community unique;
 - *Natural environment:* protecting the natural environment for our people today and the generations of tomorrow;
 - *Sense of community:* creating a safe, well-serviced community for people to live, grow and connect within;
 - *Transport and mobility:* promoting a well-planned community supported by accessible transport and movement linkages;
 - *Access to a centre:* encouraging a diverse range of commercial services and facilities.
- Priorities – priority actions for the Mount Cotton community and partners/stakeholders

The Mount Cotton Community Map will provide the community and Council with a shared vision for addressing community needs into the future. The focus will be on proactively working with partners, local organisations and communities to build their capacity to respond to future challenges and opportunities.

RELATIONSHIP TO CORPORATE PLAN

7. Strong and connected communities

Our health, wellbeing and strong community spirit will be supported by a full range of services, programs, organisations and facilities, and our values of caring and respect will extend to people of all ages, cultures, abilities and needs:

- 7.1 Promote festivals, events and activities for people to come together, developing connections and networks to improve community spirit and enhance 'sense of place'
- 7.2 Provide access to quality services, facilities and information that meet the needs of all age groups and communities, especially disadvantaged and vulnerable people

FINANCIAL IMPLICATIONS

There are no immediate financial implications impacting Council as a result of this report. The Future Messages section of the Mount Cotton Community Map contains actions that can be undertaken by the community and partners now and into the future to achieve the visions and outcomes identified during the project. Future investigations may translate some of the priorities into capital and operational plans and budgets.

PLANNING SCHEME IMPLICATIONS

The City Planning and Environment Group was consulted and the Mount Cotton Community Map (Attachment 1 and 2) will be considered in the Rural Futures Strategy and as part of the Redlands Planning Scheme Review.

CONSULTATION

The following were consulted as part of this process:

- Community Development Team
- Community Futures Group
- Advisor Transport and Planning
- Advisor Cycling and Public Transport
- Principal Adviser City Wide Planning
- Adviser Reserve Management
- Key stakeholders group (service providers and community representatives)

OPTIONS

PREFERRED

That Council resolve to note this report and the Mount Cotton Community Map (Attachment 1 and 2) to raise awareness of the long term vision of the Mount Cotton community and to highlight the use of a community map to provide information to new residents.

**OFFICER'S/COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

**Moved by: Cr T Bowler
Seconded by: Cr H Murray**

That Council resolve to note this report and the Mount Cotton Community Map (Attachment 1 and 2) to raise awareness of the long term vision of the Mount Cotton community and to highlight the use of a community map to provide information to new residents.

CARRIED (en bloc)

11.5 CLOSED SESSION AT COMMITTEE

The Committee meeting was closed to the public under section 72(1) of the *Local Government (Operations) Regulation 2010* to discuss the following items, and following deliberation on these matters, the Committee meeting was again opened to the public.

11.5.1 NORTH STRADBROKE ISLAND ECONOMIC TRANSITION TASKFORCE PROGRESS REPORT

Datworks Filename: ED – North Stradbroke Island (NSI) Economic
Transition Taskforce Meetings

Responsible Officer: Gary Stevenson
Chief Executive Officer

Author: Gary Stevenson
Chief Executive Officer

EXECUTIVE SUMMARY

A confidential report from the Chief Executive Officer was discussed in closed session at Committee and is presented to today's General Meeting for consideration of the Committee Recommendation.

COMMITTEE RECOMMENDATION

It is recommended that Council:

1. Endorse the Chief Executive officer's proposed comments relating to the draft Economic Transition Strategy and draft Industry Action Plan documents;
2. Endorses strong advocacy to State Government and Opposition for the identified community infrastructure capital funding as a critical attractor for economic sustainability;
3. Endorses strong advocacy to State Government and Opposition for the introduction of subsidised transport for passengers, vehicles and freight as elimination of a critical barrier to economic sustainability;
4. Calls on State Government to be clear and absolute in articulating its tangible commitment to implementing its Vision for North Stradbroke Island; and
5. Calls on the Opposition to similarly state its intentions regarding its commitment to the future sustainability of North Stradbroke Island.

COUNCIL RESOLUTION

Moved by: Cr C Ogilvie
Seconded by: Cr W Boglary

It is recommended that Council resolve to:

1. Endorse the Chief Executive officer's proposed comments relating to the draft Economic Transition Strategy and draft Industry Action Plan documents;
-

2. **Endorses strong advocacy to State Government and Opposition for the identified community infrastructure capital funding as a critical attractor for economic sustainability;**
3. **Endorses strong advocacy to State Government and Opposition for the introduction of subsidised transport for passengers, vehicles and freight as elimination of a critical barrier to economic sustainability;**
4. **Calls on State Government to be clear and absolute in articulating its tangible commitment to implementing its Vision for North Stradbroke Island;**
5. **Calls on the Opposition to similarly state its intentions regarding its commitment to the future sustainability of North Stradbroke Island; and**
6. **That the Chief Executive Officer tabulate and communicate the details of the LNP/ALP positions on mining, implementation of National Parks, and Council's 'community infrastructure capital funding' proposal to the island community prior to the State elections.**

CARRIED

DIVISION:

FOR: Crs Burns, Reimers, Murray, Bowler, Williams, Townsend, Henry, Ogilvie, Boglary and Hobson

Cr Elliott was absent from the meeting.

11.5.2 COMPLAINTS REGARDING COUNCIL'S HANDLING OF BIOMASS POWER PLANT DEVELOPMENT (GC# 601, 602 AND 603)

Datworks Filename: GOV LG Act s.501E Investigation Reports –
General Complaints Process

Responsible Officer: Gary Stevenson
Chief Executive Officer

Author: Gary Stevenson
Chief Executive Officer

EXECUTIVE SUMMARY

A confidential report from the Chief Executive Officer was discussed in closed session at Committee and is presented to today's General Meeting for consideration of the Committee Recommendation.

COMMITTEE RECOMMENDATION

That Council resolve to:

1. Conduct a Special Meeting commencing at 9.00 am on Thursday 3 November 2011 for the purpose of determining the complaint investigation outcomes; and
2. Invite the Complainant to attend the Special Meeting to present his Submission for up to 45 minutes, as a final opportunity prior to Council determining the complaint investigation outcomes.

COUNCIL RESOLUTION

Moved by: Cr T Bowler
Seconded by: Cr W Boglary

That Council resolve to:

1. Conduct a Special Meeting commencing at 10.00 am on Wednesday 9 November 2011 for the purpose of determining the complaint investigation outcomes; and
2. Invite the Complainant to attend the Special Meeting to present his Submission for up to 45 minutes, as a final opportunity prior to Council determining the complaint investigation outcomes.

CARRIED

**12 DEVELOPMENT AND COMMUNITY STANDARDS COMMITTEE
18 OCTOBER 2011****12.1 ENVIRONMENT PLANNING & DEVELOPMENT**

Moved by: Cr B Townsend
Seconded by: Cr D Henry

That the Development & Community Standards Committee Minutes of 18 October 2011 be received and resolutions noted on items resolved under delegated authority.

CARRIED

[Development & Community Standards Committee Minutes 18/10/2011](#)

ITEMS RESOLVED UNDER DELEGATED AUTHORITY**12.1.1 CATEGORY 1 - MINOR COMPLYING CODE ASSESSMENT AND
HOUSEKEEPING**

(This item was resolved under delegated authority at Committee)

**12.1.2 CATEGORY 2 - COMPLYING CODE ASSESSMENT AND MNOR IMPACT
ASSESSMENTS**

(This item was resolved under delegated authority at Committee)

12.1.3 APPEALS LIST - CURRENT AS AT 10 OCTOBER, 2011

(This item was resolved under delegated authority at Committee)

ITEMS FOR CONSIDERATION

12.1.4 DRAFT BIOSECURITY BILL REPORT

Dataworks Filename: GOV - Development and Community Standards
Committee Reports for Noting

Attachment: [Draft Biosecurity Bill Submission 1 September 2011](#)

Responsible Officer: Toni Averay
General Manager Environment Planning &
Development

Author: Jennifer Haines
Service Manager Health & Environment

EXECUTIVE SUMMARY

The Queensland Department of Employment, Economic Development and Innovation (DEEDI), Biosecurity Queensland has recently released a draft exposure Biosecurity Bill for a short consultation period to allow Local Governments and other interested parties to comment on the proposed Legislation.

Council's Health and Environment Unit has reviewed this exposure draft and provided comment to DEEDI on the proposed Legislation.

PURPOSE

It is proposed that the Biosecurity Bill will repeal the *Land Protection (Pest and Stock Route Management Act) 2002* under which Council has responsibilities, mainly relating to declared pest animals and plants.

Council's Health and Environment Unit has reviewed this exposure draft and provided comment to DEEDI on the proposed Legislation.

BACKGROUND

The Queensland Department of Employment, Economic Development and Innovation (DEEDI), Biosecurity Queensland has recently released a draft exposure Biosecurity Bill for a short consultation period to allow Local Governments and other interested parties to comment on the proposed Legislation.

DISCUSSION

The proposed Biosecurity Bill aims to consolidate existing legislation dealing with biosecurity in Queensland and allows for a more coordinated response to serious biosecurity risks to production, human health, environment and the economy. A major reform of this legislation features the inclusion of a general biosecurity obligation on all persons.

A biosecurity risk is defined as a risk of any adverse effect to a biosecurity consideration caused by or likely to be caused by biosecurity matter. The legislation aims at preventing or minimising the impact on the economy, the environment, human health and social amenity from biosecurity risks.

It is important to note that Biosecurity Queensland representatives have advised that it is not the aim of this reform process to place more responsibility on to Local Government, and that there will be no substantive change to the responsibilities that Local Government currently has.

Currently Council has the responsibility to manage invasive weeds and pest animals under the *Land Protection (Pest and Stock Route Management) Act 2002*. This includes investigating, controlling and managing invasive pest plants and animals, including the requirement for Council to have a Pest Management Plan. The Draft Exposure Biosecurity Bill aims to repeal the Land Protection legislation and replace it with what will be the Biosecurity Act.

Officers have reviewed the Exposure Draft and agree with what this legislation aims to do, however, there is some clarification required on drafting issues to determine exactly what the impact will be on Local Government.

The Local Government Association of Queensland (LGAQ) and through that association, King and Co, have provided a thorough summary of the issues that require clarification and officers have supported this response by making a submission to the department (attached).

CONCLUSION

Based upon officers' concerns which are in agreement with concerns raised by the LGAQ, a submission was made to the Department of Employment, Economic Development and Innovation, Biosecurity Queensland on 1 September 2011 (submission attached).

RELATIONSHIP TO CORPORATE PLAN

The regulation of pest animals and pest plants contributes to Council's Healthy Natural Environment strategic priority 1.3 to protect our natural environment by restoring degraded landscapes, contaminated land and managing fire, pests and other hazards.

FINANCIAL IMPLICATIONS

Given that at this point the Bill is an exposure draft and has not yet been approved by Parliament, officers are not able to determine the precise financial implications of the introduction of this piece of legislation. However, if the Bill is released in its present form and devolutions from Biosecurity Queensland remain the same, financial impacts will be minimal.

PLANNING SCHEME IMPLICATIONS

It is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

CONSULTATION

Consultation has been undertaken with the Local Government Association of Queensland.

**OFFICER'S/COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr B Townsend
Seconded by: Cr K Reimers

It is recommended that the Committee report be noted.

CARRIED (en bloc)

12.1.5 AMENDMENTS TO FEES AND CHARGES SCHEDULE 2011/2012**Datworks Filename:** GOV – Fees & Charges Documentation**Attachment:** [Amendments and Additions to Current Fees and Charges Schedule 2011-2012](#)**Responsible Officer:** Toni Averay
General Manager Environment Planning & Development**Author:** Katie Hunter
Senior Adviser Performance & Governance

EXECUTIVE SUMMARY

Council adopted the 2011/2012 Fees and Charges Schedule at its General meeting on 27 April 2011.

A number of minor errors, omissions and clarifications have been identified in the Fees and Charges Schedule which need to be corrected. Accordingly, this report seeks approval for the 2011/2012 Fees and Charges Schedule to be amended to reflect these changes. These amendments are detailed in Attachment 1.

A number of new fees are also proposed for inclusion in the Fees and Charges Schedule. These new fees were inadvertently omitted from Council's 2011/2012 Fee Schedule. Accordingly, this report seeks approval for the 2011/2012 Fees and Charges Schedule to be amended to reflect these changes.

These amendments are also detailed in Attachment 1.

PURPOSE

The purpose of this report is to seek Council approval to amend the 2011/2012 Fees and Charges Schedules as detailed.

BACKGROUND

Following Council's adoption of the 2011/2012 Fees and Charges Schedule, a number of items were identified as requiring amendment and/or clarification in the schedule. Further, a number of minor errors and omissions have been identified since Council's adoption of the 2011/2012 Fees and Charges Schedule. These are outlined below.

Amendments and to Proposed Additions to Current Fees and Charges Schedule

The relevant corrections have been identified in the attached table titled Amendments and Additions to Current Fees and Charges Schedule 2011-2012 (Attachment 1). These amendments reflect a number of errors or omissions in the original schedule. The document also reflects some areas where fees need

clarification. This clarification has been identified following consultation with relevant Department officers and stakeholders. An explanation relevant to each proposed amendment is listed in the 'comments' section of the document.

A number of new fees have been identified as omissions from the original Fees and Charges Schedule. These additions are listed in Attachment 1 and are listed below.

- Copies of a Local Law (including Certified) and Policy Documents,
7 pages or more \$7.00
- Copies of a Local Law (including Certified) and Policy Documents,
6 pages or less Photocopy Fee (Officer Assisted) cost per page

ISSUES

The adoption of the proposed amendments to the 2011/2012 Fees and Charges Schedule will ensure clarity for Council's customers and reinforce the Department's commitment to customer service.

RELATIONSHIP TO CORPORATE PLAN

9. An efficient and effective organisation

Council is well respected and seen as an excellent organisation which manages resources in an efficient and effective way

9.6 Implement long term asset management planning that supports innovation and sustainability of service delivery, taking into account the community's aspirations and capacity to pay for desired service levels

FINANCIAL IMPLICATIONS

Overall, there is a negligible impact on the Department's budget bottom line. The proposed changes are detailed in the attached document; Amendments and Additions to Current Fees and Charges Schedule 2011-2012 (Attachment 1).

PLANNING SCHEME IMPLICATIONS

There are no implications for the Redlands Planning Scheme.

CONSULTATION

All areas of the Environment, Planning & Development Department were consulted, including applicable teams within Corporate Services and City Services Departments. In particular:

- Group Manager Sustainable Assessment;
- Group Manager Community Standards;
- Group Manager Financial Control;
- Team Leader Spatial Services

**OFFICER'S/COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr B Townsend
Seconded by: Cr K Reimers

That Council resolve that the proposed changes to the 2011/2012 Fees and Charges Schedule, as detailed in this report and in attachment 1, be adopted and become effective from 26 October 2011.

CARRIED (en bloc)

13 CUSTOMER SERVICES COMMITTEE 19 OCTOBER 2011

Moved by: Cr W Boglary
Seconded by: Cr K Reimers

That the Customer Services Committee Minutes of 19 October 2011 be received.

CARRIED

[Customer Services Committee Minutes 19/10/2011](#)

13.1 CITY SERVICES**13.1.1 REQUEST TO CALL FOR EXPRESSIONS OF INTEREST FOR A SITE SPECIFIC
LANDFILL LEACHATE PRE-TREATMENT SOLUTION AND LANDFILL
LEACHATE PRE-TREATMENT VALIDATION TRIAL**

**Datworks Filename: EM Project- Closed Landfill Remediation;
EM Project - Landfill Leachate Pre-Treatment and
Management**

**Responsible Officer: Elisa Underhill
Manager City Enterprises**

**Author: Deluna Lawrence
Remediation Advisor**

EXECUTIVE SUMMARY

Council must comply with Trade Waste Permit conditions for the release of landfill leachate to the Allconnex sewer network from the Birkdale Landfill. Presently, Council cannot comply with permit conditions due to a number of parameters within the leachate exceeding acceptable sewer admission levels. Allconnex is currently allowing the release to sewer to continue however Council has been set compliance timeframes. This requires Council to put plans in place to show what technology and methods will be employed to reach acceptable levels and when Council expects compliance will be achieved. Council cannot reach compliance with sewer admission levels without the installation of a landfill leachate pre-treatment system at the source.

The pre-treatment and analysis of landfill leachate is a highly technical discipline and Council needs to fully understand the applicable and viable technologies which may be relevant towards achieving compliance. Landfill leachate is not a constant or reliable input into a treatment process as it rapidly changes in concentrations and flow rates, requiring the instigation of a very flexible and responsive system to ultimately pre-treat and release to the sewer network whilst complying with admission standards and daily loading limits. Landfill leachate collection and disposal cost in excess of \$1.17 million in 2010/2011, further triggering the need to investigate leachate management across Redland City.

This report requests the approval to release an Expression of Interest (EOI) to complete the following two activities essential for Council to understand the applicable options available for site specific landfill leachate pre-treatment in the current waste water treatment market. Additionally the EOI requests the submission of proposals to conduct a validation trial which will act to provide Council with a recommended list of preferred suppliers for further tender development to conduct a formal landfill leachate pre-treatment trial.

The EOI is proposed to take the following form.

1. **Site Specific Landfill Leachate Pre-Treatment Solution – EOI (Part 1)**
Requesting information from the open professional waste water treatment market both in Australia and overseas for potential (and viable) landfill leachate pre-treatment solutions considering sewer acceptance requirements and basic information on the Redland City landfill leachate management environment; and
2. **Landfill Leachate Pre-Treatment Validation Trial – EOI (Part 2)** Requesting information from the open professional waste water treatment market proposing leachate pre-treatment trials and viability assessment to provide evidence based data for Council to further assess pre-treatment trial and system implications valid to the Redland City landfill leachate management environment. A shortlist of trial respondents will be made after a review by a panel of Council Officers and industry professionals to ensure applicability and quality. It is expected that the shortlist of respondents will form a recommended panel of preferred (specialist) tenderers for Council consideration, at which time Council will be in a better position to understand the market, potential technologies available and viable interested parties. If approved, it is proposed that Council will then request that detailed tenders to conduct a formal trial be submitted. Council will be briefed and presented with the trial options and relevant contract and financial information to award tender documentation.

In addition to the current trade waste non-compliance issues, general landfill leachate management and disposal problems continue to pose increasing expenditure and positions of risk for Council. Considering this environment, it is highly recommended that Council commence the exploration of landfill leachate pre-treatment options to ultimately gain enough information to proceed with formal trials and identification of a cost effective, efficient and flexible pre-treatment system.

Council is not currently in a position to fully understand the professional waste water services industry and the relevant technology, treatment methodologies involved in landfill leachate pre-treatment. A detailed information gathering exercise is proposed through the form of a two part EOI to provide Council with an indication of the market players and overview of market pre-treatment technologies and options to trial and validate pre-treatment effectiveness.

PURPOSE

The purpose of this report is to gain approval to request proposals from the open waste water treatment market, in Australia and overseas, through an Expression of Interest for information on Site Specific Landfill Leachate Pre-Treatment Solution

(Part A) including the request for pre-treatment viability assessment and trial proposals (Part B).

BACKGROUND

Landfill Leachate

Landfill leachate is contaminated water; the result of surface water infiltrating through landfill cover soils (capping) and percolating through underlying waste layers collecting contaminants within the deposited waste along the way.

The quality and concentration of landfill leachate parameters cannot be assured for a consistent period making landfill leachate a very uncertain parameter (input) when designing pre-treatment methodology and systems.

Context

The waste water business has changed rapidly in the past few years with the introduction of strict sewer disposal regulation on trade wastes such as landfill leachate across the network in South East Queensland. Waste water treatment plants need to manage total quantity and uncertain quality threats posed by unknown landfill leachate parameters being released into a sewer network.

The unsecured disposal options currently in use by Council, including collection and disposal outside the Redland City, coupled with the fact that leachate is going to continue to generate means Council must work towards securing a condensed and operationally viable leachate management and treatment system.

Wider Leachate Management Strategy

RedWaste is ultimately working towards the analysis of options for the cost effective management and disposal of leachate to be in a strong position to provide clear recommendations to Council given site and operational limitations. The primary source of this information is expected to be revealed and confirmed through the completion of the EOI process relying on formal request for information from the professional services waste water treatment market.

RedWaste has a rolling landfill capping and leachate improvement strategy in place and has envisaged that works will culminate in the construction of a pre-treatment facility at the Birkdale Landfill site. It is hoped that a facility such as this can be adapted via module design or treatment method adjustments to incorporate landfill leachate collected and pumped from the adjacent Judy Holt Park Birkdale. Further adaptability of the system is expected to provide efficiencies for the addition of leachate volumes collected from the Redland Bay Closed Landfill Facility and therefore providing one system to pre-treat all three predominant leachate sources in Redland City.

Given the consideration of the proposed EOI including viability assessment, capital and operating costs coupled with the known per kilolitre costs, Council will be able to overview a number of leachate collection, transport and disposal options. Considering the issues and system requirements involved in the pre-treatment of

landfill leachate, Council is currently in the very initial stages of investigating the intricacies of strategy implementation.

A large degree of success relies on the proven success of pre-treatment technologies and methods and assessment of site specific implementation and limitations. This is the reasoning behind Part 2 of the EOI requesting the proposal of trials to be conducted on landfill leachate.

Leachate Generation/Reduction

Landfill leachate generation and release is not expected to cease at these facilities for some time. Site capping and drainage improvements will be rolled out within the next three years however the direct and significant reduction of leachate volumes is not expected to be experienced in the next 5 year timeframe. Given the long timeframes involved in processing an EOI and subsequent arrangements for trials and viability assessment, it is expected that Council will be in a better position to assess total leachate volumes.

In the past a number of projects have been completed across closed landfill areas which have tried to reduce leachate and/or uptake leachate (such as the planting of native and introduced plant species known as phytoremediation and partial landfill capping works). These projects have not been successful due to the large quantity of leachate generation due to capping and surface water management.

ISSUES

AIMS FOR THE CALL FOR EXPRESSIONS OF INTEREST

The primary aim of the EOI (Part 1) is to request information from the professional waste water treatment market to scope the industry and assist Council in identifying potential landfill leachate pre-treatment system technologies and treatment methodology, approximate costs and applicability to the Redland City landfill leachate management purposes.

The secondary aim of the EOI (Part 2) is to ask the market to submit proposals to conduct actual trials of landfill leachate pre-treatment solutions including a viability assessment in an effort to shortlist potential trial participants to form a preferred panel of providers for a future tender process to manage formal trial activities.

Primary Issues

- 1. Landfill leachate sent to the Capalaba WWTP from the Birkdale Landfill is currently non-compliant with the Allconnex Sewer Acceptance Limits. The conditional Trade Waste Permit governing this release to sewer requires Council to investigate and plan to implement leachate pre-treatment at the source.**

Allconnex has issued a conditional Trade Waste Permit for this disposal to sewer with strict requirements to adhere to the acceptance limits. To achieve this, pre-treatment is required and compliance management plans will be required to be

submitted to Allconnex showing how Council plans to achieve the acceptance limits and daily loading requirements.

- 2. Leachate collected from the Redland Bay Closed Landfill Area and Judy Holt Park Birkdale is not able to be disposed of directly to the sewer network due to quantity and concentration issues. Allconnex does not allow unsecured inputs into a secure sewer network requiring all leachate from these facilities to be trucked out of Redland City for treatment further increasing costs.**

Allconnex will not accept trucked leachate (unsecured sewer inputs) that has the ability to pose significant risks to waste water treatment processes.

- 3. Council is not in a position to fully understand the complexities and proven viability of specific landfill leachate pre-treatment methods or current technologies to call for market responses past that of an open request for an Expression of Interest at this time.**

The aim of releasing an EOI to the open market is to scope the professional waste water industry to provide Council with greater certainty of the technical, safety and financial implications to guide improved decision making, planning and specification of leachate pre-treatment solutions for Redland City.

Council is not in a position to draft technical scopes (tender specification) of this nature or have confident information pertaining to financial implications, chemical and residue management, treatment methodologies or site specific technology required to successfully implement pre-treatment systems for landfill leachate to sustain acceptable sewer disposal limits given the Redland City situation.

All efforts should be made to canvas the professional waste water treatment market both within Australia and beyond to provide Council with an indication of the market players and overview of proven market pre-treatment technologies for leachate pre-treatment purposes.

Landfill leachate collection and disposal from Judy Holt Park and the Redland Bay Closed Landfill cost Council in excess of \$1.17 million in 2010/2011. This total volume of leachate is not approved for disposal into the local sewer system and is required to be transported out of the City to an approved waste water treatment facility. This disposal operation is not assured and puts Council in a precarious position if an external treatment facility rejects Council's leachate.

During the EOI process, Council will be completing significant landfill capping and leachate trenching and containment works across all three sites currently generating landfill leachate in an effort to reduce overall surface water infiltration and generation of leachate within the waste mass. This will provide improved site conditions and indications of total leachate volumes Council is required to manage into the future.

Sewer disposal

The disposal of landfill leachate to the local sewer network must be done under an approved Trade Waste Permit issued by Allconnex. The Birkdale Landfill is the only

site that currently has a conditional Trade Waste Permit for the disposal of landfill leachate to the Redland sewer network.

Testing

Extensive laboratory testing is required for the analysis of landfill leachate and costs are largely dependent on the frequency and number of parameters. Initial testing quotes have been sought for preliminary leachate testing and analysis against Redland Sewer Acceptance Limits totalling approximately \$120,000 for all required parameters across an averaged testing period.

The EOI process is proposed to incorporate a request to the professional waste water treatment market to complete a pre-treatment trial to further prove the efficiency, method, residue management, system costs, resourcing, maintenance and management, asset life and consumables including energy consumption and all factors that require costing and planning consideration for the potential design and installation of the system.

Allconnex requires the submission of a compliance plan providing an overview of the details of Council's nominated pre-treatment methods, infrastructure and compliance with the sewer admission limits. The overall outcome of the EOI aims at providing a clarified direction for the further planning of pre-treatment solutions to satisfy the submission requirements to Allconnex.

Refer to the 'Financial Implications' section of the report.

RELATIONSHIP TO CORPORATE PLAN

1. Healthy natural environment

A diverse and healthy natural environment, with an abundance of native flora and fauna and rich ecosystems will thrive through our awareness, commitment and action in caring for the environment.

1.3 Protect our natural environment by restoring degraded landscapes, contaminated land and managing fire, pests and other hazards

1.6 Address the decline in the health of Redlands waterways and improve water quality, aquatic populations and their biodiversity

2. Green living

Our green living choices will improve our quality of life and our children's lives, through our sustainable and energy efficient use of resources, transport and infrastructure, and our well informed responses to risks such as climate change.

2.1 Achieve sustainability through strong leadership and innovation, and by effective planning and managing our services, assets and resources

3. Embracing the bay

The benefits of the unique ecosystems, visual beauty, spiritual nourishment and coastal lifestyle provided by the islands, beaches, foreshores and water catchments of Moreton Bay will be valued, protected and celebrated.

- 3.3 Ensure the ongoing health of the bay by managing creeks, wetlands and stormwater and by protecting natural areas surrounding the bay
- 3.5 Build partnerships with marine research, education institutions and the private sector to develop future research projects and education programs that will improve the health of the bay

8. Inclusive and ethical governance

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

- 8.6 Implement a comprehensive enterprise approach to risk management across the organisation

FINANCIAL IMPLICATIONS

- This recommendation does not require any change to the current year's budget as funds have already been allocated to account number 70851.333.0034.821601 Landfill Site Investigations Programme and 55531.035.0034.821601 Closed Landfill Administration. Funds are required to secure additional professional technical advice during the review and assessment process behind the EOI. The funds will be born through the Closed Landfill Remediation Programme and the RedWaste business unit and could be in the vicinity of \$40,000.
- The EOI within the market is not expected to cost Council any up front or enduring costs. It is a simple request for information.
- Part 2 Trial/Validity Assessment portion of the EOI will trigger future costs should Council decide to follow through with the approval of a formal trial project. This can only be completed through a legal tender process. The combined outcome of the EOI (Part 1 and Part 2) is expected to provide Council with a significant sweep of the professional waste water services market and a short list of preferred (specialist) suppliers. These suppliers may then be asked to submit a formal tender to conduct a trial and viability assessment concerning their technology and methods proposed.
- By releasing the EOI, Council aims to secure improved financial information/implications surrounding pre-treatment systems, per/litre or kilolitre treatment costs, ongoing management, capital and operational works costs, planning implications, consumables and all associated costs to support the proposed pre-treatment system and methods.

- Future financial implications on the costs of pre-treatment trials and possible capital and operational costs will become clearer through the EOI process. It is aimed to have improved financial knowledge prior to the close of the 2011/2012 financial year.

PLANNING SCHEME IMPLICATIONS

The City Planning and Environment Group was consulted and it is considered that the outcome of recommendations in this report will not result in future amendments to the Redlands Planning Scheme.

CONSULTATION

Consultation was completed with (Allconnex) Manager Treatment Operations Redland Water, Bradley Taylor on Councils proposed approach to investigate the market for appropriate landfill leachate pre-treatment technologies and has noted support for the current direction and requirement for the trial to further test market efficiencies. Bradley commented that he agrees with Council's requirement to test the market and offered essential project assistance in the form of peer and technical review of EOI responses and project technicalities.

Wider consultation has commenced with neighbouring Gold Coast City Council and Logan City Council as it is understood that they are experiencing similar sewer admission compliance issues. Redland City intends to instigate further regional discussion with neighbouring Councils in light of the EOI responses and other leachate management issues.

Direct report consultation was carried out with the following officers:

- Manager, City Enterprises, Elisa Underhill
- Senior Advisor Waste Planning, Paula Kemplay
- Acting Service Manager RedWaste, Robert Walford
- Closed Landfill Remediation Operations Coordinator, Ahmad Sinha
- Senior Procurement Officer, Tracey Justice

Issues identified during consultation included:

- Agreement that Council requires a long term strategy to reduce leachate management costs through the ultimate connection to the local sewer system.
- Council should further investigate if pre-treatment can reach a re-use stage.
- Total pre-treatment system costs need to be investigated to further analyse total costs against other ongoing trucking options.
- Confirmation that Council is in a similar situation to Gold Coast City and Logan City also in the Allconnex catchment areas.
- Confirmation that there may be additional tender development work attached to the future progression of this project should Council decide to progress.

OPTIONS**ALTERNATIVE**

Council decides to develop and release a basic request for quotes/tenders from the waste water treatment industry and others requesting the resolve a site specific landfill leachate pre-treatment system which must be supported by the completion of a certified trial project given basic input information from Council.

This approach is expected to result in immediate high expenditure as full trial costs will need to be funded however all results are not certain and Council may enter into an expensive and risky situation in an unknown market with numerous and possibly very varied methods and high technical assessment requirements and potentially numerous unsuitable options. Using this alternative option would in effect, lock Council into a design and test situation with one provider. This option could possibly result in significant requests for additional information that Council is not in a position to supply due to the technical nature, complexities and infancy of pre-treatment information specific to the Redlands leachate environment.

PREFERRED

Release of an Expression of Interest (EOI) to the professional services waste water treatment landfill to complete the following two activities essential for Council to understand the applicable options available for site specific landfill leachate pre-treatment in the current waste water treatment market.

- 1. Site Specific Landfill Leachate Pre-Treatment Solution – EOI (Part 1)**
Requesting information from the open professional waste water treatment market both in Australia and overseas, for potential (and viable) landfill leachate pre-treatment solutions considering sewer acceptance requirements and basic information on the Redland City landfill leachate management environment; and
- 2. Landfill Leachate Pre-Treatment Validation Trial – EOI (Part 2)** Requesting information from the open professional waste water treatment market proposing leachate pre-treatment trials and viability assessment to provide evidence based data for Council to further assess pre-treatment trial and system implications valid to the Redland City landfill leachate management environment.

**OFFICER'S/COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr W Boglary
Seconded by: Cr D Henry

That Council resolve to release an Expression of Interest (EOI) to the professional services waste water treatment landfill to complete the following two activities essential for Council to understand the applicable options available for site specific landfill leachate pre-treatment in the current waste water treatment market:

- 1. Site Specific Landfill Leachate Pre-Treatment Solution – EOI (Part 1)**
Requesting information from the open professional waste water treatment
-

market both in Australia and overseas, for potential (and viable) landfill leachate pre-treatment solutions considering sewer acceptance requirements and basic information on the Redland City landfill leachate management environment; and

2. Landfill Leachate Pre-Treatment Validation Trial – EOI (Part 2) Requesting information from the open professional waste water treatment market proposing leachate pre-treatment trials and viability assessment to provide evidence based data for Council to further assess pre-treatment trial and system implications valid to the Redland City landfill leachate management environment.

CARRIED (en bloc)

13.1.2 INVESTIGATION OF THE UPGRADE OF BIRKDALE AND REDLAND BAY WASTE TRANSFER STATIONS

Dataworks Filename: WM Strategy

Responsible Officer: Elisa Underhill
Manager City Enterprises

Author: Paula Kemplay
Senior Advisor Waste Planning

EXECUTIVE SUMMARY

Council has requested terms of reference be developed for transfer station infrastructure upgrades to meet future State strategy targets. An assessment of the existing site performance, opportunities and constraints has occurred together with the regional context in which Council operates and a summary of where the terms of reference development is at is contained within this report. Most effort has been allocated to assessing the Birkdale site given that it has the greatest use and a seamless transition between the landfill capping and a potential upgrade be achieved. Whilst Council has the option of investing in the existing sites and can achieve a suitable design depending on the level of compromise around the site constraints, the best practice layout is well in excess of the allocated budget and there remains delivery risks and uncertainties.

It is recommended that Council fully explore future regional infrastructure opportunities given the high priority area of this at the regional level and the financial benefits that may occur.

PURPOSE

The purpose of this report is to:

- a) Provide an update on the terms of reference for the upgrade of the transfer stations.
- b) Obtain Council feedback on the direction required to proceed with investigating infrastructure upgrades.

BACKGROUND

At a Special Confidential Council Meeting dated 14/09/10, Council resolved to enter into a waste disposal strategy with Brisbane City Council (BCC) until 2020 to dispose of residual waste at BCC facilities. This new agreement caters for disposing Councils waste following the closure of the Birkdale landfill, by redirecting the kerbside waste trucks and transfer facility bins directly to their facilities. At the same meeting the Council resolved to establish terms of reference, including Redland City Council (RCC) infrastructure upgrades and project delivery to support the new regional waste disposal strategy.

The investigation of the infrastructure upgrades relates to the management of self-haul waste on the mainland and this is currently achieved by the operation of the Birkdale and Redland Bay Customer Interface Facilities (or Transfer Stations). These sites were constructed in 1996 in response to safety and operational improvements at that time. They served to divert traffic directly away from the landfill face to avoid conflict with commercial sized trucks and also introduced a resource recovery area.

The original intended design life of the Birkdale transfer station was to coincide with the life of the Birkdale landfill and the Redland Bay transfer station was designed to be the front end of a future landfill at Redland Bay and both were intended to haul waste short distances. Council has previously resolved not to develop any further landfills in the Redland City area.

In late 2008 as part of an earlier planning report, Council had requested further investigation of the Chandler waste transfer station as a potential facility for the northern Redland City residents. This was consistent with regional collaboration opportunities presenting themselves as part of the Council of Mayors projects. Discussions with officers from BCC identified that Chandler transfer station was over capacity and was unable to accept self haul transactions and so the BCC disposal agreement handles bulk waste only with BCC preferring RCC to investigate the upgrade of Birkdale for residential use. It is now understood from BCC officers that the upgrade of Chandler is a project on their planning horizon.

The investigation of infrastructure upgrades also has a strong interface with the closure, capping and future end use of Birkdale landfill.

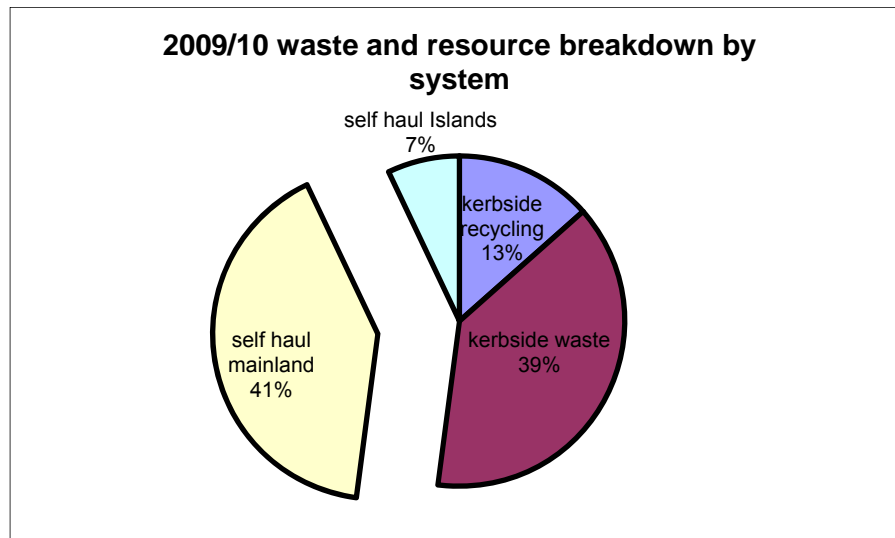
ISSUES

In order to document the critical requirements of the project, the sites were analysed for existing performance and constraints against best practice design.

Existing Resource Recovery Performance

The State targets set for resource recovery by 2020 are for the whole of the municipal solid waste (MSW) stream and when assessing the capacity of RCC to meet these targets it is important to consider the whole waste management system and opportunities to deliver on the RCC Sustainable Resources from Waste Plan 2010-2020.

The total volume of mainland resources and waste self-hauled to the transfer facilities by residents is significant at 41% based on 2009/10 tonnages – refer pie chart below. Birkdale handles about 60% of the volume and Redland Bay 40%. This will change over time to approach 50% each as more of the population growth occurs in the south of the City.



RCC's existing two transfer facilities at Birkdale and Redland Bay are well patronised with 68% of the population stating that they use the facilities and a total of 232,749 customer movements for resources and waste in 2009/10. As expected, residents in the northern suburbs of Ormiston, Wellington Point, Birkdale, Alexandra Hills, Capalaba, Cleveland and Thorneside predominantly use Birkdale whereas residents in the southern suburbs of Mount Cotton, Redland Bay, Victoria Point, Thornlands, and Sheldon predominantly use Redland Bay.

It is considered that the existing infrastructure is limiting advances in resource recovery with the total City wide resource recovery rate having stabilised at around 32% over the last few years. With the pending loss of major commercial waste upon the closure of Birkdale landfill and a focus on measuring MSW only against the state strategy targets, this translates to about a 38% current resource recovery performance against the 2020 target of 65%. The resource recovery performance has been further assessed between the mainland transfer stations and the kerbside collection system and the transfer stations are averaging a 50% resource recovery performance (ie are at the DERM 2014 target milestone) and the kerbside system is at about 25%. Council has recently agreed to provide third bins for green organics which will further improve the resource recovery of the kerbside system over time in parallel with residents downsizing their waste bins. There is also a proposed resource recovery option as part of the BCC disposal agreement to be explored in about 3-4 years time. This is being initiated by BCC and there are no further details available to Council yet, but would be expected to improve the recovery of resources from residual waste.

There is also an opportunity for investment into the existing transfer stations to improve their resource recovery performance according to best practice design principles and an audit of the waste bins located at the transfer stations indicates that up to 72% of their content is potentially recoverable. Funding has been allocated in the 10 year capital works programme, however it should be noted that there are a number of constraints that are discussed later in this report.

Existing Operational Performance and Customer Service

The use of gate fees has helped manage the demand on the transfer facilities with traffic reducing by 28% since their introduction. However officer feedback indicates that the current operational problems at both sites are the management of traffic at peak times and management of the bin capacities. Improvements in the loading of the bins has increased from approximately 4 to 6 tonne payload after compaction compared to a maximum of 8 tonnes possible with the existing ro-ro bin configuration (designed for short haul movements only) and compared to approximately 22 tonnes payload in a semi truck. It is very difficult to further improve on this due to the volume of traffic and the safety considerations needed to isolate the bins to compact them with onsite machinery. At the time the BCC disposal agreement was being established, consultation occurred with Councils collection contractor to try and optimise the waste transport using the existing ro-ro bin configuration. They investigated the use of a dog trailer to haul ro-ro bins but due to the relatively short haul distances it was not deemed to be economically viable. Their recommendation was similar to that already in place.

There is an opportunity to reconfigure the existing transfer station layouts to improve traffic handling and improve transport efficiencies.

In order to gain an appreciation of timeframes for action on existing operational capacity, consultants Sheehy and Partners were engaged to undertake preliminary traffic modelling using the 2009/10 customer transactions and assumed activity turnaround times. *Note processing times and queuing is an inherently unstable phenomenon which can vary from day to day, can be subjective and differ between observers and modelled packages.* However based on the best assumptions, this has indicated the following points of note:

Summary of traffic modelling	Birkdale	Redland Bay
Access booth operating capacity – current situation	Over capacity 100% each weekend days (Between 11.00am-5.00pm)	Over capacity 55% of weekend days
Access booth operating capacity with recycling-only bypass lane	Over capacity 85% of weekend days(11am-12noon) and over capacity between 11.00am and 5.00pm for less than 50% of weekend days	over capacity 25% weekend days currently, 36% by 2020, and 65% by 2030.
Access booth operating capacity with dual entry lanes	Adequate up to 2030	Adequate up to 2030
Transfer station disposal bins	Adequate up to 2030	Adequate up to 2030
Greenwaste capacity current	Adequate subject to having same space as currently and capacity to expand	Adequate
New Resource Recovery drive through awning	Recommended for 8 bays	Recommended for 5-6 bays

From site surveys, customers are generally supportive of diversion services provided, however, only approximately 60% specifically load the waste in such a way to support diversion onsite. Of the customers that only used the transfer station, one in four disposed of potential resources into the general waste bin. Most people interviewed have positive views regarding the facilities provided at the sites: 63% stated they find the site to be satisfactory and 35% stated they find the facilities to be 'better than satisfactory', 2% believe the site to be less than satisfactory. In addition to a City wide media release on the new BCC disposal strategy, letters were sent to residents in the vicinity of the Birkdale site advising them of the proposed upgrade. Nine responses were received as a result. Most were clarifying information about where the waste would go and the day of collection arrangements. One opposed the continuance of a Birkdale transfer station and one was concerned about the increase in traffic leaving the transfer station to go to BCC facilities.

Context in which Council operates

The following considerations were factored into developing the terms of reference:

- Waste reform at Federal, State, Regional and local levels. New State legislation proposed Waste Reduction and Recycling Bill including waste levy on commercial and construction waste. Potential for future Federal and State waste funding.
- Strong support for regional collaboration with infrastructure a high priority area
- RCC Community Plan with strong community expectations to minimise waste
- Corporate environmental (supporting biodiversity, koala and habitat protection), social and financial (maximising new revenue, minimising operational expenses and deferring capital expenses) strategies
- Potential risks of tendering on capital works with the pending rebuilding Queensland program following recent natural disasters in the next couple of years
- Emerging carbon pricing reforms with impacts yet to be determined

Best Practice vision

Eco-Recycle Victoria 2004 and ZeroWaste SA use the following definition of best practice:

"Best practice represents the current 'state of the art' and aims to produce outcomes consistent with the community's social, economic and environmental expectations. Best practice encompasses all aspects of resource recovery and waste transfer facility planning, design, operation and rehabilitation. Resource recovery, environmental impacts, safety and quality must be adequately addressed. Continuous improvement is an important component of best practice."

It is essential to define the functions required of any future upgrade to satisfy as many policy objectives as possible. The waste strategy has identified emerging functions as itemised below:

Existing Infrastructure Functionality	Emerging New Infrastructure Functionality Opportunities
<ul style="list-style-type: none"> • Kerbside collection waste and recyclables (+ vehicle depot at South Street) • RecycleWorld retail outlet at Redland bay (+ collection point at Birkdale) • Quarterly collections of hazardous household waste • Bulky recycling drop-off points at Birkdale and Redland Bay • Clean organics stockpiling at Birkdale and Redland Bay • Hardfill separation at Birkdale and Redland Bay • Mixed waste storage, transport and disposal at Birkdale and Redland Bay 	<ul style="list-style-type: none"> • Kerbside collection of greenwaste and potentially food waste over time • Value adding to RecycleWorld products ie repair and restoration and retail of recycled products eg green organics • Increasing resource recovery and recycling products eg electronic waste, mattresses, household batteries, mobile phones, • Permanent hazardous household waste drop-off point • Secondary recovery of recyclables from mixed waste stream • On site green organics processing and composting facility • On site education centre • Greater use of social enterprises and partnership opportunities eg with Mens shed • Green building and sustainable design in new buildings <ul style="list-style-type: none"> • Storage for disaster management scenarios • Alternative waste technology eg energy from waste

Best practice Transfer station infrastructure planning considerations include:

- Addressing service level demand including suitable planning horizon – there are no specific guidelines for waste facilities as it depends on variables such as historic landfill location and particular growth areas but a quick survey with other SEQ Councils suggests most design is based on a 20-25 year population horizon. There is a question whether given the significant investment in upgrading these facilities, whether a more appropriate planning horizon would be 50 years.
- Resilience to technology and legislation changes eg future product stewardship schemes may see the separation and containment of more product streams and there should be expansion areas to meet this need as it arises.
- Flexibility to scale up or down based on peak demand and disaster planning scenarios
- Understanding expected vehicle numbers and vehicle types, as this is a major key to a successful design. Typically vehicle numbers, especially in peak times,

can be more crucial to the overall design than the waste volume through the gate

- Having traffic flows optimised to separate domestic and commercial customers and aiming to get the traffic to flow in and out all in the one direction
- Offering free drop off zones prior to the waste disposal area as this can contribute greatly to reducing labour costs to pre-separate and recover resources, and will also help reduce the size of the actual downstream infrastructure.
- Push pits for receiving waste and increased compaction and loading of semi trucks or B double trucks – compared with loading directly into 30m³ bins
- Enclosed buildings to contain environmental impacts
- Assessing opportunities for social enterprises to be involved with the operation of the resource recovery infrastructure.
- Potential innovation includes water sensitive urban design and green buildings features and secondary resource recovery sorting techniques, opportunities to factor in recycled materials in the design, and to demonstrate the potential to utilise recycled products in construction as an ongoing environmental demonstration and education facility.

Issues, challenges and opportunities

In summary upgrading existing transfer stations has a number of complexities and interrelated activities. The future challenges and opportunities are identified below:

1. Levels of Service

The community is used to the locations of the existing facilities, which have been in existence over the last 15 years and enjoy the convenience to a local drop-off location with 92% of customers reporting accessibility in up to 10 minutes. There are no RCC adopted service standards for accessibility of transfer stations to the public and Councillors have indicated support for retention of the existing sites in response to community feedback and on the proviso the sites can be suitably upgraded. While benchmarks for waste transfer service standards are still being established, a report entitled SEQ Waste Infrastructure Review - Stage 1 Council of Mayors (SEQ) has identified cross boundary waste infrastructure sharing opportunities with a recommendation that a service standard of 80% of residents being within 20 minutes of a waste facility should be evaluated by Councils in the context of their own service standards. This would effectively halve the existing RCC service standard for the majority of people.

Further, the report states:

- *The Brisbane City Council facility at Chandler has previously been identified as having the potential, at least from a travel time perspective, to service the northern parts of Redland City that are currently serviced by the Birkdale facility. This is still the case however a regional report has also identified that Chandler transfer station is currently at capacity. A major infrastructure upgrade would be required at Chandler to accommodate this.*

- *The Logan facility at Carbrook and the Redland facility at Redlands are in close proximity. Subject to available capacity this provides the potential for one of these facilities to service the catchments of both existing facilities although further investigation would be required.*

Council has not yet had a discussion on altering the service levels for the community eg to a 20 minute travel time and this would be a key requirement for future asset management plans. The SEQ report is planned to be further investigated pending the outcome of funded programs by DERM.

2. Resource recovery improvements

These facilities are performing well at DERM 2014 targets but do not meet best practice resource recovery to cater for future population growth and meet community plan vision outcomes and changing requirements under the current State Government waste reform. New recyclable streams have historically been added along the way as the recycling industry and market have grown over time but there is no “drive through” resource recovery area to improve the capture of reusable and recyclable products and no secondary resource recovery from the mixed waste stream.

The new State Strategy has assumed voluntary targets and the legislation to underpin the strategy is currently before Parliament. Whilst it is expected there will not be any penalties for non-compliance with these targets it would be prudent for Council to position itself to minimise any possible financial impacts of future changes in policy eg a scenario where a landfill levy was imposed on municipal solid waste (MSW). As there is no disposal levy on waste tonnages to landfill for MSW currently it allows Council time to assess a business case over 10 years for progressive improvement versus ideological best practice at the start. Funding to comply with the State Strategy is undetermined as the governance arrangements for the allocation of budget from the proposed WARE and SFF funds are not currently published.

3. Site constraints

Councillors have indicated they would like to retain all 3 major functions of resource recovery, green organics and residual waste at Birkdale and are looking towards innovation on the site.

Of the total land area the landfill, road access and vegetated buffers occupy the majority of the space. The Birkdale transfer site has always been acknowledged as very small (approximately 1 hectare) and so the traffic, gatehouse and resource recovery layout were based on operational decisions such as access to the landfill face, location of the contractors compound and ability to utilise the landfill area for larger resource stockpiles eg green organics. Ideally the site needs to have at least 3-4 hectares to allow comfortably for front end increased resource recovery area, operational activities, traffic management, stockpile storage and future expansion for new resource streams.

Options to avoid the landfill footprint as a green organics recovery area by utilizing an area to the north of the existing transfer station are problematic based on environmental constraints relating to the vegetation as this is mapped as bushland habitat in the Redlands planning Scheme. A detailed habitat assessment was conducted to further understand the importance of the vegetation on site and there are areas of intact native bushland, weed infestation and parkland and planted species. Waterways buffers elsewhere on site limit the extent of internal roadway upgrades. More detailed assessment of the concepts against the Redland Planning Scheme and RCC environmental policies and strategies is required.

A draft study of Birkdale landfill to conceptualise suitable end-use options for public recreation has commenced with options around full use as a transfer station and the combined use as a transfer facility and a recreational area. It is believed combined use will be problematic as they are not compatible uses and will need further testing via community engagement. Council can choose to not develop the Birkdale landfill for public space and keep the whole site for disaster management and waste operations but it is believed this would not be favoured by the community given its special vantage point and views of the bay. The study can only be progressed once Council has confirmed its operational needs.

There were concepts for the redesign of Birkdale landfill that were produced as part of the SRWF planning process. These included a new drive through resource recovery area and retention of the ro-ro bin configuration (as the distance was relatively short-haul to Redland Bay). Given that the final disposal point after 2020 is unknown it was deemed appropriate to update the concept design to have a shallow push pit design to improve compaction and transport efficiencies. The design is considered best practice and allows for front end resource recovery and secondary resource recovery. It consolidates all operations together to minimise environmental impacts and allows for full use of the landfill as public space but it does impact on the bushland habitat layer in the Planning Scheme although most of the impact is in the weed infested area reported in the habitat assessment. An outline cost estimate by Quantity Surveyors Gray, Robinson & Cottrell is approximately \$21 Million which is greatly in excess of the budget allocated in the capex program of \$8.7 Million based on the earlier designs. Even with potential funding from Federal or State programs it is a design that is not recommended without exhausting other options. The best practice design is shown below:



The project team identified that due to the site constraints other options should be investigated such as non site solutions (eg green bin), alternative RCC sites, regional collaboration, alternative private sites and collaboration with other agencies eg Allconnex. There are a number of detailed pros and cons which the project team did not get to supply and evaluate as it was determined this report should seek further direction from Council. Alternative sites were explored for a single integrated facility but alternative sites have not been revisited to date in the light of a revised project brief. Similarly Expressions of Interest for use of private sites have not occurred but brief discussions with neighbouring Councils about commitment to investigating combined facilities indicated there was some preliminary interest due to changing financial circumstances.

Conclusions

- Continuing to provide waste facilities is an important part of the waste management system, as they are well patronised and can perform very well. The location and accessibility of these needs to be carefully understood in terms of community expectations and regional collaboration opportunities for shared infrastructure.
- There is always the opportunity for continuous improvement and investment in further best practice design for ongoing sustainability and Council is taking action with the implementation of organics bins. With the resource recovery performance at 50% for the transfer stations Council can afford the time to take a carefully considered planning path to reach the 2020 targets
- The main issues to be addressed now are traffic management, minor recycling upgrades eg to handle electronic waste and optimising bin compaction. There is a good level of satisfaction with the current site users on the facilities. A planning priority should be the investigation of duplication of the current access at Birkdale.
- There are still broader planning uncertainties in terms of draft State legislation, regional collaboration infrastructure phase 2 studies (which are subject to further funding opportunities), potential new BCC resource recovery facility as per disposal agreement and future disposal points for waste beyond 2020
- The site at Birkdale is very constrained and a significant amount of compromise will be necessary if it continues to operate as a long term facility. The project team have collectively tabled alternatives in response to the constraints of the existing sites. These have not been further assessed financially or non-financially as it was deemed appropriate to seek further Council feedback via this report. The recommendation made is based on trying to prioritise an order for decision making and so it would be appropriate to determine whether there are any regional solutions with Brisbane or Logan City Councils within the next 4-5 years. This may maximise any future funding opportunities as well.

RELATIONSHIP TO CORPORATE PLAN

2. Green living

Our green living choices will improve our quality of life and our children's lives, through our sustainable and energy efficient use of resources, transport and infrastructure, and our well informed responses to risks such as climate change.

- 2.8 Implement Council's waste management strategy by applying best practice principles in pricing, public awareness, resource management, recycling and recovery

FINANCIAL IMPLICATIONS

This recommendation will require the use of funds allocated for the design of the Birkdale transfer station for regional planning reports and also for investigation of options to improve traffic management as a short-term measure.

Officers will continue to explore grants and contributions from all sources towards infrastructure upgrades and improving resource recovery.

PLANNING SCHEME IMPLICATIONS

The City Planning and Environment Group was informally consulted and it is considered that the outcome of recommendations in this report will not result in amendments to the Redlands Planning Scheme.

CONSULTATION

A project team was established to advance the terms of reference comprising officer representation from the following groups:

- City Infrastructure
- City Planning and Environmental
- Project Delivery
- City Spaces

A steering group also was established comprising the General Managers from the former City Services and City Planning and Environment departments.

Officers were also consulted from Brisbane City Council and Logan City Council.

OPTIONS

PREFERRED

That Council resolve as follows:

1. To delegate authority to the Chief Executive Officer under *Section 257 (1)(b) of the Local Government Act 2009*, to formally approach Brisbane City Council and Logan City Council and determine whether there are any future regional

collaboration opportunities for jointly establishing mutually beneficial regional transfer stations; and

2. Pending the results and timing of the above study, that options be investigated and costed to validate and manage the existing traffic issues with a report being submitted separately for Council's consideration.

Alternative 1

That Council give direction on high level principles to be adopted for the upgrade of existing Birkdale and Redland Bay transfer station sites via a workshop session.

Alternative 2

That Council give direction on whether to revisit the site selection process conducted in 2004/5 and determine whether there are any other private or Council controlled sites suitable for development as new transfer stations via a workshop session.

OFFICER'S/COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr W Boglary
Seconded by: Cr D Henry

That Council resolve as follows:

1. **To delegate authority to the Chief Executive Officer under Section 257 (1)(b) of the *Local Government Act 2009*, to formally approach Brisbane City Council and Logan City Council and determine whether there are any future regional collaboration opportunities for jointly establishing mutually beneficial regional transfer stations; and**
2. **Pending the results and timing of the above study, that options be investigated and costed to validate and manage the existing traffic issues with a report being submitted separately for Council's consideration.**

CARRIED (en bloc)

14 CORPORATE SERVICES & GOVERNANCE COMMITTEE 19 OCTOBER 2011

Moved by: Cr C Ogilvie
Seconded by: Cr D Henry

That the Corporate Services & Governance Committee Minutes of 19 October 2011 be received.

CARRIED

[Corporate Services & Governance Committee Minutes 19/10/2011](#)

14.1 CORPORATE SERVICES**14.1.1 NATIONAL COMPETITION POLICY REQUIREMENTS FOR SIGNIFICANT AND OTHER BUSINESS ACTIVITIES**

Dataworks Filename: FM Corporate Budget

**Responsible Officer: Martin Drydale
General Manager Corporate Services**

**Author: Deborah Corbett-Hall
Acting Service Manager Budget and Forecasting**

EXECUTIVE SUMMARY

During the Special Budget Meeting for 2011/2012 on 28 June 2011, based on forecasted operating statements and the updated 2011 thresholds, Council resolved to identify as

Type 2 business activity (also known as a Type 2 significant business activity)

- Waste Operations & Planning
- and to apply the Code of Competitive Conduct to the following business activities
- Caravan Parks (whilst still under the ownership of Redland City Council)
 - School Aged Care
 - Redland Performing Arts Centre
 - Building Certification Services
 - Quarry Operations
 - Marine Transport Operations
 - Fleet and Plant Operations
 - Cemeteries Operations
 - Art Gallery
-

Under section 10 of the *Local Government (Beneficial Enterprises and Business Activities) Regulation 2010*, a local government must use the financial information for the previous financial year to identify whether any new type 1 or type 2 business activities have arisen.

Following the completion of the 2010/2011 financial statements, confirmation is now sought that there are no further business activities or significant business activities for the 2011/2012 financial year.

Under section 9 of the *Local Government (Beneficial Enterprises and Business Activities) Regulation 2010*, the Minister must set the 'threshold amounts' for current expenditure of that financial year to determine whether an activity is to be identified as a new type 1 or type 2 business activity.

The threshold amounts are based on values set at 30 June 2010, adjusted annually for cost of living movements since that date as recorded by the Consumer Price Index and are detailed below.

PURPOSE

The purpose of this report is to confirm

- activities that are business activities (including significant business activities) for 2011/2012 based on the current financial reports for 2010/2011 financial year; and
- the application of the Code of Competitive Conduct to business activities across Redland City Council.

BACKGROUND

The Code of competitive Conduct is outlined in the *Local Government (Beneficial Enterprises and Business Activities) Regulation 2010* and includes

- Competitive neutrality principle (no competitive advantage or disadvantage)
- Pricing provisions;
- Financial Reporting; and
- Community Service Obligations.

A significant business activity of a local government is a business activity that meets the annual thresholds as determined by the Minister and is conducted in competition or potential competition with the private sector. It is worth noting that the *Local Government Act 2009* states a significant business activity does not include a building certifying activity (section 43(5)); however at section 47(3) it also prescribes that a local government must apply the code of competitive conduct to a building certifying activity.

Under the 'competitive neutrality principle', a local government that is conducting a business activity in competition with the private sector should not enjoy a net advantage over competitors only because the entity is in the public sector.

In creating the financial statements for the 2011/2012 Budget Publication and thus determining the provisional business activities for the year, the following definition of Community Service Obligation as provided in the *Local Government (Beneficial Enterprises and Business Activities) Regulation 2010* (section 22) was considered:

A **community service obligation** is an obligation the local government imposes on a business entity to do something that is not in the commercial interests of the business entity to do.

ISSUES

At its Special Budget Meeting on 28 June 2011, Redland City Council considered Department of Local Government and Planning ('The Department') financial thresholds to ascertain whether new business activities would be introduced for the 2011/2012 financial year in line with current legislative requirements.

The following latest Departmental thresholds were published in June 2011:

- for new type 1 activities:
 - water and sewerage combined activities - \$41,620,000
 - other activities - \$24,950,000
- for new type 2 activities:
 - water and sewerage combined activities - \$12,465,000
 - other activities - \$8,350,000.

In deciding whether an activity should be a new type 1 or type 2 business activity for the 2011/2012 financial year, local governments must consider the operating expenditure for the 2010/2011 financial year less any depreciation included therein and any expenditure included therein to achieve competitive neutrality which is not actually incurred by the local government plus any loan redemption payments in that year.

Following the completion of the 2010/2011 financial statements, confirmation is now sought that there are no further business activities or significant business activities for the 2011/2012 financial year.

RELATIONSHIP TO CORPORATE PLAN

9. An efficient and effective organisation

Council is well respected and seen as an excellent organisation which manages resources in an efficient and effective way

9.5 Ensure robust long term financial planning is in place to protect the financial sustainability of Council

FINANCIAL IMPLICATIONS

There are no financial implications impacting Council as a result of this report as the budgets were determined in the annual budget development process prior to adoption.

PLANNING SCHEME IMPLICATIONS

It is considered that the outcome of recommendations in this report will not result in future amendments to the Redlands Planning Scheme.

CONSULTATION

The Executive Leadership Group has reviewed the existing business activities and Type 2 Business Activity during 2011. Additionally, an annual review of the Financial Strategy with Councillors and the Executive Leadership Group commenced on 29 September 2011 and considered the parameters for commercial revenue and full cost recovery.

OPTIONS

PREFERRED

That Council resolve for the 2011/2012 financial year to

1. Confirm that the Waste Operations & Planning Service (RedWaste) be classified as a Type 2 business activity; and
2. Confirm application of the Code of Competitive Conduct to the following business activities:
 - i. Caravan Parks (whilst still under the ownership of Redland City Council)
 - ii. School Aged Care
 - iii. Redland Performing Arts Centre
 - iv. Building Certification Services
 - v. Quarry Operations
 - vi. Marine Transport Operations
 - vii. Fleet and Plant Operations
 - viii. Cemeteries Operations
 - ix. Art Gallery

ALTERNATIVE

To amend the proposed business activities and significant business activity as part of the 2011/2012 first quarter budget review.

OFFICER'S/COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr C Ogilvie
Seconded by: Cr T Bowler

That Council resolve, for the 2011/2012 financial year, to:

1. **Confirm that the Waste Operations & Planning Service (RedWaste) be classified as a Type 2 business activity; and**
 2. **Confirm application of the Code of Competitive Conduct to the following business activities:**
 - i. **Caravan Parks (whilst still under the ownership of Redland City Council)**
-

- ii. School Aged Care**
- iii. Redland Performing Arts Centre**
- iv. Building Certification Services**
- v. Quarry Operations**
- vi. Marine Transport Operations**
- vii. Fleet and Plant Operations**
- viii. Cemeteries Operations**
- ix. Art Gallery**

CARRIED (en-bloc)

14.1.2 SEPTEMBER 2011 MONTHLY FINANCIAL REPORTS

Datworks Filename:	FM Monthly Financial Reports to Committee
Attachment:	<u>Monthly Financial Performance Report – September 2011</u>
Responsible Officer:	Martin Drydale General Manager Corporate Services
Author:	Kevin Lamb Financial Reporting Services Manager

EXECUTIVE SUMMARY

Section 152(2) of the *Local Government (Finance Plans & Reporting) Regulation 2010* requires the Chief Executive Officer to present the financial report to a monthly meeting.

It should be noted that the year to date 2011/12 Balance Sheet figures are based on rolled forward opening balances from 30th June 2011 end of year accounts. Included within these figures are the transactions associated with the water and wastewater assets that transferred to Allconnex Water whereby the property plant equipment assets were disposed and the recognition of the non-current investment has been recognised in Allconnex Water of \$452.260m. Importantly, at the time of this report being published these balances rolled forward from 30th June 2011 and the accompanying transactions are still subject to final audit approval.

The financial statements for September 2011 demonstrate that Council exceeded targets set in the 2011-2012 budget for all seven Financial Stability Key Financial Performance Indicators. These are:

- level of dependence on general rate revenue
- ability to pay our bills – current ratio;
- ability to repay our debt – debt servicing ratio;
- cash balance;
- cash balances – cash capacity in months;
- long term financial stability – debt to assets ratio; and
- operating performance

With respect to the five measures of sustainability adopted as part of the 2011-2012 budget, Council is currently meeting four of the five targets. These are:

- operating surplus ratio;
 - net financial liabilities ratio;
 - interest cover ratio; and
 - asset consumption ratio
-

And Council's system is currently being structured to measure its' asset sustainability ratio.

PURPOSE

The purpose is to present the September 2011 financial report to Council and explain the content and analysis of the report. Section 152(2) of the *Local Government (Finance, Plans & Reporting) Regulation 2010* requires the Chief Executive Officer of a local government to present statements of its accounts to the local government.

BACKGROUND

The Corporate Plan contains a strategic priority to support the organisation's capacity to deliver services to the community by building a skilled, motivated and continually learning workforce, ensuring assets and finances are well managed, corporate knowledge is captured and used to best advantage, and that services are marketed and communicated effectively.

ISSUES

Please refer to the attached Monthly Financial Performance Report.

RELATIONSHIP TO CORPORATE PLAN

8. Inclusive and ethical governance

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

- 8.7 Ensure Council resource allocation is sustainable and delivers on Council and community priorities
- 8.8 Provide clear information to citizens about how rates, fees and charges are set and how Council intends to finance the delivery of the Community Plan and Corporate Plan

FINANCIAL IMPLICATIONS

Please refer to the attached Monthly Financial Performance Report.

PLANNING SCHEME IMPLICATIONS

The City Planning & Environment Group was consulted and it is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

CONSULTATION

Consultation has taken place amongst the Executive Leadership Group.

OPTIONS**PREFERRED**

That Council resolve to note the End of Month Financial Reports for September 2011 and explanations as presented in the Monthly Financial Performance Report.

ALTERNATIVE

That Council requests additional information.

**OFFICER'S/COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr C Ogilvie
Seconded by: Cr T Bowler

That Council resolve to note the End of Month Financial Reports for September 2011 and explanations as presented in the attached Monthly Financial Performance Report.

CARRIED (en-bloc)

14.1.3 QUARTERLY PROJECTS AND BUSINESS UNIT ACTIVITY REPORTS

Datworks Filename:	Quarterly Projects and Business Unit Activity Reports
Attachment:	<u>September 2011 – Quarterly Business Units Reports</u>
Responsible Officer:	Martin Drydale General Manager Corporate Services
Author:	Kevin Lamb Financial Reporting Services Manager

EXECUTIVE SUMMARY

The attached reports include:

- the business activity statements for Council's business activities subject to the Code of Competitive Conduct; and
- selected operational and capital project expenditure across individual groups and departments of Council for the cumulative position as at the end of September 2011.

PURPOSE

Council resolved to apply the Code of Competitive Conduct to 9 business units as part of its 2011/12 adopted budget. This report highlights actual to budget results for revenue and expenditure and provides commentary on major variations.

This report also presents year to date expenditure against revised and original budgets for selected operational and capital projects across the groups and departments of Council.

BACKGROUND

The suite of strategic financial reports containing Council's operating statement, balance sheet, cash flows and results against key financial performance indicators is presented as a separate report to Council.

This report presents the operational results for 8 of the 9 business activities Council adopted as part of its 2011/12 budget process in addition to selected operational and capital project expenditure across individual groups and departments of Council.

ISSUES

Nil.

RELATIONSHIP TO CORPORATE PLAN

8. Inclusive and ethical governance

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

8.7 Ensure Council resource allocation is sustainable and delivers on Council and community priorities

8.8 Provide clear information to citizens about how rates, fees and charges are set and how Council intends to finance the delivery of the Community Plan and Corporate Plan

FINANCIAL IMPLICATIONS

Preliminary financial reports for 8 of the 9 business activities that Council has resolved to apply the Code of Competitive Conduct to are in the attached report. Reporting for the Wharves and Jetties business activity has not been supplied for September.

Redland Art Gallery

Redland Art Gallery had operating revenue of \$135,017, \$1,208 above revised budget and operating expenses of \$135,017, \$1,208 above budget. The main driving factors in this result were employee costs \$7,022 above budget, goods & services \$7,214 below budget and community service obligation \$4,959 above budget.

School Age Care

School Age Care had operating revenue of \$888,184, \$47,826 above revised budget and operating expenses of \$888,184, \$89,483 above budget. The main driving factors in this result were community service obligation \$53,054 above budget, employee costs \$68,174 above budget and goods and services \$21,249 above budget.

Cemetery Development & Maintenance

Cemetery Development & Maintenance had operating revenue of \$78,047, \$4,297 above revised budget and operating expenses of \$69,888, \$6,962 above budget. The main driving factors in this result were interest external \$8,475 above budget and goods & services \$6,367 above budget.

Fleet Leasing and Operations

Fleet Leasing and Operations had operating revenue of \$1,632,176, \$85,632 below revised budget and operating expenses of \$1,435,016, \$282,793 below budget. The main driving factors in this result were depreciation \$314,029 below budget, internal

revenue \$58,075 below budget, other revenue \$21,580 below budget and internal expenditure \$20,155 above budget.

Quarry Operations

Quarry Operations had operating revenue of \$276,674, \$119,750 above revised budget and operating expenses of \$98,092, \$43,299 below budget. The main driving factors in this result were internal revenue \$99,480 above budget, goods and services \$41,594 below budget and other revenue \$19,966 above budget.

Caravan Parks and Camping

Caravan Parks and Camping had operating revenue of \$727,964, \$96,144 below revised budget and operating expenses of \$727,964, \$96,144 below budget. The main driving factors in this result were community service obligation \$195,074 below budget, fees & charges \$98,987 above budget, goods & services \$72,554 below budget and employee costs \$40,751 below budget.

Building Certification

Building Certification had operating revenue of \$264,209, \$55,635 above revised budget and operating expenses of \$264,209, \$55,635 above budget. The main driving factors in this result were employee costs \$57,063 above budget, community service obligation \$40,064 above budget and internal revenue \$29,867 above budget.

Redland Performing Arts Centre

Redland Performing Arts Centre had operating revenue of \$459,685, \$6,108 above revised budget and operating expenses of \$459,685, \$6,108 above budget. The main driving factors in this result were goods and services \$37,540 below budget, depreciation \$33,015 above budget, community service obligation \$17,498 above budget, and employee costs \$10,705 above budget.

Selected Operational Projects

Expenditure on operational goods and services was under revised budget by \$3.2 million at 30/9/2011 implying significant delays in the commencement and completion of 2011/12 operational projects and issues relating to the phasing of the revised budget. Major areas that are behind in operational expenditure include Parks and Conservation (\$739K), Closed Landfill (\$660K), Infrastructure Development (\$500K), Facilities Services (\$224K), People/Change (\$216K), CEO Office (\$184K) and Information Management (\$164K).

Significant individual projects behind budget include:

Eastern Landfill Batter Remediation & Associated Works	\$258K
Raby Bay Canal Planning	\$225K
Redland Bay Former Landfill Mgmnt Plan	\$197K
Operational Works for Capital Projects	\$195K
LGAQ OnLine & Annual Subscription	\$165K
Judy Holt Park – Testing, Leachate and Minor Works	\$162K

Trial Waste Incentive Program 2010-2011	\$44K
Ambient Water Quality Monitoring Program	\$43K

The attached report provides details on the progress of an extensive list of other selected projects.

Selected Capital Projects

The capital expenditure program is behind year to date revised budget by 39.8% or \$3.1M at 30/9/11. Main areas behind budget are Planning & Policy \$2.9M, Corporate Services \$362K and Customer Service \$130K.

Large capital projects behind schedule include:

RDQ Construction Overheads	\$2.3M	Phasing to be completed
Conservation Land Acquisitions	\$1.5M	
PDG Recovery	\$715K	
Fleet Replacement Program	\$601K	
PT Lookout Hall Extension	\$355K	
SMBI Open Space Land Acquisitions	\$300K	
Ziegenfusz/Cleveland Redland Bay Rd Intersection	\$240K	
Birkdale Landfill Remediation - Capping	\$172K	
New Sporting Facility Land – Southern Redlands	\$166K	

PLANNING SCHEME IMPLICATIONS

The City Planning & Environment Group was consulted and it is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

CONSULTATION

Consultation has taken place amongst the Executive Leadership Group.

OPTIONS

PREFERRED

That Council resolve to note the quarterly operational and capital project reports in addition to the Business Unit reports to which the Code of Competitive Conduct applies for September 2011, as presented in the following attachments:

1. Business activity statements; and
2. Selected Operational and Capital Projects expenditure reports.

ALTERNATIVE

That Council requests additional information.

**OFFICER'S/COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr C Ogilvie
Seconded by: Cr T Bowler

That Council resolve to note the quarterly operational and capital project reports in addition to the Business Unit reports to which the Code of Competitive Conduct applies for September 2011, as presented in the following attachments:

1. Business activity statements; and
2. Selected Operational and Capital Projects expenditure reports.

CARRIED (en-bloc)

14.1.4 SOUTH-EAST QUEENSLAND WATER (DISTRIBUTION AND RETAIL RESTRUCTURING) AND OTHER LEGISLATION AMENDMENT BILL 2011**Datworks Filename:** GOV Meetings - GOV Allconnex Water**Attachments:** [Attachment 1 – 16.09.2011 - RCC Response](#)
[Attachment 2 – 23.09.2011 - RCC Response](#)
[Attachment 3 – 27.09.2011- RCC Response](#)
[Attachment 4 - Email 27.09.2011 - RCC Response](#)
[Attachment 5 – 30.09.2011 - QWC Response](#)**Responsible Officer:** Martin Drydale
General Manager Corporate Services**Author:** Martin Drydale
General Manager Corporate Services

EXECUTIVE SUMMARY

The State Government's proposal to enact legislation to facilitate council's decisions to opt-out of Allconnex water is planned to be implemented by the end of the current calendar year.

In order to achieve this, the Queensland Water Commission has held a number of workshops to discuss legislative proposals which would give effect to this through the *South-East Queensland Water (Distribution and Retail Restructuring) and Other Legislation and Amendment Bill 2011* (the 'Bill').

This report provides an analysis of the key provisions contained in the Bill and indicates a timeline for enactment.

PURPOSE

To provide Council with an update and analysis regarding the draft *South-East Queensland Water (Distribution and Retail Restructuring) and Other Legislation and Amendment Bill 2011*.

BACKGROUND

On 7 April 2011, the Premier announced a two stage policy proposal to:

1. Implement a CPI cap on distribution and retail water and wastewater (sewerage) prices for residential and small business customers until 30 June 2013; and
2. To provide for councils to opt out of their distributor-retailer and re-establish a council-owned and operated water and wastewater business with a final changeover date of 1 July 2012.

With the implementation of the CPI cap now being in place, the State Government's proposal to give effect to the relevant council's decisions to opt-out of Allconnex water is planned to be implemented by the end of the current calendar year.

In order to achieve this challenging deadline, the Queensland Water Commission has held a number of workshops to discuss legislative proposals which would give effect to those council decisions through the *South-East Queensland Water (Distribution and Retail Restructuring) and Other Legislation and Amendment Bill 2011* (the 'Bill') in accordance with the following detailed timeline:

- August to September 2011: Amending Bill developed
- August to September 2011: Consultation on Drafting Instructions and drafts of Bill
- October 2011: Minister introduces Bill into Parliament
- From October 2011: Portfolio Committee to investigate Bill
 - Committee can choose to review provisions or call for submissions and/or interview stakeholders
 - Portfolio Committee delivers report, which is tabled in Parliament
 - Bill is debated and passed to become law
 - Regulations made

In addition to the opt-out provisions, a small number of other provisions applying to the Distributor-retailers have also been considered during this process, including:

- allowing for (but not mandating) councillors to sit on the board of a distributor-retailer;
- providing for financial adjustment mechanisms where councils make financial decisions under price paths or pricing directions (or other prescribed decisions) which favour their own council to the detriment of either the Distributor-retailer or another participating council;
- allowing individual councils to make individual public interest directions under s49 of the *South East Queensland Water (Distribution and Retail Restructuring) Act 2009* ('the DR Act'); and
- expressly prohibiting the sale of participation rights in a Distributor-retailer to a private entity or to the State Government.

A small number of other machinery or miscellaneous amendments were also considered, including:

- clarification that the *Local Government Officers Award 1998* applies as a prescribed industrial instrument under s83 of the DR Act; and
- providing flexibility for extending the current arrangements for development approvals if required.

The draft Bill is available through the Councillors portal on the Intranet.

During the consultation process, the Chief Executive Officer provided written comment on the 16, 23 and 27 September (Attachments 1, 2, 3 and 4). A written response was received from the Queensland Water Commission on 30 September (Attachment 5).

ISSUES

Analysis of Key Amendments to Existing Legislation

- Changes to Board Membership requirements include:
 - Allowing for up to 3 councillor-members to be appointed to Boards, limited to 1 only per Participating Council.
 - Provides for flexibility in Participation Agreements to determine the term of office for councillor-members and their appointment and removal from Boards.
 - Requires at least 3 independent members on a Board.
 - Requires that only an independent member can be a Chairperson.
 - States that a distributor-retailer cannot confer and a councillor-member cannot receive any financial benefit including remuneration, however a local government may confer a benefit in accordance with the *Local Government Act 2009*.
 - Changes to Allconnex Water Board include:
 - Allowing the existing Board to continue past 1 July 2012 to deal with residual issues.
 - Allowing council employees to be appointed to the Board if independent Board members resign and no replacements can be recruited.
 - Changes to giving Board directions include:
 - Individual councils can give directions to the Board on pricing, charges or capital programme allocation if it is in the public interest and within its local government area.
 - There will be liability for financial compensation if there is an impact on other participating local governments.
 - The Board must take reasonable steps to comply with the direction.
 - Changes to allow for a retransfer scheme include:
 - Naming Redland, Logan and Gold Coast City Councils as both 'withdrawn' and 'successor' councils to Allconnex Water.
 - Allowing for successor councils to be a water service provider with effect from 1 July 2012 as a commercialised significant business under the *Local Government Act 2009* and supporting Regulations.
 - Requiring Allconnex Water and participating councils to have an agreed retransfer scheme in place by 30 April 2012.
-

- Requiring retransfer of all assets and liabilities (including unrealised) and employees (excluding CEO) to successor councils by 30 June 2012.
- Any shared assets between successor councils are to be split in accordance with Participation Rights.
- All existing proceedings and actions against Allconnex Water transfer to the relevant successor council.
- Gives the Minister power to rectify or undo anything in the retransfer scheme or direct Allconnex water and successor councils to do anything to ensure the retransfer scheme is achieved.
- Provides for infrastructure charge agreements to be transferred to successor councils.
- Provides for the free exchange of information between Allconnex Water and successor councils despite the provisions contained *Information Privacy Act 2009* and the *Right to Information Act 2009*.
- Confirms that no tax or duty is payable under the retransfer scheme.
- Changes to allow for liability for withdrawal costs:
 - Provides for situations where withdrawal costs (which include loss or damage) apply except for anticipated or actual revenue or profits, a failure to realise anticipated savings or any costs that would be incurred had the Act never been enacted.
 - Directs that Gold Coast City Council bear its own withdrawal costs.
 - Directs that Gold Coast City Council must pay Allconnex Water's withdrawal costs.
 - Directs that Gold Coast City Council must pay Redland and Logan City Council's withdrawal costs.
 - Allows for full and part claims of costs which enables interim claims to be submitted rather than wait for the completion of an activity or project.
 - Directs Allconnex Water and withdrawn councils to take reasonable steps to mitigate costs for Gold Coast City Council.
 - Provides for claims to be made until 30 June 2013 including past this date if there is a written agreement in place.
 - Provides for arbitration to take place if disputes arise the detail of which will be dealt with by Regulation.
 - Allows any party to refer a dispute to arbitration.
 - Provides for an arbitrator's decision to be final and enforceable in the Supreme Court.

- Changes to allow for an employee support framework:
 - Allows the Minister to approve a framework to ensure the proper transition of Allconnex Water employees and the appropriate and fair treatment of withdrawn council employees.
 - Confirms that when the new framework commences the existing framework ceases to have effect.
 - Obliges Allconnex water and successor councils to comply with the framework.
 - Directs that the framework prevails over any retransfer scheme or notice.
 - Provides for the preservation of employee rights and conditions after transfer.
- Changes to customer and operational processes include:
 - A customer of Allconnex Water automatically becomes a customer of a successor council as of 1 July 2012.
 - All appointments and delegations transfer to successor councils.
 - All uncollected service charges as at 1 July 2012 become the service charges of successor councils and can bill customers accordingly in its name.
 - Allowing successor councils to recover outstanding service charges under the *Local Government Act 2009* provisions.
 - Provides for the statutory price capping for 2012/13 to be applied to successor councils.
 - Existing trade waste compliance notices, trade waste approvals and seepage water approvals are taken to have been given by successor council(s).
 - Successor councils become registered grid participants under the Water Act and grid contracts of Allconnex Water become grid contracts of successor councils.
 - Successor councils may amend any trade waste approvals to ensure consistent application in the same local government area.
 - Successor councils may rely on Allconnex Water management plans for 12 months before being required to have a Netserv plan in place.
 - Provides for the cessation of Allconnex Water's concurrence agency functions which become the successor council's functions.
 - Confirms that successor councils operate under the Energy and Water Ombudsman Act 2006.
 - Requires a successor council to have a customer charter and compliance with customer code.
 - Requires a separate water and wastewater page on the rates notice.
 - Requires successor councils to be active participants in regional planning for water and wastewater service infrastructure.

- Provides that successor councils will operate under the Queensland Competition Authority regulatory price monitoring scheme.
- Allows the Minister to fix 'dissolution day' for Allconnex Water.

The key issues raised by the Chief Executive Officer in his letters to the Queensland Water Commission which have not been accepted relate to the requirements to operate under the Energy and Water Ombudsman as well as the Local Government Ombudsman and within the onerous Queensland Competition Authority price monitoring regime. The imposition of these frameworks will result in additional compliance costs for the water service business when returned to Council.

RELATIONSHIP TO CORPORATE PLAN

9. An efficient and effective organisation

Council is well respected and seen as an excellent organisation which manages resources in an efficient and effective way

FINANCIAL IMPLICATIONS

Any financial implications of water reform will be reported separately through Council's Financial Strategy review 2012 to 2022.

PLANNING SCHEME IMPLICATIONS

The City Planning & Environment Group was consulted and it is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

CONSULTATION

Participants in the consultation and development of this legislation included:

- Redland City Council: Chief Executive Officer, WRAD Programme Manager, Legal Services Manager
- Logan City Council
- Gold Coast City Council
- Allconnex Water
- Unity Water, Queensland Urban Utilities and all their participating councils
- Queensland Treasury
- Department of Justice and Attorney General
- Department of Local Government and Planning

OPTIONS

PREFERRED

That Council resolve to:

1. Note the draft legislation and the proposed timing for enactment;

2. Note the imposition of the Energy and Water Ombudsman and Queensland Competition Authority requirements which will impose additional costs on the Council owned water service business; and
3. Instruct officers to progress transition activities to ensure compliance with the provisions contained in the *South-East Queensland Water (Distribution and Retail Restructuring) and Other Legislation and Amendment Bill 2011*.

OFFICER'S RECOMMENDATION

That Council resolve to:

1. Note the draft legislation and the proposed timing for enactment;
2. Note the imposition of the Energy and Water Ombudsman and Queensland Competition Authority requirements which will impose additional costs on the Council owned water service business; and
3. Instruct officers to progress transition activities to ensure compliance with the provisions contained in the *South-East Queensland Water (Distribution and Retail Restructuring) and Other Legislation and Amendment Bill 2011*.

COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr C Ogilvie

Seconded by: Cr T Bowler

That Council resolve to:

1. **Note the draft legislation and the proposed timing for enactment;**
2. **Note the imposition of the Energy and Water Ombudsman and Queensland Competition Authority requirements which will impose additional costs on the Council owned water service business;**
3. **Write to the State Opposition seeking their views, in writing, on the legislation and in particular their stance with respect to withdrawal costs; and**
4. **Instruct officers to progress transition activities to ensure compliance with the provisions contained in the *South-East Queensland Water (Distribution and Retail Restructuring) and Other Legislation and Amendment Bill 2011*.**

CARRIED (en-bloc)

14.1.5 CORPORATE POLICY POL-3014 RATING EXEMPTION - STATE LEASE AGREEMENTS

Datworks Filename:	R&V State Lease Agreement Exemptions Policy
Attachment:	<u>POL-3014</u>
Responsible Officer:	Gavin Holdway Manager Financial Control
Author:	Noela Barton Service Manager Revenue and Recovery

EXECUTIVE SUMMARY

A review has been conducted of Corporate Policy POL-3014 Rating Exemption – State Lease Agreements. The policy continues to fulfil the purpose it was created for.

At present three community non-profit organisations receive a rating exemption under this policy:

- The Volunteer Marine Rescue Raby Bay Inc
- Stradbroke Early Learning Association Inc
- The Scout Association of Australia (Queensland Branch) Incorporated

Since the adoption of Corporate Policy POL-3014 new legislation has been introduced both for the *Local Government Act* and the Land Regulation under which rental arrangements for State leased land are regulated. Corporate Policy POL-3014 has been updated to reflect these changes.

PURPOSE

The purpose of this report is to request Council adopt the updated Corporate Policy POL-3014 Rating Exemption – State Lease Agreements.

BACKGROUND

Section 15(2) of the *Land Act 1994* provides that the Minister may lease unallocated State land for either a term of years or in perpetuity. The categories into which a lease may be allocated for rent assessment are prescribed under the *Land Regulation 2009* sect 182(1)

July 2004 — a review of exemptions and concessions applied to properties revealed that the Volunteer Marine Rescue Raby Bay Inc and Stradbroke Early Learning Association Inc were not eligible for a rating exemption under the Local Government Regulation 1994, as both properties were occupied under State Lease Agreements. This information was presented to Councillors during the Exemptions and Concessions informal workshop held on 25 August 2004. Cr Ogilvie requested a policy to exempt community groups on a State Government land lease from rating.

27 October 2004 – Corporate Policy POL-3014 Rating Exemption – State Lease Agreements adopted.

ISSUES

A review has been conducted of Corporate Policy POL-3014 Rating Exemption – State Lease Agreements. The policy continues to fulfil the purpose it was created for.

At present three community non-profit organisations receive a rating exemption under this policy.

- The Volunteer Marine Rescue Raby Bay Inc operates to serve the community and contribute to the safety of mariners in the Moreton Bay area. The service is crewed by volunteers every weekend and public holiday during the year. Mariners log on before leaving the boat ramp and provide details of where they are going and when they are due back, logging off when they return.
- Stradbroke Early Learning Association Inc is a community-based child care centre which offers long day care for children between 6 weeks and 5 years of age. They also offer after-school and vacation care for primary school students.
- The Scout Association of Australia (Queensland Branch) Incorporated began in Queensland in 1908. The fundamental aim of the Scout Association is to encourage and promote the physical, intellectual, emotional, social and spiritual development of young people. The Scout Association prides itself on being Australia's largest Youth Organisation.

Since the adoption of Corporate Policy POL-3014 new legislation has been introduced both for the *Local Government Act* and the *Land Regulation* under which rental arrangements for State leased land are regulated. Corporate Policy POL-3014 has been updated to reflect these changes.

RELATIONSHIP TO CORPORATE PLAN

9. An efficient and effective organisation

Council is well respected and seen as an excellent organisation which manages resources in an efficient and effective way

9.5 Ensure robust long term financial planning is in place to protect the financial sustainability of Council

FINANCIAL IMPLICATIONS

There are no financial implications impacting Council as a result of this review as a valuation is not issued by the Department of Environment and Resource Management (DERM) on any of the land impacted by this policy.

PLANNING SCHEME IMPLICATIONS

The City Planning & Environment Group was consulted and it is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

OPTIONS**PREFERRED**

That Council resolve to adopt the updated Corporate Policy POL-3014 Rating Exemption – State Lease Agreements.

**OFFICER'S/COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr C Ogilvie
Seconded by: Cr T Bowler

That Council resolve to adopt the updated Corporate Policy POL-3014 Rating Exemption – State Lease Agreements.

CARRIED (en-bloc)

14.2 GOVERNANCE

14.2.1 A REPORT ON THE AUDIT COMMITTEE MEETING

Datworks Filename: GOV Audit Committee

Attachments:

1. [Draft EOY Statements 26 September 2011](#)
2. [Income Statement Comparison 2010/2011](#)
3. [Cash Flow Comparison 2010/2011](#)
4. [Land Revaluation Movements](#)

Responsible Officer: Nick Clarke
General Manager Governance

Author: Siggy Covill
Manager Internal Audit

EXECUTIVE SUMMARY

In line with the Audit Committee Charter, the Audit Committee meeting of 26 September 2011 was scheduled to enable discussion and consideration of the following:

- Declaration of Interests in other Councils or related parties;
- Receipt and confirmation of minutes;
- Council draft Annual Financial Statements;
- Update from External Auditors.

PURPOSE

The authority for the establishment of an Audit Committee is provided for under Section 105 of the Local Government Act 2009. It operates in accordance with *Part 10, Subdivision 2, Sections 157-160 of the Local Government (Finance, Plans and Reporting) Regulation 2010*.

The purpose of this report is to provide a summary of the issues discussed at the meeting on 26 September 2011.

BACKGROUND

The primary objective of the Audit Committee is to assist Council in fulfilling its corporate governance role and oversight of the financial measurement and reporting responsibilities imposed under the *Financial Accountability Act 2009, the Local Government Act 2009* and other relevant legislation.

To fulfil this objective, it is necessary that a report on discussions and deliberations of the Audit Committee be submitted to Council to enhance the ability of Councillors to discharge their legal responsibility.

ISSUES

The following is a summary of the issues discussed at the meeting 26 September 2011:

The Chair declared the meeting open at 10.03am (Item 1), with Cr Craig Ogilvie (Chairperson, Corporate Services & Governance Committee) being the other member in attendance. Apologies were received from Cr Melva Hobson (Mayor) and Mr Verendra Dua (External Member).

3 DECLARATION OF INTERESTS IN OTHER COUNCILS OR RELATED PARTIES

Mr L Scanlan, Audit Committee Chair, made the following declaration of interests in other Councils or related parties:

1. Chair of Brisbane City Council Audit Committee
2. Chair of Redland City Council Audit Committee
3. Member of Gold Coast City Council Audit Committee
4. Member of Moreton Bay Regional Council Audit Committee
5. Member of Sunshine Coast Regional Council Audit Committee
6. Board Member of Queensland Urban Utilities

COMMITTEE DECISION

That the Audit Committee note the declarations as presented.

4 RECEIPT AND CONFIRMATION OF MINUTES

Moved by: Mr L Scanlan
Seconded by: Cr C Ogilvie

That the minutes of the Audit Committee meeting of 19 July 2011 be confirmed as a true and accurate record of proceedings.

4.1 BUSINESS ARISING FROM PREVIOUS MINUTES

Any business arising from previous minutes will be carried forward to the next meeting scheduled for Tuesday, 22 November 2011.

5 COUNCIL DRAFT ANNUAL FINANCIAL STATEMENTS

The Manager Financial Control presented the draft annual financial statements, as presented to Audit Committee meeting, as follows:

1. Draft Annual Financial Statements
2. Comparative Financial Information – RCC Comprehensive Income Statement
3. Comparative Financial Information – RCC Cash Flow Statement
4. Land Revaluation Movements

COMMITTEE DECISION

Moved by: Mr L Scanlan

Seconded by: Cr C Ogilvie

1. That the Audit Committee:

- a. Note the difficulties experienced by RCC in relation to the finalisation of the 2009/10 and 2010/11 financial statements and the desirability of having consistency with other Councils regarding the water reform asset accounting treatment;
 - b. Recommend that Council formally engage with the Queensland Audit Office with a view to obtaining a more timely resolution of critical accounting and other related matters in order for Council to discharge their accountability responsibilities;
 - c. Note the draft annual financial statements for the year ended 30 June 2011 as tabled;
 - d. Note the additional documents that were provided to the Committee and the explanations provided in support of the draft statements;
 - e. Note the comments from the external auditors in relation to the draft financial statements;
 - f. Endorse the suggested amendments arising from discussion;
 - g. Endorse the draft financial statements and recommend that they be amended as per discussion, signed off and provided to the Auditor General for audit in accordance with the approved extension provided by the Minister; and
2. That upon completion, the final management letters be provided to the Audit Committee.

6 UPDATE FROM EXTERNAL AUDITORS

Mr B Worrall, Crowe Horwath, presented an update on the audit progress.

COMMITTEE DECISION

That the Audit Committee note the update as presented.

7 IN APPRECIATION

Mr K Lamb, Service Manager Financial Reporting & Asset Accounting, on behalf of his team, complimented Brendan Worrall and his staff, from Crowe Horwath, on their professionalism over the last two weeks as they had been absolutely excellent and it was felt that RCC had received really good value for money from this audit.

The Chair, on behalf of the Audit Committee, noted the concerted efforts of the finance team involved in the preparation of the financial statements and getting the statements to the appropriate acceptable standards.

8 MEETING CLOSURE

The meeting closed at 12.22pm.

RELATIONSHIP TO CORPORATE PLAN**8. Inclusive and ethical governance**

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

8.5 Be transparent and consistent in the way we manage the organisation, its risks and obligations and ensure we are delivering against our priorities

FINANCIAL IMPLICATIONS

This recommendation does not require any change to the current year's budget as funds have already been allocated to account number 11053.103.0034.821601.

PLANNING SCHEME IMPLICATIONS

The City Planning & Environment Group was consulted and it is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

CONSULTATION

The Audit Committee minutes are presented for confirmation as a true and accurate record of proceedings at its next meeting.

OPTIONS**PREFERRED**

The Council accept this report, which summarises the issues discussed at the Audit Committee meeting of 26 September 2011.

ALTERNATIVE

1. That Council accept this report and request additional information; or
2. That Council not accept this report and request an alternative method of reporting.

**OFFICER'S/COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr C Ogilvie
Seconded by: Cr T Bowler

That Council resolve to accept this report, which summarises the issues discussed at the Audit Committee meeting of 26 September 2011.

CARRIED (en-bloc)

14.2.2 COUNCIL MEETING SCHEDULE JANUARY - MARCH 2012**Dataworks Filename:** GOV Council Meeting Dates and Information**Attachment:** [Council Meeting Schedule January – March 2012](#)**Responsible Officer:** Luke Wallace
Manager Corporate Governance**Author:** Trevor Green
Senior Advisor Environmental Health

EXECUTIVE SUMMARY

This report makes recommendations regarding the meeting and times for Council's ordinary meetings and standing committee meetings from January to March 2012.

PURPOSE

The purpose of this report is to seek Council adoption of its meeting schedule of ordinary and standing committee meetings for January to March 2012.

BACKGROUND

The *Local Government Act 2009* and *Local Government (Operations) Regulation 2010* provide the overarching framework for local government meetings. In relation to the scheduling of meetings, the Act and Regulation include the following requirements:

1. A local government must meet at least once in each month for a region, city or town; unless a meeting variation is granted by the Minister.
2. A local government must, at least once in each year, publish in a newspaper circulating generally in its area, a notice of the days and times when its ordinary meetings, and the ordinary meetings of its standing committees, will be held.
3. A local government must hold a meeting (post-election meeting) within 14 days after the conclusion of each quadrennial election. ("conclusion" is defined in the *Local Government Electoral Act 2011* as the last declaration of a poll conducted in the election, being displayed at the office of the returning officer).
4. The matters a local government must consider at a post-election meeting include the day and time for holding other meetings.

In summary, Council sets its yearly meeting schedule at the end of the preceding year and puts a public notice of all meeting dates and times in the local paper. In an election year Council only sets the next year's meeting schedule up to the time of the election. At the post-election meeting, Council then sets the meeting schedule for the remainder of the year.

Section 23 of the *Local Government Electoral Act 2011* states that the local government election is to be held on the last Saturday of March 2012 (31st March 2012), however a different day for a quadrennial election may be fixed by a regulation.

ISSUES

The attached meeting schedule for January to March 2012 is put forward for adoption by Council. The following matters were taken into consideration in the preparation of the proposed schedule:

1. In the month of January, the current practice of holding only an ordinary meeting has been retained. All reports to Council for the January meeting will be “direct to Council” reports and will not, therefore, be considered by one of the committees beforehand.
2. In the month of February, the current calendar month cycle for meetings that was adopted for 2011, has been retained.
3. In the month of March, there is only an ordinary meeting. All reports to Council for the March meeting will be “direct to Council” reports and will not, therefore, be considered by one of the committees beforehand.

In setting the meeting schedule for March, the following factors were considered:

1. The statutory requirement to have one ordinary meeting per month;
2. Preparation time required for the collating of data from February for Council’s monthly statutory reporting requirements; and
3. Councillor’s competing priorities and commitments at this time.

RELATIONSHIP TO CORPORATE PLAN

8. Inclusive and ethical governance

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

FINANCIAL IMPLICATIONS

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

PLANNING SCHEME IMPLICATIONS

There are no planning scheme implications associated with this report.

CONSULTATION

Consultation has occurred with the Executive Leadership Group and with the Meetings & Registers Team.

OPTIONS**PREFERRED**

That Council resolve to adopt the attached schedule of dates and times for ordinary meetings and standing committee meetings from January 2012 to March 2012.

ALTERNATIVE

That Council resolve to adopt an amended calendar of meeting dates.

**OFFICER'S/COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr C Ogilvie
Seconded by: Cr T Bowler

That Council resolve to adopt the attached schedule of dates and times for ordinary meetings and standing committee meetings from January 2012 to March 2012.

CARRIED (en-bloc)

14.2.3 ELECTORAL COMMISSION QUEENSLAND COSTING ESTIMATES FOR REDLAND CITY 2012 ELECTION**Datworks Filename: GOV 2012 Local Government Elections****Responsible Officer: Luke Wallace
Manager Corporate Governance****Author: Trevor Green
Senior Advisor Environmental Health**

EXECUTIVE SUMMARY

The Electoral Commission of Queensland is responsible for the conduct of local government elections and by-elections in Queensland. The Commission has advised that elections are to be conducted on a full cost recovery basis, with Queensland local governments charged according.

The Commission has advised that their 2011–12 charges to Council are estimated at quadrennial election (\$580,928), establishment of a Local Government Elections Branch within the Department (\$17,711) and operational costs for the new branch (\$35,421); making a total estimated cost of \$634,060. Council has budgeted \$700,000 this financial year for the election.

PURPOSE

To provide Council with:

1. An indicative cost from the Electoral Commission of Queensland (ECQ) for the March 2012 quadrennial elections; and
2. Advice on additional ECQ charges for the set up and yearly operation of a new unit within the commission to plan the quadrennial elections and coordinate by-elections that occur on a regular basis.

BACKGROUND

Under the *Local Government Electoral Act 2011* the Electoral Commission of Queensland is responsible for the conduct of local government elections and by-elections in Queensland.

In accordance with section 202 (1) *Local Government Electoral Act 2011*, the Commission has advised that the conduct of local government elections and by-elections are to be conducted on a full cost recovery basis, with Queensland local governments charged accordingly.

ISSUES

The ECQ has been advised that the cost of conducting Local Government elections is to be apportioned on the following basis:

1. **Quadrennial election cost:**
-

- All direct costs attributable to each Council are to be charged accordingly. These costs include venue hire, polling booth staff, printing of ballot papers, scanning of certified lists, (where applicable) office accommodation for returning officers and travel; and
- All indirect (that is, centrally incurred) costs will be apportioned across Councils on a per elector basis. These costs include the call centre, advertising, and information technology costs. The number of electors in each Council as at the Close of Rolls for the quadrennial elections (31 January 2012) will be used for this purpose.

Based on the above prescribed formula, the total cost estimate for the March 2012 quadrennial election for Redland City Council (RCC) is estimated to be \$580,928. This is the best estimate available based on the most up-to-date information, with the final costs to be determined after the election. Final amounts will be confirmed as soon as practicable after the elections.

2. **By-elections;**

In the event that a by-election is required to be undertaken in the Redlands, Council will be invoiced for the direct costs incurred.

3. **Local Government Elections Branch (LGEB) – cost of establishment**

A small permanent unit within ECQ will be set up to plan the quadrennial elections and coordinate by-elections. The cost of maintaining this unit will be \$1.28 million annually, indexed for future years in accordance with movements in the CPI. Actual costs will be used to allocate this charge across all Councils.

The estimated charge for Redland City Council is \$35,421 for the 2011-12 financial year. An additional one-off charge of \$17,711 will apply to the 2011-12 financial year as a contribution to the set-up costs of the unit.

While the ECQ have advised that the above cost estimates have been calculated as precisely as possible, Councils will be advised of final costs for the actual conduct of the March quadrennial elections as soon as possible after that date. The ECQ anticipates that the first invoice for payment (covering the next quadrennial elections and the first year of operation of the LGEB) will be issued in June 2012. Future invoices for the annual costs of the LGEB will also be issued in June each financial year, with any by-election charges levied as soon as practicable after results are declared.

2011-12 Budget and Estimated Expenditure

Electoral Commission of Queensland - Estimated Costs	
Election	\$580,928
Local Government Elections Branch –establishment	\$17,711
Local Government Elections Branch – operational costs	\$35,421
Total	\$634,060
Redland City Council Budget Allocation	
2011–2012	\$700,000

RELATIONSHIP TO CORPORATE PLAN**9. An efficient and effective organisation**

Council is well respected and seen as an excellent organisation which manages resources in an efficient and effective way.

FINANCIAL IMPLICATIONS

This recommendation does not require any change to the current year's budget as funds have already been allocated to account number 10379.001.0037.821601. Budget estimates are detailed in the Issues section of this report.

PLANNING SCHEME IMPLICATIONS

There are no City Planning & Environment implications associated with this report.

CONSULTATION

Consultation has occurred with the Electoral Commission Queensland and the Chief Executive Officer.

OFFICER'S RECOMMENDATION

That Council resolve to note the matters raised in this report and the expected payments to the Electoral Commission of Queensland.

**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

**Moved by: Cr C Ogilvie
Seconded by: Cr T Bowler**

That Council resolve to:

- 1. Note the matters raised in this report and the expected payments to the Electoral Commission of Queensland;**
- 2. Write to the State Government and Opposition objecting to the imposition of the costs of setting up a permanent unit to plan and coordinate local government elections on Councils; and**
- 3. Request a meeting with the Returning Officer once appointed.**

CARRIED (en-bloc)

14.2.4 AMENDMENTS TO SUBORDINATE LOCAL LAWS 19 (REGULATED PARKING), 21 (ROADS) AND 2 (ANIMAL MANAGEMENT)

Dataworks Filename: L&E Local Law No. 19 – Regulated Parking
L&E Local Law No. 21 - Roads
L&E Local Law No. 02 – Keeping and Control of Animals

Attachments: [Redland City Council Roads \(Amendment\) Subordinate Local Law \(No. 1\) 2011](#)
[Redland City Council Regulated Parking \(Amendment\) Subordinate Local Law \(No. 1\) 2011](#)
[Redland City Council Animal Management \(Amendment\) Subordinate Local Law \(No. 1\) 2011](#)

Responsible Officer: Luke Wallace
Manager Corporate Governance

Author: Trevor Green
Senior Advisor Environmental Health

EXECUTIVE SUMMARY

Council recently amended *Local Law No. 21 (Roads)*. To implement the provisions relating to off-street regulated parking areas, these areas are to be listed in a schedule in the roads subordinate local law.

Schedule 1 of *Subordinate Local Law No. 19 (Regulated Parking)* currently lists off-street regulated parking areas. The review of the off-street regulated parking areas for inclusion in the roads subordinate local law identified a number of new off-street areas where Council has established a need for regulation of parking, which are not listed in the regulated parking subordinate local law. Therefore, it is considered timely to update the regulated parking subordinate local law to provide a matching schedule with the schedule to be listed in the roads subordinate local law.

There are currently 14 dog off-leash areas operating which are not listed in the schedule of off-leash areas in *Subordinate Local Law No. 2 (Animal Management) 2007*. It is also considered timely and prudent to update the off-leash area listings at this time, as part of the suite of subordinate local law schedule updates.

PURPOSE

The purpose of this report is to amend subordinate local laws to:

Add a schedule of off-street parking areas to *Subordinate Local Law No. 21 (Roads)*;

1. Update the schedule of off-street parking areas in *Subordinate Local Law No. 19 (Regulated Parking)*; and
 2. Update the schedule of dog off-leash areas in *Subordinate Local Law No. 2 (Animal Management) 2007*.
-

BACKGROUND

Subordinate Local Law No. 21 (Roads)

Council recently amended *Local Law No. 21 (Roads)*. Section 33C of the local law was included to control the parking of unregistered vehicles on a road or an off-street regulated parking area. To implement the provisions relating to off-street regulated parking areas, these areas are to be listed in a schedule in the roads subordinate local law.

Subordinate Local Law No. 19 (Regulated Parking)

Off-street regulated parking areas are currently listed in Schedule 1 of *Subordinate Local Law No. 19 (Regulated Parking)*. The review of the off-street regulated parking areas for inclusion in the roads subordinate local law identified a number of new areas where Council has established a need for regulation of parking, that are not listed in the regulated parking subordinate local law. As such, it is proposed to amend the *Subordinate Local Law No. 19 (Regulated Parking)* off-street regulated parking area schedule to include these areas. This will result in both roads and regulated parking local laws having matching schedules.

Subordinate Local Law No. 2 (Animal Management) 2007

Dog off leash areas are listed in Schedule 3 of *Subordinate Local Law No. 2 (Animal Management) 2007*. The listing is usually updated to include new off leash areas when the local law is amended. There are currently 14 off leash areas operating which are not listed in the schedule. It is considered prudent to update the schedule of off-leash area listings at this time, as part of the suite of subordinate local law schedule updates.

ISSUES

The amendment of a subordinate local law is less complex and quicker than the amendment of a local law, as the process does not require a State interest check of the proposed amendments. The amendment of a subordinate local law schedule can be regarded as less sensitive than an amendment of, or introduction of other law provisions, as it is essentially just the updating of the schedule listing. As such, the three subordinate local law schedules are put forward as part of the one report. As the proposed schedule amendments contain no anticompetitive provisions, public interest tests are not required.

The inclusion of the off-street regulated parking area schedule in the roads subordinate local law will facilitate the implementation of the recent amendments to the local law regarding the parking of unregistered vehicles in these areas.

The amendments to the off-street regulated parking area schedule in the regulated parking subordinate local law and the dog off leash areas in the animal management local law are considered to be timely in the circumstances.

At Council's General Meeting 30th March 2011, Council adopted its local law making process under the *Local Government Act 2009*.

The next phase of the local law making process is to conduct appropriate community engagement for the three proposed amending subordinate local laws.

RELATIONSHIP TO CORPORATE PLAN

8. Inclusive and ethical governance

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

8.5 Be transparent and consistent in the way we manage the organisation, its risks and obligations and ensure we are delivering against our priorities

FINANCIAL IMPLICATIONS

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

PLANNING SCHEME IMPLICATIONS

There are no City Planning & Environment Group implications associated with this report.

CONSULTATION

Consultation has occurred with the Infrastructure Planning, Environmental Management, Community Standards and Legal Services groups and King and Company Solicitors.

OPTIONS

PREFERRED

That Council resolve as follows:

1. To propose to make *Redland City Council Roads (Amendment) Subordinate Local Law (No. 1) 2011*;
2. To propose to make *Redland City Council Regulated Parking (Amendment) Subordinate Local Law (No. 1) 2011*;
3. To propose to make *Redland City Council Animal Management (Amendment) Subordinate Local Law (No. 1) 2011*; and
4. To conduct the consultation phase of the local law making process for the amendment subordinate local laws.

ALTERNATIVE

Not to proceed with the local law making processes to amend the subordinate local laws.

OFFICER'S RECOMMENDATION

That Council resolve to:

1. Propose to make Redland City Council Roads (Amendment) Subordinate Local Law (No. 1) 2011;
2. Propose to make Redland City Council Regulated Parking (Amendment) Subordinate Local Law (No. 1) 2011;
3. Propose to make Redland City Council Animal Management (Amendment) Subordinate Local Law (No. 1) 2011; and
4. Conduct the consultation phase of the local law making process for the amendment subordinate local laws.

**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr C Ogilvie
Seconded by: Cr T Bowler

That this item be deferred, for further discussion, to the Corporate Services & Governance Committee meeting scheduled for 23 November 2011.

CARRIED (en-bloc)

14.2.5 DISASTER MANAGEMENT PLAN 2011**Datworks Filename:** CS Local Disaster Management Plan**Attachment:** [2011 Disaster Management Plan](#)**Responsible Officer:** Nick Clarke
General Manager Governance**Author:** Michael Morrison
Senior Consultant Emergency Management

EXECUTIVE SUMMARY

Redland City Council is required to prepare a local plan for disaster management in the local government's area under Part 3, *Disaster Management Act 2003* (Disaster Management Plans and Guidelines). Redland City disaster management arrangements, which comprises a comprehensive series of plans and procedures were written between 2004 and early 2007. These documents, which detail Council's capacity to respond to a disaster event, were approved by Council through this same timeframe.

In the intervening period, community risk and vulnerability to communities, infrastructure and the environment in the city have changed and as a consequence a comprehensive review process of Council's disaster management arrangements was commenced in late 2009 and completed in early 2010 resulting in a re-write of the plan and other procedures in accordance with established planning guidelines.

In 2010, the *Disaster Management Act 2003* (the Act) was amended significantly and as a consequence of these amendments, there was a need to revise the plan to ensure that Council continued to comply with the legislative requirements.

As a consequence, this plan is now required to be presented to Council for approval in accordance with Section 80(1) (b) of the Act.

It is recommended that this version of the plan is approved.

PURPOSE

To present to Council an updated *Disaster Management Plan* for approval in accordance with requirements of State legislation.

BACKGROUND

Local government is compelled by State legislation to prepare a plan that ensures it has an effective disaster response capability (Section 80(1) (a), *Disaster Management Act 2003*). To achieve this, in 2004, a comprehensive risk management study was undertaken by Council.

This process identified key risks and vulnerabilities created by natural occurring hazards that could impact the Redlands community. The outcomes of this study

were drawn on in the development of a range of disaster management response and recovery arrangements.

Since this study was completed, the city's character, demographics and infrastructure have changed significantly, hazard characteristics and types have altered and as a consequence the community's vulnerability to these changes has increased.

Disaster management arrangements need to keep pace with these and consequently it was seen to be beneficial and timely to revise the current plans to reflect these changed conditions.

ISSUES

- Queensland's Disaster Management arrangements are predicated on a three-tiered system of support, namely local government, district or regional and State. Local government is seen to be the primary organisation responsible for the safety and sustainability of its community and as such is required to develop arrangements that specifically cater for its community's' needs.
- Disaster management plans require continual updating to keep pace with changing community needs. There is no time requirement to revise plans however, there is a need to review plans and arrangements on a regular basis to ensure their currency and accuracy.
- The revised plan has been developed in accordance with current planning guidelines, namely:
 - Queensland Disaster Management Planning Guidelines 2005; and,
 - Queensland Disaster Management Groups Governance Guidelines.

RELATIONSHIP TO CORPORATE PLAN

7. Strong and connected communities

Our health, wellbeing and strong community spirit will be supported by a full range of services, programs, organisations and facilities, and our values of caring and respect will extend to people of all ages, cultures, abilities and needs.

7.10 Minimise the impact of disasters by improving community preparedness and our capacity to respond effectively to support the community when disasters occur

FINANCIAL IMPLICATIONS

There are no financial implications impacting Council as a result of this report. However, there will be ongoing routine costs associated with implementation aspects of the plan including but not limited to regular training of Council officers, development and delivery of exercises and ongoing enhancement of systems and processes to ensure an effective disaster response.

PLANNING SCHEME IMPLICATIONS

There are no planning scheme implications.

CONSULTATION

A draft plan was distributed to the Redland City's Local Disaster Management Group (LDMG) in August 2011 for consideration and comment. Queensland Police Service (the agency responsible for disaster response) and the Department of Community Safety have provided advice and support through the development process.

**OFFICER'S/COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr C Ogilvie
Seconded by: Cr T Bowler

That Council resolve to:

1. Note the contents of the revised Redland City Disaster Management Plan; and
2. Approve the plan in accordance with the requirements of the *Disaster Management Act 2003* namely, Section 80(1) - The functions of local government under this Act are as follows (b) to approve its local disaster management plan prepared under Part 3.

CARRIED (en-bloc)

14.3 OFFICE OF CEO

14.3.1 REINTEGRATION OF REDLAND WATER

Datworks Filename: GOV Establishment – Business Units - Redland Water

Responsible Officer: Gary Stevenson
Chief Executive Officer

Author: Gary Stevenson
Chief Executive Officer

EXECUTIVE SUMMARY

Redland Water will be reintegrated with Redland City Council effective 1 July 2012. Transition planning has commenced and State Government legislation is currently being considered by Parliament. Council direction is required on some fundamental policy and structural issues.

PURPOSE

Council is requested to adopt the Corporate Structure to accommodate the reintegration of Redland Water and is also requested to consider some aspects of its initial business philosophy for the commercialised Redland Water business.

BACKGROUND

On 8 August 2011, Council resolved to withdraw from Allconnex Water and to restore the Redland Water business. Other Participating Councils have also resolved to withdraw from Allconnex Water. State Government has prepared the *South-East Queensland Water (Distribution and Retail Restructuring) and Other Legislation Amendment Bill 2011* (the Bill) to facilitate this, which was tabled in Parliament on 11 October 2011.

The Bill dictates that Redland Water will be a Significant (Commercialised) Business Activity as defined in the *Local Government Act 2009* and the *Local Government (Beneficial Enterprises and Business Activities) Regulation 2010*.

The Bill also requires the establishment of a Retransfer Staff Support Framework which is currently subject to negotiations with unions. In essence this framework is intended to preserve employees' rights, provide employment security and ensure that the transfer is fair and equitable for employees. It will apply to all Allconnex Water employees including senior executive employees. The Framework will therefore impose some constraint on the Redland Water business development in its formative stages.

The Bill also imposes significant statutory compliance obligations on Redland Water that previously was not required, but will be translated from the SEQ water reforms, including (but not limited to) the following;

- comprehensive pricing oversight (and possible future price determination) by Queensland Competition Authority
- oversight by the Queensland Energy and Water Ombudsman
- Water and Wastewater NETSERV planning requirements
- Customer Water and Wastewater Code
- Customer Service Charter requirements
- SEQ Design and Construction Code requirements
- Price Capping requirements
- Price Mitigation Plan requirements

These compliance requirements will have a direct impact on the business operation and resource requirements of Redland Water which will flow onto its cost of operation and water pricing.

DISCUSSION

Commercialisation

Originally when Council established Redland Water as a commercialised business activity it commissioned Arthur Andersen (consultants) to conduct a Public Benefit Assessment, as it was required to do by the then legislation. At its Special Meeting on 30 July 1997, Council resolved to commercialise the water and wastewater operations effective from 1 July 1998. Redland Water operated as a commercialised business activity until it was transferred to Allconnex Water on 30 June 2010.

The *Local Government (Beneficial Enterprises and Business Activities) Regulation 2010*, defines the principles of commercialisation as follows;

*“The **key principles of commercialisation**, for a commercial business unit, are—*

- (a) **clarity of objectives**, namely that the local government—
 - (i) *gives the unit clear and non-conflicting objectives; and*
 - (ii) *sets specific financial and non-financial performance targets for the significant business; and*
 - (iii) *keeps activities relating to local government policy formulation, or that are of a regulatory nature, separate from the unit, wherever possible; and*
 - (iv) *clearly identifies the nature and extent of the community service obligations the unit must perform; and*
 - (v) *sets performance targets for the unit’s community service obligations; and*
 - (vi) *separately costs the unit’s community service obligations; and*
 - (vii) *appropriately compensates the unit for performing the community service obligations, and discloses details of the compensation to the public;*

- (b) **management autonomy** and authority, namely that—
- (i) *the unit remains at arms-length to the local government, in day-to-day operations; and*
 - (ii) *the local government gives the unit autonomy in day-to-day operations, subject to overarching monitoring; and*
 - (iii) *any directions the local government gives the unit to achieve non-commercial objectives are given in an open way; and*
 - (iv) *the unit uses its best endeavours to ensure the unit meets its performance targets;*
- (c) **accountability for performance**, namely that—
- (i) *the local government monitors the unit's performance against the performance targets; and*
 - (ii) *the unit must generally be subject to the management framework of the local government; and*
 - (iii) *the unit complies with all laws the local government must comply with; and*
- (d) **competitive neutrality**, namely that the unit complies with the competitive neutrality principle by—
- (i) *removing any competitive advantage or competitive disadvantage, wherever possible and appropriate; and*
 - (ii) *promoting efficiency of the use of resources to ensure markets are not unnecessarily distorted.”*

Council will be obliged to operate Redland Water in accordance with these principles, which has an impact on Council's decision regarding Corporate Structure, and business philosophy. However the principles do afford some flexibility in their practical application.

Council has no choice but to operate Redland Water as commercialised business activity, however the following sections of this report are intended to facilitate Council's consideration of the commercialisation principles.

Corporate Structure

Redland Water was previously operated as Department of Council headed by a General Manager reporting directly to the Chief Executive Officer. This structure complied fully with the commercialisation principles.

It is proposed that this approach should be restored for the following reasons;

1. Complies with statutory commercialisation principles
2. Minimises impact on rest of Council operations
3. Ensures direct oversight of business reintegration and development by Chief Executive Officer

4. Re-establishes the previous structure which was familiar to customers and other stakeholders hence minimising disruption.

The alternative of placing Redland Water as a Group under another Department (say City Services) has been considered but would not adequately comply with commercialisation requirements, would be more disruptive to the rest of the organisation, and may be confusing for customers and other stakeholders.

Council is requested to adopt the proposed Corporate Structure (at Departmental level) provisionally at this time to allow for appointment of a General Manager (as part of employee transfer planning) and to facilitate essential early planning for lower level structure and employee transfer in consultation with the General Manager elect. The Corporate Structure will not formally come into effect until 1 July 2012 and a further report to adopt the structure for third level (ie Groups) will be presented to Council for adoption at a later date.

It should be noted that the proposed Corporate Structure has no impact financially on Council as the Redland Water business is entirely self sufficient.

Internal Service Arrangements

Previously Redland Water was a self contained business activity in that it mustered resources sufficient to meet its commercial purposes. However it was heavily dependent on internal service arrangements for several key corporate and operational activities (eg information technology and communications, human resource management, payroll services, fleet services etc...).

During the formation of Allconnex Water, to a significant degree, these internal service arrangements continued through Service Level Agreements struck between Council and Allconnex Water. This was a period of transition called 'soft separation' but was intended to be followed by the elimination or diminution of the level of service provided as Allconnex Water developed its own capabilities ('hard separation').

Redland district employees of Allconnex Water will all transfer back to Redland Water so Redland Water's resourcing will be dictated by the Transfer Schedules. Employees currently providing internal services to Allconnex Water will also be protected by the Retransfer Staff Support Framework.

In the short to medium term therefore the resourcing for Redland Water will be defined by the Transfer Schedules and internal services will continue to be delivered much as they currently are.

In the longer term however (with the advent of natural attrition and the expiry of the Retransfer Staff Support Framework), Redland Water will be in a position to develop preferred service levels and resourcing arrangements. In this regard, in accordance with the commercialisation principles, it should be acknowledged that the internal service arrangements and resourcing for Redland Water may evolve.

As this evolves the business philosophy for Redland Water will also develop. At this time it is not intended to encourage the extreme interpretation of the commercialisation principles whereby Redland water might also undertake 'hard separation' from Council by developing its own corporate resources. It is preferred instead to anticipate that ongoing internal service arrangements continue to apply to ensure that an optimal approach is achieved and that resources are not unnecessarily duplicated. However, Redland water should be entitled to make decisions about the level of service it procures in these internal service arrangements to allow it to comply with the commercialisation principles.

Employee Retransfer

While the Retransfer Staff Support Framework has not yet been finalised, it is appropriate for Council to consider its policy position in relation to the retransfer of employees.

The Retransfer Staff Support Framework will give absolute job security and protection of entitlements for Allconnex Water employees, however it will not arbitrarily dictate the direction of transfer of employees that don't have an obvious transfer path (eg employees in executive or corporate roles). In this regard the three Councils will have responsibility for ultimate transfer decisions by adoption of the Transfer Schedules. This will occur during March/April 2012.

During negotiations on the development of the Retransfer Staff Support Framework, the Chief Executive Officer and his delegates have applied the following general policy approach which is now recommended to Council;

- Any employee who was transferred from Redland Water to Allconnex Water (ie those included in the 2010 Transfer Schedule) should retransfer to Redland Water;
- Any employee who was subsequently employed by Allconnex Water to perform duties that are predominantly dedicated to Redland district should transfer to Redland Water;
- Any employee not covered in the previous two categories, who is considered by Council's Chief Executive Officer, to be suitable for redeployment to a role in Redland Water should be offered the option of voluntary transfer to Redland Water;
- Any employees not covered in the previous three categories should transfer to Gold Coast or Logan City Councils;
- Should the above transfer arrangements result in Redland Water having to employ employees surplus to its operational requirements, Council should claim reimbursement of unavoidable consequential costs from Gold Coast City Council.

Council is requested to endorse this general policy position however, council will ultimately be obliged to comply with the Retransfer Staff Support Framework.

Customers

Generally the reintegration of Redland Water will have minimal impact on customers as day to day customer service is likely to continue seamlessly as it did through the transfer to Allconnex Water.

However the re-branding of Redland Water and the associated marketing of new customer contact arrangements (eg website, phone numbers etc...) will require considerable attention.

The *South-East Queensland Water (Distribution and Retail Restructuring) and Other Legislation Amendment Bill 2011* will require Council to issue the water bill on a separate page to the Council rates in future. This separation of the invoices might allow Council to consider the merit of complete separation of Redland Water billing ie separate invoice and separate posting. At a later date Council will be requested to provide direction on this matter.

Accommodation

Since the transfer of some of the Redland Water executive/administrative staff to Beenleigh/Robina, significant changes have been made to Redland City Council office accommodation arrangements in Cleveland to eliminate some previously sub-standard office accommodation arrangements and to relocate some staff due to structural changes.

It is unlikely that all Redland Water staff will be able to be fully accommodated in the existing Redland City Council offices.

A more detailed assessment of accommodation needs and available options is currently being carried out and recommendations will be presented to Council in due course.

Redland Water operations employees are still accommodated at Council's South Street depot which is expected to be able to continue.

However, Redland Water's water testing laboratory was unable to continue to operate at the Capalaba Water Treatment Plant, and has been renting laboratory space for some time. In reintegrating Redland Water it would be desirable to rationalise this arrangement if possible.

Compliance Obligations

As mentioned earlier in this report, the Bill will impose a number of significant statutory compliance obligations on Redland Water which will necessitate allocation of administrative and technical resources, in particular the very onerous prices oversight obligations to the Queensland Competition Authority. While every other Council-owned water business in Queensland will be subject to the sensible and affordable prices oversight regime that Redland Water previously was subject to, Redland Water of the future will have a much higher order (and much more costly)

obligation akin to that required of the huge SEQ water authorities (QUU and Urban Utilities).

As a further example of potentially unwieldy and costly compliance obligations, the complaints oversight by the Energy and Water Ombudsman (whose operations are required by State Government to be funded by water authorities, including Redland Water in future) appears to be an inefficient, confusing and not value-adding compliance obligation, particularly when the full range of complaints-related statutory arrangements are considered as follows;

- Energy and Water Ombudsman requirements (ref *Energy and Water Ombudsman Act*)
- Queensland Ombudsman requirements which is confusing for the community to have two Ombudsman systems (ref *Ombudsman Act*)
- Administrative action complaints management requirements (ref both *Local Government Act and Judicial Review Act*)
- Local Government Act competitive neutrality complaints requirements (ref both *Local Government Act and Queensland Competition Authority Act*)
- Misconduct complaints (ref *Crime and Misconduct Act*)

Council intends to restore an efficient water business that can truly contain prices and focus on improving services. Unfortunately the added compliance obligations (illustrated in a small way above) will make it more difficult and more costly.

Interestingly the State Government Department of Local Government and Planning is nearing the conclusion of its efforts to rationalise and stream-line the laws that apply to local government. An extract from former Local Government Minister Boyle's statement is as follows;

"The review aims to reduce and rationalise the legislative burden to:

- enable improved interpretation and understanding of the law by making Local Government legislation easier to use
- eliminate unnecessary and excessive regulatory requirements
- rationalise legislation governing issues where there are important inconsistencies or duplication across statutes
- streamline administrative processes"

However, this further round of water reform is taking Council in the opposite direction of this worthwhile objective. Ironically, this project was borne as a result of the very successful rationalisation of legislation applying to water authorities undertaken a few years earlier.

Further irony can be found in the State Government's announcement on 21 September that;

"The Bligh Government is continuing to slash red tape in Queensland with the announcement that it will legislate to ensure that all new laws are subject to the Regulatory Assessment Statement (RAS) process. Finance Minister Rachel

Nolan said the move will mean that all new legislation is scrutinised to prevent the development of unnecessary regulations.”

It is recommended that Council should actively advocate for elimination of proposed statutory compliance obligations that are costly, duplicated, unnecessary and not value-adding. There is still opportunity for Council to do so during the consideration of the Bill by Parliament.

RELATIONSHIP TO CORPORATE PLAN

This report relates directly and indirectly to a number of objectives in the “Efficient and Effective Organisation” section of the Corporate Plan.

FINANCIAL IMPLICATIONS

The ramifications of the *South-East Queensland Water (Distribution and Retail Restructuring) and Other Legislation Amendment Bill 2011* will be further assessed when it is approved by Parliament. There are no significant financial implications of the recommendations other than the obvious merit in advocating for the rationalisation of statutory compliance obligations.

PLANNING SCHEME IMPLICATIONS

It is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

CONSULTATION

Consultation has been undertaken with relevant Council Officers, Allconnex Water Officers, State Agencies, and other Councils.

OFFICER'S RECOMMENDATION

It is recommended that Council resolve to:

1. Amend its Corporate Structure to add Redland Water as a Department to be effective from 1 July 2012;
2. Endorse the general approach being taken by the Chief Executive Officer in relation to the reintegration of commercialised Redland Water business activity as outlined in this report; and
3. Endorse the active advocacy to State Government regarding the need to rationalise statutory compliance obligations proposed in the *South-East Queensland Water (Distribution and Retail Restructuring) and Other Legislation Amendment Bill 2011*.

**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr C Ogilvie
Seconded by: Cr T Bowler

It is recommended that Council resolve to:

1. Amend its Corporate Structure to add Redland Water as a Department to be effective from 1 July 2012;
2. Endorse the general approach being taken by the Chief Executive Officer in relation to the efficient and effective reintegration of commercialised Redland Water business activity as outlined in this report; and
3. Endorse the active advocacy to State Government and the Opposition regarding the need to rationalise statutory compliance obligations proposed in the *South-East Queensland Water (Distribution and Retail Restructuring) and Other Legislation Amendment Bill 2011*.

CARRIED (en-bloc)

14.4 CLOSED SESSION AT COMMITTEE

The Committee meeting was closed to the public under section 72(1) of the *Local Government (Operations) Regulation 2010* to discuss the following item, and following deliberation on this matter, the Committee was again opened to the public.

14.4.1 FINAL DRAFT REGULATED ASSET BASE (RAB) ROLL-FORWARD REPORT

Dataworks Filename: GOV WRAD WB3 Finance, Asset Transfer & Corporate Services

Responsible Officer: Martin Drydale
General Manager Corporate Services

Author: Gavin Holdway
Manager Financial Control

EXECUTIVE SUMMARY

A confidential report from the General Manager Corporate Services was discussed in closed session at Committee and is presented to today's General Meeting for consideration of the Committee Recommendation.

**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr C Ogilvie
Seconded by: Cr T Bowler

That Council resolve as follows:

- 1. To amend the Participation Agreement to reflect the outcomes of the attached PwC draft report for the roll forward Regulated Asset Base and participation rights of 11.1384892%.; and**
- 2. That Council reiterates that it is fundamentally dissatisfied with the recalculation of the Regulated Asset Base and subsequent participation rights.**

CARRIED (en-bloc)

15 MAYORAL MINUTES

Nil

16 DIRECT TO COUNCIL REPORTS

16.1 CITY SERVICES

16.1.1 DELEGATION TO PLANNING & POLICY COMMITTEE TO RELEASE THE DRAFT PRIORITY INFRASTRUCTURE PLAN FOR PUBLIC NOTIFICATION

Dataworks Filename:	RTT: PIPS General
Responsible Officer:	Murray Erbs Manager Infrastructure Planning
Author:	Tim Mitchell Planner Infrastructure Projects

EXECUTIVE SUMMARY

This report recommends delegation of authority to the Planning and Policy Committee to endorse the draft Priority Infrastructure Plan and proceed to public notification in accordance with the Statutory Guideline 02/09 and Council's community engagement obligations.

PURPOSE

The purpose of the delegation is to ensure the continuing progression of the draft Priority Infrastructure Plan (PIP) by proceeding to the public notification phase of its development. This needs to be undertaken as soon as practical to meet the current *Sustainable Planning Act* (SPA) deadline for the adoption of local government PIPs, being 31 December 2011. A resolution at the subsequent General Meeting scheduled for 26 November 2011 will not allow sufficient time to undertake the mandatory public consultation period of 30 business days, or submission review and draft PIP resubmission for the second and final State Interest Review prior to formal adoption.

BACKGROUND

At its Planning and Policy meeting of 2 June 2010 the committee, under delegation, resolved amongst other things to:

- adopt the draft PIP and forward it for First State Interest review;
- delegate authority to the Chief Executive Officer to exercise Council's powers to prepare and submit minor consequential amendments to the Redlands Planning Scheme 2006 resulting from the introduction of Part 10 (Priority Infrastructure Plan); and
- delegate authority to the Chief Executive Officer to exercise Council's powers to amend the draft Priority Infrastructure Plan prior to public notification pursuant to the Schedule 1 process under the *Integrated Planning Act 1997*.

The State Minister for Local Government has advised Council that the First State Interest Check of the draft Priority Infrastructure Plan has been completed and

pursuant to Statutory Guideline 02/09, Council may proceed with public notification subject to the following State conditions:

1. Remove all references to infrastructure charging in the PIP to reflect the recent amendments to the Sustainable Planning Act (SPA) introducing the State Planning Regulatory Provision (adopted charges) (SPRP).
2. Include draft amendments that remove all conflicts with the compliant draft PIP and SPRP such as planning scheme policies relating to infrastructure contributions and any planning scheme provisions including (but not limited to) a requirement for the dedication of land for open space and cash in lieu contributions for open space.

Officers are in the process of finalising the draft that meets these conditions and other administrative and technical matters that have been raised, or have emerged, during the First State Interest Check period. This is consistent with the previous delegations of the Planning and Policy committee. However, it is considered that the introduction of the SPRP is such a fundamental shift in the framework for PIPs that the draft PIP should return for Council endorsement before public exhibition.

ISSUES

The Queensland Government has issued a timeline of 31 December 2011 for all local governments to adopt a Priority Infrastructure Plan into their planning schemes. Taking into consideration this timeframe, it is important that Council continues to progress the development of the PIP and proceed with the public notification as soon as possible. A request to the Minister for an extension to the current deadline is being prepared in response to the technical difficulties and uncertainties associated with the water business model, and is expected to be submitted whilst the draft PIP is on public notification.

RELATIONSHIP TO CORPORATE PLAN

5. Wise planning and design

- 5.2 Manage population growth in a compact settlement pattern, having defined the sustainable carrying capacity of the city and limits to population growth
- 5.8 Plan and advocate to connect the city's communities with improved public transport including a road, ferry, cycling and walking network that provides safe and efficient movement within the city and the region and supports physical activity; and promote efficient and environmentally responsible private transport
- 5.12 Plan, provide and advocate for essential physical and social infrastructure that supports community well-being and manage Council's existing infrastructure assets to ensure current service standards are maintained or improved

8. Inclusive and ethical governance

- 8.4 Provide clear information to citizens about how rates, fees and charges are set and how Council intends to finance the delivery of the Community Plan and Corporate Plan

FINANCIAL IMPLICATIONS

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

PLANNING SCHEME IMPLICATIONS

The City Planning & Environment Group was consulted and it is considered that the outcome of recommendations in this report will result in future amendments to the Redlands Planning Scheme relating to the State conditions of notification of the draft PIP and the introduction of the PIP itself.

The draft PIP is an amendment to the Redlands Planning Scheme. It will result in the inclusion of Part 10 – Priority Infrastructure Plan into the Redlands Planning Scheme.

CONSULTATION

City Planning & Environment have been consulted regarding the PIP and the amendment to the Redlands Planning Scheme

OPTIONS**PREFERRED**

That Council resolve that the Planning and Policy Committee of 2 November 2011, be delegated authority *under section 257 (1) (c) of the Local Government Act 2009* to:

1. Endorse the draft Priority Infrastructure Plan; and
2. Determine to proceed with public notification of the draft Priority Infrastructure Plan in accordance with Statutory Guidelines 02/09.

ALTERNATIVE

Nil.

OFFICER'S RECOMMENDATION

That Council resolve that the Planning and Policy Committee of 2 November 2011, be delegated authority *under section 257 (1) (c) of the Local Government Act 2009* to:

1. Endorse the draft Priority Infrastructure Plan; and
2. Determine to proceed with public notification of the draft Priority Infrastructure Plan in accordance with Statutory Guidelines 02/09.

COUNCIL RESOLUTION 1

Moved by: Cr T Bowler
Seconded by: Cr K Williams

That this item be withdrawn.

CARRIED

At 6.43pm the meeting acknowledged that this item had been withdrawn in error and put forward the resolution as follows:

COUNCIL RESOLUTION 2

Moved by: Cr K Reimers
Seconded by: Cr H Murray

That Council resolve that the Planning and Policy Committee of 2 November 2011, be delegated authority *under section 257 (1) (c) of the Local Government Act 2009* to:

1. Endorse the draft Priority Infrastructure Plan; and
2. Determine to proceed with public notification of the draft Priority Infrastructure Plan in accordance with Statutory Guidelines 02/09.

CARRIED

16.2 OFFICE OF CEO

16.2.1 WEINAM CREEK CAR PARK CHARGING AND ASSOCIATED INITIATIVES

Dataworks Filenames: LUP Planning – Redland Bay Centre & Foreshore Master Plan
RTT – Redland Bay Centre & Foreshore Master Plan

Responsible Officer: Gary Stevenson
Chief Executive Officer

Author: Gary Stevenson
Chief Executive Officer

EXECUTIVE SUMMARY

The Redland Bay Centre and Foreshore Master Plan adopted by Council in 2009 includes specific strategies to manage growing demand for car parking in Weinam Creek to serve the needs of the Southern Moreton Bay Island (SMBI) and Redland Bay communities. Council finalisation of car park charging and other associated initiatives is required to allow capital works program of improvements and the new parking arrangements to be implemented.

PURPOSE

Council is requested to adopt the proposals for car park charging and the associated initiatives.

BACKGROUND

Council adopted the Redland Bay Centre and Foreshore Master Plan (the 'Master Plan') at its meeting on 26 August 2009. The Master Plan sets out short, medium and long term strategies for the commercial, recreational and marine precincts at Redland Bay.

The Master Plan acknowledges and addresses the growth influences on the city both from the surrounding domestic suburb of Redland Bay and the Southern Moreton Bay Islands which have a high degree of dependence on Redland Bay and in particular, the marine precinct at Weinam Ck which serves as the only transport gateway to the islands and operates as a significant inter-modal transport facility.

The Master Plan identifies strategies for land-use planning, infrastructure development and environmental management of the area.

Specifically in relation to the transportation, the Master Plan espoused the following general approach:

"The transport strategy aims at delivering sustainable transport solutions for the Redland Bay Centre and Foreshore area as well as SMBI residents who rely on ferry transport services through the Weinam Creek terminal."

Demand management is a key principle that guides the transportation strategy. This includes interventions to address current commuter behaviours through the promotion of walking, cycling and public transport patronage and reduction of reliance on private vehicle use.

The strategy aims to increase commuter choices and to meet long term transportation objectives, while continuing to cater for the moderate growth of private vehicle trips in the interim - short to medium term.

One of the key issues in relation to meeting this long term objective is how demand for parking may be contained in the centre and its foreshore. This issue has resulted from significant growth in the SMBI and around the Redland Bay Centre.”

In particular in relation to parking, the Master Plan sets out specific strategies as follows;

“Public parking

Outcome - To provide public parking for motor vehicles to meet reasonable demands without adversely affecting the visual amenity of the Centre foreshore, liveability for residents or encouraging excessive reliance on the private motor vehicle by island residents.

- 1. Rationalise and consolidate car parking to minimise the required foreshore land area and visual impacts.*
- 2. Remove secure long-stay parking area on the mainland for use by SMBI residents, and replace with a more equitable consolidated secure car parking area.*
- 3. Maximise short-stay (up to 1 hour duration) on-street car parking in the Redland Bay Centre.*
- 4. Provide medium-stay (1 to 4 hour duration) car parking areas that service recreational open space facilities.*
- 5. Locate car parking in areas which minimise adverse impacts on attractive foreshore views and mitigate the adverse visual impact of car parking with appropriate landscaping.*
- 6. Provide adequate disabled, taxi and emergency vehicle parking bays at the transit terminals, community facilities, recreational open spaces, foreshore facilities and the centre.*
- 7. Encourage and manage the efficient multiple/shared use of parking areas to service day, evening and weekend users.*
- 8. Provide off-street loading and parking spaces for delivery and service vehicles.*

9. *Investigate potential utilisation of the future TransLink Park and Ride facilities on the Redland Bay/Victoria Point line haul route.*
10. *Introduce a policy position to dissuade permanent car parking*
11. *Introduce a pricing system to ensure all users have equal opportunity to access to the car park*
12. *Parking pricing to be set at an hourly rate to meet costs of security, policing and upgrade costs. As with all Council charges, it will be subject to annual review.*
13. *Upgrade car park to provide additional bays, and achieve a separation between traffic utilising the car parking area, and traffic accessing the public transport set down area.*
14. *Improve visibility and safety of pedestrians and cyclists through improved lighting, security devices and monitoring.*
15. *Move disabled car parking bays closer to the ferry terminal.*
16. *Improve overall security through incorporating CPTED principles into all detailed redevelopment plans.*

Private Vehicle Parking

Outcome -To provide private car parking as an additional source of parking at the Weinam Creek area for residents and commuters, to assist in meeting the car parking demands of the area.

1. *Through compliance with the RPS, ensure adequate off-street parking spaces for new development.*
2. *Amend the RPS to include code assessable provisions for Vehicle Parking Stations where part of a mixed use residential development – at Site 15 as identified on Map 3/5 of the Medium Density Residential zone in the RPS.*
3. *Ensure Vehicle Parking Stations are maintained as a secondary use to the primary residential use.*
4. *Incorporate Vehicle Parking Stations into the lower levels of Medium Density Residential development, with minimal impact on the amenity of the area.”*

The Master Plan also outlines more detailed proposed treatment of various locations in short, medium and long term phases.

In adopting the Master Plan, Council resolved as follows:

1. ***“That Council resolve to adopt:***
 - a. ***The Redland Bay Centre and Foreshore Master Plan Submission Review Report (Attachment 2).***
 - b. ***The amended Redland Bay Centre and Foreshore Master Plan (Attachment 1) thereby allowing the master plan to:***
 - i. ***Inform Council’s budget, capital works and operational plans;***
 - ii. ***Provide Council with an advocacy tool for liaison with the State Government on key planning issues;***
 - iii. ***Guide and inform future detailed design and planning processes pertaining to the Redland Bay centre, the foreshore, open space and recreation areas, the Weinam Creek marina, boat ramp, public transport interchange, car parking area and surrounds;***
 - iv. ***Provide further opportunities for engagement with the community and stakeholders throughout its implementation.***
 - c. ***The proposed Communications Plan including information to be released subsequent to today’s meeting providing clear messages to the community and stakeholders regarding this decision (Attachment 4).***
2. ***That Council acknowledges the Statement of Southern Moreton Bay Islands Community Advisory Committee (SMBICAC) workshop dated 11 August 2009, and resolve that:***
 - a. ***The existing car parking fee structure will remain unchanged (other than annual budget adjustments) until options for parking and public transport improvements have been addressed in accordance with the Master Plan.***
 - b. ***The sequence for development and implementation of any new pricing structure will include all steps outlined in the Master Plan including but not necessarily limited to the following:***
 - i. ***Review of the SMBI Integrated Local Transport Plan;***
 - ii. ***Assessment of the social and economic impact of the proposed pricing structure, in the context of broader strategic planning on the Southern Moreton Bay Islands.***
 - c. ***Council does not accede to the request for delay of Council’s consideration of the Master Plan as it has previously published***

clear and firm timeframes which if not met would delay public access to the Master Plan.”

In December 2010, Council gave further consideration to the implementation of the Master Plan and resolved an alternative strategy to implement interim (lower cost) improvements to the Weinam Creek car park while taking time to engage private sector on the prospect of developing partnerships to implementation of the broader strategies and actions of the Master Plan.

At its meeting on 16 December 2010, Council resolved as follows:

“That Council resolve to:

- 1. Note and endorse the report regarding alternative implementation strategy for the Redland Bay Centre and Foreshore Master Plan;***
- 2. Authorise the Chief Executive Officer to commence a staged approach to market testing for a private/public partnership in accordance with recommendations of Coffey Commercial Advisory (dated 15 December 2010) subject to progressive reports to Council;***
- 3. Refer operational funding required for consultancy services associated with the market testing to the next quarterly budget review; and***
- 4. Endorse the concept of a lower cost interim Weinam Creek car park project proposal.”***

The scope of the interim Weinam Creek car park project proposal was developed early in 2011 and with the conclusion of the Social and Economic Impact Assessment (SEIA) and SMBI Integrated Local Transport Plan (ILTP), Council is now in a position to finalise its proposals for the implementation of Master Plan strategies and actions for Weinam Creek, particularly the proposal to change the existing car park charging regime and associated initiatives.

DISCUSSION

Terms of Reference

The following points are considered to be the terms of reference for consideration of the options for car park charging regime at Weinam Creek:

1. Council has resolved to manage car-parking demand/supply in part with the expansion of a charging regime across the ferry terminal car park area.
2. Council has committed to capital and operational improvements to the car-park which will benefit all users and local residents.
3. Council has engaged SMEC to advise on the social and economic impacts of a nominal charge of 25c/hr.

4. Demographics and travel patterns of the car park users are diverse but comprise a significant proportion of low socio-economic and dependant users (the car park is effectively their de-facto 'garage').
5. Council has continued to engage the community in various ways and its SMBI Community Advisory Committee (SMBICAC) has endeavoured to convey the diverse range of views held within the community and has postulated the range of potential transport solutions for the future.
6. Significant dissent has been expressed by some SMBI residents articulated primarily by Our Parking Spot which claims to represent a large number of people in the community (evidenced by its May 2011 petition with 6000 signatories).
7. A charging regime is required that is effective in demand management but not an unreasonable impost on users.
8. The development of the SMBI ILTP, research undertaken by Council (eg Social and Economic Impact Assessment), along with other documents, consultation and representations by the community, are important references.

Benchmarking:

Most commercial parking arrangements (hospitals, universities, airports, city car-parks etc...) offer two types of charging arrangements;

- Casual – paid at an hourly or daily rate
- Permit – paid on a quarterly or annual basis

The Permit arrangement is offered at an affordable level to the more regular and/or dependant users (eg staff and students at a university) while the Casual arrangement is charged at a commercial rate which reflects demand/supply characteristics.

Benchmarking research undertaken earlier this year has identified that the closest geographic counterpart circumstance in SEQ is considered to be the arrangements offered by Universities where a major proportion of parking use is demanded by staff/students on a relatively regular and dependant basis.

Griffith University and the University of Queensland have been examined and both provide a range of Permits which range as follows (as at early 2011);

General car-park

- Griffith \$206.70 pa
- UQ \$520.00 pa

Secure or undercover car-park

- Griffith \$413.40 pa
- UQ \$910.00 pa (guaranteed).

Casual all-day use fees at these Universities range as follows;

- Griffith \$5.00/day
-

- UQ \$3.00/day,

however there are also some shorter-term usages that are charged at a higher hourly rate.

International benchmarking (early 2011) specifically for ferry terminal car parking, revealed many and varied examples of charging in car parks, (some predominantly servicing island residential traffic) including the following:

- Staten Island ferry terminal Council-owned car-parking (New York, USA) - annual permit US\$1200.00 pa and casual use US\$5.50/day.
- Lymington-Isle of Wight UK – ferry terminal casual parking UK\$6.60/day – permit for season ferry ticket holders UK\$50-60/mth – overflow car park UK\$47.00 for 14 days
- Holyhead (Wales) – Ireland – ferry terminal casual parking UK\$5.00/day or UK\$20 for 7 days
- Bainbridge Island (Washington State USA) – ferry terminal casual parking US\$7.00/day – US\$9.00/day
- Tsawwassen (Vancouver Canada) – ferry terminal casual parking CA\$10/day - CA\$14/day
- Davis Park-Watch Hill (Long Island New York USA) – parking free for Brookhaven residents
- Annapolis (Seattle Washington USA) – ferry terminal casual parking US\$5.00/day or monthly permit US\$80.00/month
- Block Island (Rhodes USA) – ferry terminal casual parking US\$5.00/day – US\$20/day

While not as relevant there are many examples of ferry terminal car parks that service predominantly casual tourist traffic including the following which vary significantly (early 2011):

- Tanah Merah (Singapore) – casual rate of \$1.07/hr capped at \$20.00/day
- Rottnest Island (Perth WA) – casual rate \$9.00/day
- Couran Cove (Qld) – casual rate \$5.00/day
- Shute Harbour (Qld) – casual rate \$24.00/day

Benchmarking of other commercial parking arrangements (eg airports and hospitals) illustrates much higher rates for casual users but for those that attend the airport or hospital regularly (eg staff and contractors and long term patients/visitors), concessional permits are available at significantly reduced rates, or for free.

Recently in Brisbane, two major suburban shopping centres (Chermside and Carindale) have announced their intention to introduce permit charging for employee car parking (\$60/mth) and a casual rate for shoppers car parking after a 3 hour initial free period. This is understood to be largely motivated by retail strategies (ie quicker turn-over of shopper traffic) and the demand management constraint on the use of the shopping centre car park by city commuters using it as a de-facto park and ride facility.

Some commercial car parks also offer premium services including valet support and car care services eg airports, motels/hotels and some shopping centres.

In relation to Redland City Council car-parking, the most relevant benchmarking is of course the existing secure parking charge at Weinam Ck. For this product (guaranteed, fenced parking area) Council currently charges \$970.20 pa with a quarterly or annual permit. Demand for this product has exceeded supply with a significant waiting list having existed for some time.

Also at Weinam Ck, private parking has been operating at several properties on a commercial basis for many years, with demand appearing to exceed supply. Advertising for the sale of one of these properties in Banana Street recently described the property as containing a “*Pot of Gold Car Park*”.

Advertising for another property in Outridge Street boasted “*holding income from Bay Island Car Parking 10+ Cars*” with “*holding income in excess of \$2000p/m*”. Assuming full occupancy of say 15 car spaces, the quoted holding income might equate to a fee for parking of \$1600 per annum. However, anecdotal evidence is that these car parks are currently charging between \$900 and \$1200 per annum. Such parking is relatively secure and is dedicated to exclusive use by the paying customer.

Other examples of contemporary government-owned parking arrangements in SEQ (particularly relating to commuting or other regular/dependant parking arrangements) include the following (as at early 2011);

- CBD parking meters (eg Gold Coast) – hourly rate \$0.90-\$1.90/hr (recently increased further)
- CBD parking meters (eg Brisbane) – hourly rate \$0.30/hr-\$4.00/hr capped at maximum of \$6.00/day-\$10.00/day
- Council car parks (eg Gold Coast CBD) – some free parking but also hourly rates \$0.60/hr-\$2.00/hr, and monthly permits \$61.50/mth-\$123.00/mth
- Council car parks (eg Brisbane CBD) – declining hourly rates capped at \$30.00/day with monthly permits \$350.00/mth-\$420.00/mth
- Council car parks (eg Moreton Bay multi-story car park Caboolture) – free parking
- Regulated CBD car-parking (e Moreton Bay Regional Council Caboolture and Redcliffe) – annual permit \$1050.00 pa.
- Translink Park and Ride facilities – free parking

It is noted that in residential areas where parking is regulated (eg Brisbane, Gold Coast and Moreton Bay) local residents are entitled to apply for a residential parking permit at little or no cost as exemption from the regulated parking limits and/or charges.

Demand Management

The Master Plan included projections of demand for parking at Weinam Creek as follows;

	Projected population	Projected parking demand without demand management strategies	Projected reduced demand due to demand management strategies
2008	5200	918	918
2011	5830	1029	882
2016	6880	1215	1028
2021	7930	1400	1167
2026	8980	1585	1297

Notes:

2009 total public car parking spaces available; 1094

- secure, 435
- public, 617
- 12 hr on-street, 42

Additional private car parking spaces available; 169

A higher estimate of 2,240 vehicles cited by the Our Parking Spot group relates to Council estimates of demand extrapolated to the ultimate population capacity of the islands (24,000) which is predicted to be reached anywhere between 50 and 130 years time, and is therefore not relevant in the shorter planning horizon for which the Master Plan is intended.

The Master Plan predicted that demand (reduced by demand management strategies such as charging) would be accommodated for the next decade and that in the longer term excess demand might be met by the development of a multi-storey car park by private sector.

Subsequent to the adoption of the Master Plan however, further information about parking demand and travel patterns has been obtained as part of the ILTP and independently from other sources (eg Our Parking Spot).

The Socialdata Pty Ltd travel survey (January 2011), Integrated Open Space Services survey (2010), Our Parking Spot survey (2010), the SEIA (2011) and the ILTP (2011) have all contributed valuable information.

Considering this data, the authors of the SEIA drew the following conclusions;

Two factors will tend to mute the impacts of parking changes. Firstly a large proportion of households (42%) does not have a car on the mainland and will not be impacted directly at all. Secondly, just under 40% of SMBI resident workers work within SMBI and would generally not need a mainland car for work purposes (although some such as tradesman and professionals might if they have mainland

clients). Some of these workers or their family members might also retain a mainland car for non-work purposes.

Unlike the SMBI population as a whole which has a very low average income, average incomes of SMBI resident workers are not greatly different from those on average in the RCC area. The occupational profile of SMBI workers is also similar to that of RCC resident workers. Countering lower incomes for SMBI workers are lower house prices and rents. While this group is unlikely to willingly embrace more expensive parking, the increase in parking costs of itself is unlikely to cause workers to change place of work or place of job when the costs and uncertainties of relocation and the relatively weak SMBI housing market are taken into account. Workers are much more likely to respond negatively to the reduced availability and certainty of parking. Survey data and parking data indicate that SMBI workers who work on the mainland are car reliant, which is consistent with relatively high public transport fares, uncompetitive public transport trip times and the wide distribution of work destinations. Uncertainty that a parking space would be available on the homeward bound trip to Weinam Creek would be much more likely to prompt a change in work or home location.

The data does not allow strong conclusions to be reached about the response of non-worker households to parking changes. Average SMBI household incomes are only 50% of those of the RCC average, and the incidence of reliance on Centrelink payments in the SMBI is more than three times that in the RCC area. (In other words, SMBI residents are more than three times as likely to be receiving Centrelink payments as are RCC residents.) In combination, these factors would suggest that large proportions of SMBI residents would be unable to afford a mainland car. Against that, services, particularly higher order services, including secondary schooling are very limited or unavailable on the SMBI so that some degree of mainland trip making for nonworkers will be necessary. It is not possible from the available data to determine the relationship between SMBI household income and mainland car ownership. The proportion of households that have at least one mainland car (58%) is considerably higher than the proportion of households in which one or more member works. With less than 20% of the SMBI population working full time or part time, and 58% of households having at least one mainland car, there could be 30% to 40% of households that do not contain a worker but which have a mainland car.

The relevant proportions for impact assessment purposes could be as follows:

- 42% of households have no mainland car;
- Say 20% to 25% of households have a mainland worker and a mainland car;
- Say 30 to 40% of households do not have a worker but have a car on the mainland.”

The 2009 Integrated Open Space Services (IOSS) travel survey previously described travel and parking characteristics and particularly the dependence of SMBI residents on Weinam Creek for “garaging” of vehicles, with 42% of parkers doing so for an average greater than 21 hours and 31% doing so for an average of 11-20 hours.

The Socialdata Pty Ltd travel survey (January 2011) yielded a more detailed understanding of SMBI residents travel patterns including the following important observations which illustrate some constraint on the potential impact of demand management strategies;

- Car ownership on the islands is similar to that of the rest of the Redland City hence dispelling the belief that islanders hold disproportionate levels of vehicles,
- SMBI residents already use public transport considerably more than residents of the rest of Redland City hence their capacity to do so to a higher degree is lower than for the rest of the city,
- SMBI travellers already demonstrate a higher level of passenger (as opposed to driver) car travel than that of the rest of the city hence their capacity to increase car occupancy is lower than for the rest of the city,
- Islanders take less frequent trips than their counterparts in the rest of Redland City hence their capacity to reduce travel activity is lower than for the rest of the city.

The Our Parking Spot Survey (2010) also provided an insight into the travel characteristics and attitudes of SMBI residents in relation to potential car-park charging. In particular the following observations are pertinent:

- 66% of respondents said they would not be prepared to pay for an unallocated car parking space, while 45% said they would not be prepared to pay for an allocated parking space
- Choices offered to respondent for levels of charging started at \$600 pa and 34% said they would be prepared to pay for unallocated parking (up to \$2000 pa) while 55% said they would be prepared to pay for allocated parking.

These results are somewhat at odds with the SEIA conclusions, though the nature and context of the survey was very different and to some degree it might have been an outlet for protest against the charging. With this in mind it is interesting to see a significant proportion of respondents still actually indicating a willingness to pay.

Considering all of this useful information, while the merit and logic of the general demand management strategy is confirmed to a fair degree, there is some doubt nevertheless about the potential likely impact of the demand management strategies (charging) on demand and it might reasonably be concluded that the estimated reduction in the demand projections within the Master Plan might not be fully met without a more complete set of initiatives to compliment the impact of charging.

This report therefore advances a number of initiatives, some of which have previously been proposed in the Master Plan, but some which have not. Of note is the proposal to establish a remote secure car park to displace a significant number of vehicles from Weinam Creek.

Social and Economic Impact Assessment:

SMEC has prepared a report on the social and economic impacts of the nominal charge proposal of 25c/hr which generally concluded as follows:

“The impact of a 25 cents per hour parking fee is expected to:

- *Directly impact on one third of SMBI households – (those with a mainland vehicle and no resident worker)*
- *Indirectly impact on the most socially disadvantaged SMBI residents (who are unlikely to own a mainland vehicle) through cost impacts on their visitors*
- *Result in minimal behavioural change e.g. Move away from the island, change jobs*

The mitigation measures include:

- *Provide free car park or subsidy for impacted group*
- *Reduce demand for car parking at Weinam Creek e.g. Barge vouchers, service provider subsidies, improved mainland public transport, car share*
- *Develop a new car park distant from terminal (e.g. courtesy bus connection)*
- *Offset costs by increasing reserved secure parking to pick up pent up demand*
- *Improve accessibility related infrastructure and safety e.g. Shelter, resident caretaker, lighting, pathways, Urban design*
- *Optimise social capital through participatory planning e.g. Foreshore planning”*

Specifically the report made the following recommendations some of which were not directly related to the car park or its proposed charging regime:

- Recommendation 1: Taxi-transit / hail-and-ride
- Recommendation 2: Community shopper service
- Recommendation 3: Barge vouchers for retirees and pensioners
- Recommendation 4: Short-term car / bicycle rental
- Recommendation 5: Improvements to mainland public transport
- Recommendation 6: Free parking – new car park
- Recommendation 7: Free parking – offset and subsidised parking
- Recommendation 8: Participatory planning (SMBI PLUS and Weinam Creek Precinct)
- Recommendation 9: Weinam Creek and SMBI Economic Development Strategy
- Recommendation 10: Redland Bay Community Wellbeing hub
- Recommendation 11: CPTED – Car Parking Design Audit and Priority Implementation

- Recommendation 12: National Broadband Network

Authors of the SEIA report acknowledged that some of their recommendations have already been encompassed into the interim car park project proposal (eg recommendation 6).

Some of the recommendations are also promoted further in this report however, some of the recommendations have not been addressed directly in this report for one or more of the following reasons;

- Council is not responsible for and/or does not have resources to implement the recommendation,
- Council is progressing the recommended action in conjunction primarily with other planning or strategic work,
- Council would be required to coordinate the involvement of other stakeholders which requires further consultation and consideration.

Community Engagement:

The Southern Moreton Bay Islands Community Advisory Committee (SMBICAC) advocated in August 2009 as follows in relation to the parking proposals.

'The SMBI Communities Advisory Committee commends in its broadest sense the Redland Bay Centre & Foreshore Master Plan. However the existing parking fee structure must be maintained unchanged until the social impact study (pp.75, Table 8 Planning on the SMBI) is completed and the following issues have been satisfactorily resolved:

- a. Provision to maintain some form of free parking.*
- b. Park and ride facilities and arrangements.*
- c. Barge improvements through alternative route methods of reducing Journey time and cost.*
- d. Integrated ticketing and the implications for passenger ferry pricing through Translink.*
- e. Viable transport system as pp.17, 3.2.1 Public Transport.*
- f. Fees only be introduced incrementally as alternatives become available.*

Also, that fees only be introduced incrementally and proportionally to the introduction of alternatives rather than disincentives to parking."

SMBICAC also made a final statement at the conclusion of its term in June 2011 which included the following:

“The Weinam Creek Issue

Reinforcing our view

This Council will know that the Advisors have consistently held the following views:-

- *That adequate free and paid secure parking must be available at Weinam Creek (this was reinforced to Council in February 2011).*
- *That the availability of cheaper vehicle barge connections and other alternatives like car hire/ share will also have the benefit of giving SMBI residents a choice of alternatives that may wean them away from second, mainland car ownership.*

The Advisors have, in principle, supported and encouraged the strategy of an interim solution at Weinam Creek. It will give time for a properly thought out, more visionary and comprehensive public/private partnership development. On the clear understanding this supplies adequate, appropriate parking and transport facilities for SMBI residents.

Representations made by Committee members and the Community have resulted in the abandonment of the “no free parking” approach in the original master plan with the provision of some 25% free secure parking.

In the light of initial information from the Social and Economic Impact Study (SEIS) the volume of free parking in the interim plan is considered inadequate. The removal of the secure compound itself, is unnecessary to achieve greater parking bay utilisation. Shift workers (nursing, security workers etc.) need certainty for their parking arrangements.

The SEIS clearly points to the need for a variety of free and fee paying parking services, closely matched to the differing needs and abilities to pay, of the groups within our society.

Implicit in Council's resolutions is the commitment to have alternatives in place prior to the implementation of any new charging regime. These alternatives have not yet occurred and we therefore recommend Council prioritise:-

The immediate implementation of modern car share/hire facilities at Weinam Creek. *It has been established by North Sydney Council that one hire vehicle can replace up to fifteen dedicated cars. Modern car share/hire systems could have advantages to Council and SMBI residents. The systems need to be introduced now, so that people can begin to understand how they may work for them.*

Upgrade Sea Scouts, Cenotaph and barge parking areas. *Upgrade as soon as possible to provide additional free capacity.*

Vacant Land on Moores Road, South Side of Weinam Creek. *This area already has planned footbridge access and could be used on a temporary or permanent basis.*

Advocate more Attractive Operational / Pricing Structure for Vehicle Barges. *The Advisors consider there are better ways in which the present vacant capacities can be utilised to the advantage of both Stradbroke Ferries and the Community.*

Active Encouragement of Local Private Secure Parking Arrangements. *This could happen within the life of the Interim layout without prejudicing the longer term renewal of Weinam Creek.*

Continue Investigation of Offsite Parking Options. *Serviced by shuttle bus or similar.*

Active Encouragement of Shorter Vehicle Barge Routes. *The North and South routes are both economically and technically viable. A vehicle barge simply linking Russell, Lamb, Karragarra and Macleay will ensure continuity of access.*

Continue to bring services to the Islands and continue to push for the more complex services to be available at (eg) the planned Health Hub at Redland Bay.

Equity and Timing

In considering all the above Council should recognise that this is not the time to impose blanket parking fees when SMBI incomes are half those on the mainland and there is high welfare dependency, and 19% unemployment.

There are opportunities for a more appropriate mix of no charge/charged areas dependent upon ability to pay and the type of parking service provided, distance from terminal etc.

Total journey costs, including parking fees, have a major effect on SMBI sustainability.

The SMBI will not necessarily always be poor. Measures to improve access will reinvigorate economic activity and increase the relative wealth and well being of the Community."

Some of these recommendations have already been addressed in the interim car park project and others are promoted in this report. However, some of the recommendations have not been addressed directly in this report for one or more of the following reasons;

- Council is not responsible for and/or does not have resources to implement the recommendation,
- Council is progressing the recommended action in conjunction primarily with other planning or strategic work,

- Council would be required to coordinate the involvement of other stakeholders which requires further consultation and consideration.

Council is also aware of ongoing protest being waged by Our Parking Spot which advocates for greater provision of parking spaces and does not support the introduction of charging proposals. Our Parking Spot proposes that Council should either construct a low level multi-storey car park or acquire additional land in Banana St to expand the car park footprint and capacity.

Our Parking Spot presented a petition with over 6000 signatories, to Council which was formally considered on 25 May 2011. The petition stated as follows:

“We, the undersigned Residents of Redland City, Ratepayers of Redland City and Residents or Ratepayers of Queensland request that Council commission independent studies of the parking solutions at Weinam Creek proposed by the Our Parking Spot group; stop all action towards charging the people of the Southern Moreton Bay Islands of Russell, Karragarra, Lamb and Macleay, and people visiting these Islands, a fee for parking in the Weinam Creek precinct other than a reasonable fee for spaces allocated specifically to individuals for long-term or permanent parking; and provide parking facilities in the Weinam Creek precinct sufficient to accommodate at least the ultimate number of vehicles as estimated by Council, being 2,240.”

Council formally noted that the matters raised by the petition were being addressed by the SMBI ILTP review. Council did not accede to the request to engage a further independent assessment of the Our Parking Spot proposals.

Our Parking Spot also made a submission for Councillors’ consideration at the workshop (26 September 2011), which challenged the findings of the SEIA report and offered the following recommendation;

“The present car parking fee structure and allocated spaces should remain unchanged until all options for parking and public transport improvements have been fully and impartially considered and implemented. With the works now being done to improve the overflow parking areas at Weinam Creek, there is no urgency to remove allocated spaces or to introduce a new charging regime.

Council should commission fully independent studies of the Our Parking Spot proposals and consider the outcomes of those studies as part of its options for Weinam Creek parking and SMBI transport solutions.

Only then, will you be able to properly assess all options and, only then, will the community accept you are treating them justly.”

Most recent estimates by Our Parking Spot for the cost of implementing its two preferred solutions are as follows;

- Multi-storey car-park - \$30m (2000 spaces) or potential first stage \$20m (1333 spaces)

- Banana St land acquisition and expansion of at-grade car-park - \$8 to 10m (estimated 350 spaces).

The details of the cost estimates for the multi-storey car park have been provided by Our Parking Spot and appear to have been prepared with input from credible independent sources.

However, preliminary financial modelling reveals that the capital cost of these solutions is significantly higher than that for initiatives proposed in this report (\$3.85m). The operational costs for the multi-storey car park are also expected to be higher. Consequentially the commercial reality is that capital costs would either need to be recovered over a significantly longer period or the charges for users of the car-parks would need to be correspondingly higher; neither of which are desirable scenarios at this time.

Council's previous assessment of the multi-storey car park proposal is published in the Supporting Information for the Redland Bay Centre and Foreshore Master Plan (July 2009). That assessment was based on a significantly higher capital cost (\$42.5m for 1700 spaces) and concluded that it was not commercially viable in the short term. However the proposal was never ruled out for the longer term.

As echoed in the Master Plan itself, that assessment yielded the recommendation that in the medium term (6-10 years) Council should encourage private sector to consider such a development in the mixed-use zone adjoining the Weinam Creek car park (ie Banana Street). Further, the July 2009 assessment left it open for Council to reconsider its involvement in such a solution in the longer term (beyond 10 years).

However, to explore all opportunities, Council has since resolved to engage private sector to invite collaborative investment into development of Redland Bay Centre and Foreshore Master Plan. This engagement of private sector will provide the opportunity for proposals for multi-storey car park development to be advanced if viable and will, to some extent, facilitate the independent assessment of the Our Parking Spot proposal that it has requested.

Regulatory Pricing Obligations:

Council has also resolved that the operation of Weinam Ck (including parking, ferry and barge landing, marina and associated activities) should operate as a significant business activity (as defined in the Local Government Act 2009) and that the business activity should establish charges based on full-cost pricing (with community service obligations as deemed appropriate).

The proposals in this report aim to establish charges which fully fund cash operations and also contribute to cash funding depreciation of assets. The model also includes a return to Council and tax equivalents but also includes a Community Service Obligation (CSO) to acknowledge the fact that many of the facilities have wider use and amenity for the general public.

The financial assessment of the level of revenue required to be recovered from parking charges has been carried out and a report distributed separately for Councillors' information and consideration. It concluded that the recommendations in this report for charging and associated initiatives, on a cash basis, would yield a relatively balanced operational model with commercial capacity to recover capital costs and maintain an acceptable and sustainable financial outlook. The analysis is however subject to ongoing review as further and better information becomes available.

The assessment has also clearly identified that application of the nominal rate of 25c/hr for anticipated demand, would grossly over-recover capital and operational costs and therefore could not be justified. Council might reasonably be criticised for engaging in unacceptable misuse of market power if it were to commercially exploit consumers who are dependent on the Council product.

The introduction of regulatory based pricing is intended to be achieved via a price-path to avoid price-shock in the new charging regime. This is particularly pertinent given the current economic circumstances and the general community concern about costs of living and government imposition of taxes, rates and charges.

Application of Charging in other locations:

Council had requested a report that would articulate Council's policy position regarding the application of charges for car-parking at other locations within the city. This has since been rescinded, however, the position was established as part of the Redland Bay Centre and Foreshore Master Plan, that where circumstances are similar, a similar approach should be taken. This may apply to other locations within the city but only as demand surpasses supply and only where level of service is similarly proposed.

To a significant degree Council's resolution in May 2011, as follows, has qualified this earlier position;

“That this Council affirms that it does NOT support and has NO intention of installing parking meters across Redlands. Where special services, such as staffed security is being provided for safety and security reasons, such as at Weinam Creek, users will be required to pay a fee. There are NO plans to provide this service anywhere else in the City and therefore no plans to introduce paid parking elsewhere in the City.”

It is clear that the provision of higher service levels (eg security), along with demand management are the key catalysts to the introduction of car-park charging for the future.

Proposed Charging Structure:

All of the previous mentioned information has been considered and as a result the following structure for parking charges is proposed;

- Casual charge at a simple daily rate for occasional users,

- Annual permit fee (not allocated) for regular and/or dependant users (including islands' residents and workers commuting regularly to islands eg teachers),
- Premium annual permit fee for a remote secure parking facility, in which parking is allocated and guaranteed (accessible by time-tabled shuttle service included in permit entitlement),
- Free parking areas for those that do not wish to pay.

Proposed Charges and Price Path:

The following table establishes the proposed initial charge and price path to the full charge over a three year period.

Charge	Year 1	Year 2	Year 3
Casual charge	\$3.00/day or part thereof	\$4.00/day or part thereof	\$5.00/day or part thereof
Annual permit	\$200.00 pa	\$300.00 pa	\$400.00 pa
Premium (remote secure and allocated) parking annual permit	\$950.00 pa	\$1050.00 pa	\$1150.00 pa

Permit Parking Allocation at Weinam Creek:

One of the strong benefits of the annual permit system is the fact that demand forecasting is very accurate. In this respect Council should pre-sell the annual permits before making final decisions about the allocation of permit car-parking areas.

Council can elect to provide for full supply for permit-holders or it could take a more commercial approach and over-subscribe to ensure that car park spaces are not inefficiently left vacant. Over-subscription (or over-selling) is a common commercial practice in the transport/tourism industry (eg airlines) where it is known that not all customers will actually use the commodity they have purchased all of the time.

It is recommended that Council should initially take a cautious approach to over-subscription and should allocate close to the level of full demand, and in time gradually adjust the allocation of car park spaces downwards for permit-holders (based on actual occupancy rates).

In doing so, Council will minimise the potential dissatisfaction of permit-holders that might have paid for the permit, but find the car park full.

The options for allocating parking space for regulated (charged) parking are as follows;

- Install pay and display meters across the entire area and treat the permit holders as exempt from the meter payments to maximise flexibility for users, or
- Segregate metered parking from permit holder parking to limit the number of meters and to simplify enforcement/monitoring.

It is proposed to pursue the latter option and to set aside (nominally at this time) 225 bays for casual users with pay and display meters and that the balance of the parking area (637 bays) will be restricted to use by permit holders only. This nominal allocation of bays is based on data derived from Council survey (*Source: Integrated Open Spaces Services 2009 - BITS Travel Survey Report*) but should be reviewed following the pre-selling of annual permits.

This proposal is expected to minimise the capital cost of the Interim Project with the need for fewer pay and display meters.

It should be noted that demand on the Weinam Ck car park will immediately be eased as a result of the establishment of the Premium (remote secure and allocated) car-parking service (with scheduled shuttle access to and from a remote secure car park).

The meters that will be used will probably be the newer vehicle registration plate log type. These are economical and would allow an overlap of “permitted” and “metered” areas (if desired in the future) and for parking inspectors to determine easily by vehicle registration plate recognition whether a vehicle is paid up whether by pre-paid permit or casual daily pay. They can also be topped up by phone SMS, internet, etc.

Weinam Ck Car-park Operations

The operation of the Weinam Ck Car-park will include provision for enhanced security measures including the installation and operation of CCTV surveillance and 24/7 continuous services of a Car-park Attendant.

The presence of the Car-park Attendant will also ensure that enforcement of regulated parking is continuous. It is expected that the amenity and security of the Weinam Ck area will be improved considerably both for users and nearby residents.

The current arrangement in the Weinam Creek car park includes a mix of 18 hour, 3 day and “unlimited” parking with the Cenotaph and Meissner St having 7 day limits. The on-street parking has 4 hour and 12 hour zones. Similar to the current arrangement, car park spaces in the Weinam Creek area will be subject to varying time limits. However information gathered in the pre-selling of annual permits will be used to determine the details of the regulated time limits.

The use of CCTV is intended to be a complimentary (not primary) means of enhancing security. Monitoring by the Car-park Attendant and contact with nearby Police Services, will act as a deterrent and will also be a means of gathering evidence where necessary to detect and prosecute criminals.

These measures combined with improved lighting and environmental design (CPTED) will significantly mitigate the inordinately high vehicle theft and damage

crime activity that has been evident at Weinam Creek – one of worst, if not, the worst location within Redland City.

Premium (remote secure and allocated) Car-park

A number of sites have been identified and plans are being prepared for the establishment of a secure car-park several kilometres from Weinam Creek, which will accommodate up to 360 vehicles on Council-owned land. It is proposed to seek planning approvals and commence planning for construction on this facility immediately.

However, permits for the secure car-park will be pre-sold to ensure that the demand is accurately known and that justification for capital investment is confirmed. While the maximum capacity is estimated to be 360 vehicles, a lesser number will be provided if demand is lower, and accordingly the capital cost will too be lower. This report and the financial analysis is based on the higher estimate.

To achieve pre-selling, it is proposed that the existing Weinam Creek secure car-park permit holders will be offered ballot-based transfer of their existing guaranteed entitlement, to this new facility. This will effectively secure an immediate market response. Additional places will be offered on the open market as capacity allows.

The early relocation of the secure car-park occupants will enable construction work to commence in a staged sequence at Weinam Ck with minimal disruption to users.

The operation of the remote secure car-park will involve the procurement of a mini-bus and the appointment of drivers on a full week roster. Initially it is intended that this will be operated by Council but as part of the market-testing, this business activity may be offered to test private sector interest.

Permit holders will be entitled to a guaranteed parking place with a shuttle transport to/from the ferry terminal integrated efficiently with ferry timetabling.

The cost of operation will be covered by the full-cost pricing proposals. This reflects a relatively low-cost development which may be augmented at a later stage as and when the demand is proven.

For example, at a later stage, a comfortable waiting lounge might be provided at the remote secure car-park site.

Sites being considered are already owned by Council hence land acquisition time and cost are not barriers.

Free Parking

Free parking will continue to be available on-street and at the Meisner St and Barge terminal over-flow car-parks. The number of free car-parking places will increase by approximately 27, to 295, as a result of the interim improvements to these two car-parks.

It is possible that the relocation of significant demand to the remote secure car-park may result in under-utilisation of the Weinam Ck pay and display car-park. If this occurs it may be necessary to review the on-street car-parking provision to reduce the impact on local residences, or to remove of the informal overflow car park adjacent to the cenotaph.

However a minimum number of free car-parking spaces (equivalent to the augmented number proposed at this time of 295) should be preserved for the future.

A summary of the maximum number of car-parking spaces that can be achieved by the proposals is as follows:

Type	Weinam Creek	Off site	Total
Permit	637	360 (max)	997 (max)
Casual	225	0	225
Free	295	0	295
Total	1,159	360 (max)	1,517(max)

This summary illustrates ample capacity to absorb growth or to accommodate a shift from private car-parks to public car-park patronage if that occurs in the future.

It should be clearly noted however that the supply of car park spaces will need to be continually adjusted to ensure that an over-supply does not eventuate, which might diminish the effect of the intended demand management.

Valet Service

It is not intended to introduce this service immediately but market research will determine the viability of doing so within the first year.

The service would allow a late/early commuter to drop the car at the ticket office and have the vehicle parked by the valet either at Weinam Ck or at the remote secure car-park pending which permit the customer holds.

Car Hire and Car Share

Subject to a Development Approval (DA) being obtained, it is proposed to lease the Council-owned residential property in Banana St to one or more private sector car-hire operators. This site will serve as a collection/drop-off centre. It is not intended to operate as a servicing or garaging site.

These services will be operated by commercial entities and Council will not regulate their operation other than as a lessor.

The DA and tendering processes will commence immediately.

Barge Services

While it is not considered likely that alternate barge routes will be commissioned in the very short term, it is proposed that Council should continue to work with State Government and private sector to explore all future possibilities.

Council should also continue to explore other means of enhancing the viability of barge services, eg reduced landing fees, market competition, government subsidy etc... In particular Council's advocacy for freight and vehicle movement subsidies should continue in conjunction with longer term planning for North Stradbroke Island's economic sustainability.

Public Transport Improvements

Lobbying of State Government (including relevant Ministers and Translink senior management) has continued for some time on various initiatives that might improve public transport for SMI residents and visitors.

The State Government Minister for Transport announced in August 2011 that the State Government is committed to a capital upgrade of the Weinam Ck bus/ferry terminal including;

- New bus station with capacity for three buses
- Fully sheltered bus station platform
- Semi-enclosed Transit Lounge
- Drop-off and pick-up area for passengers (kiss'n'ride)
- Ticketing office for ferry passengers taking the bus
- Public toilets
- Bus lay-over room for bus drivers.

Council Officers continue to liaise with Translink on details of design for these works.

Further, it understood that Translink has commenced a detailed investigation into the introduction of subsidised and integrated ferry/bus ticketing, Go Card facilities and modified mainland bus services. Following this investigation, Council will continue to lobby for appropriate implementation.

Council will also continue to encourage Translink to investigate the viability of on-island bus services.

Market-testing Private Sector

Council had previously resolved to engage private sector to explore the potential for a public/private partnership to delivering the longer term objectives contained in the Redland Bay Centre and Foreshore Master Plan. This process has commenced and the informal market sounding stage is nearing completion with ample evidence that private sector maintains a healthy level of interest in potential projects arising from the Master Plan. Formal Market-testing will commence in the near future.

As mentioned earlier in this report, private sector will be invited to explore the viability of a multi-storey car-park among other opportunities.

Should this market-testing yield beneficial opportunity for Council and the community, it may be necessary to revise some aspects of the Master Plan and the various proposals for Weinam Ck set out in this paper.

Conclusions

The proposals in this report are intended to facilitate the implementation of Council's intentions to better manage the Weinam Creek transport intermodal facility while also reasonably managing the impact on the users and others affected by the facility.

The proposals will immediately reduce pressure on the Weinam Creek location by relocating secure car-parking operations to a remote site. It will also provide a relatively affordable permit parking arrangement for residents and employees working on the islands and allow adequate casual metered parking at a commercial rate for those requiring it.

For those that cannot afford to purchase a parking permit, the option of free parking will be enhanced with an increase in the number of places available and improvement to the amenity of the area.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority:

5.11 Provide for 'place making' throughout the city through creative and inclusive master planning, local area planning, public art and heritage planning and precinct character planning processes to manage development at a local level."

FINANCIAL IMPLICATIONS

Financial modelling of the recommended capital investments and operational implications has been undertaken. A summary report on the analysis was distributed separately to Councillors.

The capital investment proposed is set out in the following table (based on the maximum capacity for the remote secure car park) and is estimated at \$3.85m. Council currently has budget available of approximately \$1.0m available at present and has already expended approximately \$600,000 in 2010/11. It will be necessary to budget approximately \$2.25m additional capital (most likely to be funded by borrowings).

Capital	Weinam Creek	Offsite	Total
Preliminaries/ Site Establishment		\$140,000	\$140,000
Road Furniture	\$150,000		\$150,000
CCTV and other PPE	\$50,000	\$60,000	\$110,000
Lighting	\$50,000	\$115,000	\$165,000
Facility - Office / Ticket Office	\$300,000	\$150,000	\$450,000
Pavement/Surface	\$867,000	\$1,013,000	\$1,880,000

Capital	Weinam Creek	Offsite	Total
Pay & Display machines	\$100,000		\$100,000
Motor Vehicle		\$50,000	\$50,000
Fencing		\$50,000	\$50,000
Pedestrian Infrastructure / Bus Stops		\$55,000	\$55,000
Professional Fees (DA etc)		\$200,000	\$200,000
Contingencies		\$500,000	\$500,000
Total capital expenditure	\$1,517,000	\$2,333,000	\$3,850,000

The revenues associated with the proposals in this report (including price path proposals) is set out in the following table;

Activity	Current 2011/2012	Proposed price path		
		Year 1	Year 2	Year 3
Weinam Creek car park	\$419,830	\$232,520	\$348,780	\$465,040
Off site car park	N/A	\$342,000	\$378,000	\$414,000
Landing fees	\$400,275	\$416,286	\$432,937	\$450,255
Marina moorings	\$64,260	\$66,830	\$69,504	\$72,284
Property rental	N/A	\$6,000	\$6,240	\$6,490
Total revenue	\$884,365	\$1,063,636	\$1,235,461	\$1,408,068

On a cash basis the following table forecasts the revenues and expenditures for a ten year period which indicate that the capital investment will be fully recovered within approximately eight years.

Preliminary Analysis: Cash basis	Budget Year 1 2011-2012	Estimate Year 2 2012-2013	Estimate Year 3 2013-2014	Estimate Year 4 2014-2015	Estimate Year 5 2015-2016	Estimate Year 6 2016-2017	Estimate Year 7 2017-2018	Estimate Year 8 2018-2019	Estimate Year 9 2019-2020	Estimate Year 10 2020-2021
Investment	-\$3,850,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Expenditure	-\$667,782	-\$708,130	-\$730,803	-\$1,654,286	-\$803,606	-\$803,789	-\$829,864	-\$1,909,731	-\$884,800	-\$944,135
Revenue	\$1,085,794	\$1,342,428	\$1,532,759	\$1,604,291	\$1,679,217	\$1,757,786	\$1,840,095	\$1,926,326	\$2,016,670	\$2,111,439
Net Cash \$	-\$3,431,988	\$634,297	\$801,956	-\$49,994	\$875,612	\$953,997	\$1,010,231	\$16,595	\$1,131,870	\$1,167,304

Payback Period 8 years

Further modelling and final investment decisions will be carried out following the marketing and pre-selling of permits.

PLANNING SCHEME IMPLICATIONS

It is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme though some proposals will be subject to Development Approvals being obtained.

CONSULTATION

Consultation has been undertaken with relevant Council Officers, and a series of Workshops have been conducted with Councillors over the past few years, most recently on 26 September 2011.

Communication with relevant State Government Ministers, officials and entities (eg Translink) has continued during this same period. The most recent significant meeting was held with the Minister for Transport and Translink CEO on 4 October 2011 (Mayor, Divisional Councillor and CEO in attendance).

Extensive engagement with groups and individuals within the community has also continued at varying degrees of complexity and intensity during this period, including SMBI ILTP community engagement initiatives, SEIA engagement initiatives, SMBICAC engagement, SMBI Forum engagement, Our Parking Spot engagement and petition, Independent LKA Group investigation of several hundred formal complaints and associated engagement etc...

OPTIONS

PREFERRED

Given the extent of research, independent expert advice, consultation, review and analysis, the following recommendation reflects the proposals presented and discussed at Council's workshop on 26 September 2011 as follows:

That Council resolve to:

1. Implement the following car parking options to provide a range of choices to consumers;
 - a. Casual charge (pay and display) at a simple daily rate for occasional users at Weinam Creek;
 - b. Annual permit fee (not allocated spaces) only for regular and/or dependant users at Weinam Creek (including islands' residents and workers commuting regularly to islands);
 - c. Premium annual permit fee for a remote secure parking facility to be established which offers allocated and guaranteed spaces (accessible by shuttle service included in permit entitlement); and
 - d. Free parking areas for those that do not wish to pay;
2. Adopt the pricing and price path as follows:

Charge	Year 1	Year 2	Year 3 (end of price path)
Casual charge	\$3.00/day or part thereof	\$4.00/day or part thereof	\$5.00/day or part thereof
Annual permit	\$200.00 pa	\$300.00 pa	\$400.00 pa
Premium (remote secure and allocated parking) annual permit	\$950.00 pa	\$1050.00 pa	\$1150.00 pa

3. Accommodate any Annual Permit applicants demonstrating financial hardship by offering terms of payment in accordance with Council's Exceptional Circumstances Policy;
4. Segregate the allocation of permit parking from casual (pay and display) parking at Weinam Creek car park with a nominal allocation of 692 permit spaces and 225 casual spaces (to be reviewed following pre-selling of permits and also to be subject to ongoing review of occupancy rates to maximise allocative efficiency);
5. Provide a minimum of 295 free parking bays at Weinam Creek (in on-street and over-flow car parks);
6. Establish a remote, secure and allocated car park with capacity up to 360 spaces (to be defined following pre-selling of permits) and to allocate capital and operational funds sufficient to do so, including a dedicated shuttle service integrated with the ferry service timetable;
7. Review the allocation of permit car-parking spaces at Weinam Creek and reduce accordingly if the uptake of parking at the remote secure car park is significant (potentially with relocation of on-street car-parking and/or the elimination of the overflow car park adjacent to the cenotaph) following pre-selling of the Premium annual permits;
8. Establish a car hire/share collection/drop-off centre at the Council-owned residential property in Banana Street subject to Development Approval and tendering to commercial operators;
9. Continue to work collaboratively with State Government and private sector interests to develop opportunities for alternative barge service arrangements (including routes, subsidies and other initiatives);
10. Continue to lobby State Government to make improvements to public transport including integration and subsidisation of ticketing for bus/ferry services and the establishment of Go-card facilities;
11. Continue to lobby State Government to establish on-island public transport arrangements;
12. Continue to investigate other recommendations of consultants (previously commissioned by Council to conduct a social and economic impact assessment) and report to Council with recommendations in due course if feasible;
13. Proceed with capital improvements and operational initiatives at the Weinam Creek car park facilities and to establish enhanced operational arrangements including engagement of a Car-park Attendant and CCTV installation;
14. Seek a further report on the financial modelling of the commercialised business activity following pre-selling of permits;

15. Refer capital and operational budget implications to 2011/12 budget as required;
16. Delegate authority to the Chief Executive Officer, under s.257(1)(b) of the *Local Government Act 2009*, to prepare and submit Development Approval applications for the remote secure car park and the car hire/share collection/drop-off centre;
17. Delegate authority to the Chief Executive Officer, under s.257(1)(b) of the *Local Government Act 2009*, to call tenders for the multiple commercial use of the car hire/share collection/drop-off centre; and
18. Acknowledge the many constructive contributions from groups and individuals in relation to Council's deliberations on this matter.

ALTERNATIVE

Given that any significant deviation from the recommendation will most likely necessitate significant redesign, re-estimating, re-modelling and re-analysis of the proposals, and given that the recommendation concludes a most extraordinarily comprehensive and protracted process, and given that Council is soon to enter into an election period, it is strongly recommended that the most appropriate alternative path is to defer consideration of this matter until after the 2012 Local Government elections and to refer the matter for fresh consideration by the newly elected Council.

MOTION TO MOVE INTO OPEN FORUM AT 5.25PM

Moved by: Cr K Williams

That the meeting move into open forum to discuss the following item.

CARRIED

MOTION TO MOVE OUT OF OPEN FORUM AT 5.41PM

Moved by: Cr T Bowler

Seconded by: Cr H Murray

That the meeting move out of open forum.

CARRIED

OFFICER'S RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr W Boglary

Seconded by: Cr K Reimers

It is recommended that Council resolve to:

1. Implement the following car parking options to provide a range of choices to consumers;

- a) Casual charge (pay and display) at a simple daily rate for occasional users at Weinam Creek;
- b) Annual permit fee (not allocated spaces) only for regular and/or dependant users at Weinam Creek (including islands' residents and workers commuting regularly to islands);
- c) Premium annual permit fee for a remote secure parking facility to be established which offers allocated and guaranteed spaces (accessible by shuttle service included in permit entitlement); and
- d) Free parking areas for those that do not wish to pay;

2. Adopt the pricing and price path as follows:

Charge	Year 1	Year 2	Year 3 (end of price path)
Casual charge	\$3.00/day or part thereof	\$4.00/day or part thereof	\$5.00/day or part thereof
Annual permit	\$200.00 pa	\$300.00 pa	\$400.00 pa
Premium (remote secure and allocated parking) annual permit	\$950.00 pa	\$1050.00 pa	\$1150.00 pa

3. Accommodate any Annual Permit applicants demonstrating financial hardship by offering terms of payment in accordance with Council's Exceptional Circumstances Policy;
4. Segregate the allocation of permit parking from casual (pay and display) parking at Weinam Creek car park with a nominal allocation of 692 permit spaces and 225 casual spaces (to be reviewed following pre-selling of permits and also to be subject to ongoing review of occupancy rates to maximise allocative efficiency);
5. Provide a minimum of 295 free parking bays at Weinam Creek (in on-street and over-flow car parks);
6. Establish a remote, secure and allocated car park with capacity up to 360 spaces (to be defined following pre-selling of permits) and to allocate capital and operational funds sufficient to do so, including a dedicated shuttle service integrated with the ferry service timetable;
7. Review the allocation of permit car-parking spaces at Weinam Creek and reduce accordingly if the uptake of parking at the remote secure car park is significant (potentially with relocation of on-street car-parking and/or the elimination of the overflow car park adjacent to the cenotaph) following pre-selling of the Premium annual permits;

8. Establish a car hire/share collection/drop-off centre at the Council-owned residential property in Banana Street subject to Development Approval and tendering to commercial operators;
9. Continue to work collaboratively with State Government and private sector interests to develop opportunities for alternative barge service arrangements (including routes, subsidies and other initiatives);
10. Continue to lobby State Government to make improvements to public transport including integration and subsidisation of ticketing for bus/ferry services and the establishment of Go-card facilities;
11. Continue to lobby State Government to establish on-island public transport arrangements;
12. Continue to investigate other recommendations of consultants (previously commissioned by Council to conduct a social and economic impact assessment) and report to Council with recommendations in due course if feasible;
13. Proceed with capital improvements and operational initiatives at the Weinam Creek car park facilities and to establish enhanced operational arrangements including engagement of a Car-park Attendant and CCTV installation;
14. Seek a further report on the financial modelling of the commercialised business activity following pre-selling of permits;
15. Refer capital and operational budget implications to 2011/12 budget as required;
16. Delegate authority to the Chief Executive Officer, under s.257(1)(b) of the *Local Government Act 2009*, to prepare and submit Development Approval applications for the remote secure car park and the car hire/share collection/drop-off centre;
17. Delegate authority to the Chief Executive Officer, under s.257(1)(b) of the *Local Government Act 2009*, to call tenders for the multiple commercial use of the car hire/share collection/drop-off centre; and
18. Acknowledge the many constructive contributions from groups and individuals in relation to Council's deliberations on this matter.

CARRIED

DIVISION:

FOR: Crs Reimers, Murray, Henry, Ogilvie, Boglary and Hobson

AGAINST: Crs Burns, Bowler, Williams and Townsend

Cr Elliott was absent from the meeting.

17 NOTICE OF MOTION**17.1 NOTICE GIVEN BY CR REIMERS (DIVISION 8)****17.1.1 NOTICE OF MOTION TO INVESTIGATE THE PROVISION OF A WIDER RANGE OF RECREATION ACTIVITIES WITHIN THE CARINYAN DRIVE, BIRKDALE AREA**Background[Attachment: Locality Map](#)

Open space within this neighbourhood area is limited for active recreational parkland and play areas.

In accordance with notice given on 18 October 2011, Cr Reimers moved as follows:

COUNCIL RESOLUTION

Moved by: Cr K Reimers

Seconded by: Cr H Murray

1. That the Chief Executive Officer investigate the provision of a wider range of recreation activities within the Carinyan Drive, Birkdale area, including options such as upgrading the existing recreation facilities, providing better footpath connections to existing recreation activities, possible use of currently un-used open space and the potential for additional open space to be provided in future sub-divisions; and
2. That the matter be addressed in the revised Open Space Plan and a report outlining the results of the investigation be presented to Council's General Meeting by a date no later than February 2012.

CARRIED

17.2 NOTICE GIVEN BY CR WILLIAMS (DIVISION 9)

**17.2.1 NOTICE OF MOTION THAT COUNCIL OFFICERS PREPARE A REPORT
ALLOWING COUNCIL TO REVOKE TPA 31 (TREE PROTECTION AREA) UNDER
SECTION 16 OF LOCAL LAW 6**

In accordance with notice given on 18 October 2011, Cr Williams moved as follows:

COUNCIL RESOLUTION

Moved by: Cr K Williams

Seconded by: Cr D Henry

- 1. That the Chief Executive Officer prepare a report on TPA 31 (tree protection area) and the relevant sections of Local Law 6; and**
- 2. That this report be presented to the Development & Community Standards Committee of 22 November 2011.**

CARRIED

17.3 NOTICE GIVEN BY CR TOWNSEND (DIVISION 5)

**17.3.1 NOTICE OF MOTION THAT COUNCIL OFFICERS BE REQUIRED TO
UNDERTAKE A REVIEW OF THE ORCHARD BEACH WETLAND MANAGEMENT
PLAN**

In accordance with notice given on 19 October 2011, Cr Townsend moved as follows:

COUNCIL RESOLUTION

Moved by: Cr B Townsend

Seconded by: Cr T Bowler

That the Chief Executive Officer be required to undertake a review of the Orchard Beach Wetland Management Plan as adopted in December 2004 and provide a report on all actions contained within as well as how the plan has been incorporated into Council's operations and maintenance schedule.

CARRIED

17.4 NOTICE GIVEN BY CR TOWNSEND (DIVISION 5)**17.4.1 NOTICE OF MOTION THAT COUNCIL ADVOCATES THE STATE GOVERNMENT FOR THE INTRODUCTION OF SUBSIDIES FOR VEHICULAR FERRY SERVICES**

In accordance with notice given on 19 October 2011, Cr Townsend moved as follows:

COUNCIL RESOLUTION

Moved by: Cr B Townsend

Seconded by: Cr T Bowler

That Council advocates to the State Government in the strongest possible terms for the introduction of subsidies for vehicular ferry services similar to those provided in other parts of the country and the world to ensure social and economic sustainability of the SMBI and address the critical need for a viable alternative to the regular passenger ferry service and ease the pressure of parking at Weinam Creek as well as on the islands.

CARRIED

17.5 NOTICE GIVEN BY CR TOWNSEND (DIVISION 5)**17.5.1 NOTICE OF MOTION THAT COUNCIL OFFICERS PREPARE A REPORT FOR THE NOVEMBER GENERAL MEETING TO ADDRESS THE POSSIBILITY OF REVIVING THE VOLUNTARY PURCHASE SCHEME**

In accordance with notice given on 19 October 2011, Cr Townsend moved as follows:

COUNCIL RESOLUTION

Moved by: Cr B Townsend

Seconded by: Cr T Bowler

That the Chief Executive Officer prepare a report for the November General meeting to address the possibility of reviving the Voluntary Purchase Scheme, previously adopted in 2001, to purchase selected Drainage Constrained properties already identified in 2001. These properties are only those that were Residential A prior to the 2006 Planning Scheme and previously identified through the “Drainage Constrained Areas mapping” for the SMBI; and

This report should provide information on how many properties in this category still remain in private ownership (along with any other relevant information) and consideration as part of any VPs should only be given to those properties still owned by the property owners who had owned them at the time that the previous offer was made.

CARRIED

17.6 NOTICE GIVEN BY CR BOGLARY (DIVISION 1)**17.6.1 NOTICE OF MOTION THAT A REPORT BE PREPARED FOR CONSIDERATION OF OPTIONS FOR SURVEILLANCE OF WELLINGTON POINT RESERVE**Background

- The Wellington Point Reserve has a long history of hooning and of people congregating late at night creating disturbances to nearby residents.
- It is acknowledged that during the preparation of the Wellington Point Reserve Masterplan, consideration was given to the car park area.
- These engineering solutions, although effective, do not have the ability to control all undesirable activities in the reserve, especially drug use, drinking, fighting and hooning. Council has also, through its local laws, restricted access to the reserve by means of opening and closing times.
- Council has, for a long time, advocated and discussed these issues with the Queensland Police Service and patrols have been increased and potential offenders moved on.
- It is further acknowledged that Council has limited resources in the dealing with undue noise created by the operation of vehicles but the residents in the nearby house are being heavily impacted and are too intimidated to act.

Use of Surveillance Cameras

The use of surveillance cameras is being considered in other parks in the City, so I find it extremely frustrating when I have been asking for such methods to be considered in this area. The level of activity is escalating to the fact that recently youth congregated around an open fire in the car park.

The police have been extremely efficient and increased their patrols after several discussions with myself and officers over the years, but we cannot expect them to be there 24/7.

I believe, (and it has been proven in other areas), that people do stop and think about their behaviour if they know they will be held responsible. Cameras are one way that police and Council officers will be able to identify those doing the wrong thing.

These residents have put up with this impact on their lives long enough and now Council has changed its policy and is considering cameras in other areas, I believe there is now no reason why Wellington Point Reserve cannot have cameras.

In accordance with notice given on 19 October 2011, Cr Boglary moved as follows:

COUNCIL RESOLUTION

Moved by: Cr W Boglary
Seconded by: Cr C Ogilvie

That Council resolve that a report be prepared for consideration at the December Planning & Policy Committee meeting that investigates a range of options for the surveillance of the Wellington Point Reserve, in conjunction

with Police, including the use of surveillance cameras, in an effort to reduce the incidence of unacceptable behaviour, such as hooning in the evenings etc.

CARRIED

DIVISION:

FOR: Crs Reimers, Murray, Henry, Ogilvie, Boglary and Hobson

AGAINST: Crs Burns, Bowler, Williams and Townsend

Cr Elliott was absent from the meeting.

DISSENTING VIEW – CR WILLIAMS

“This is an issue for the State Government and if Council is going to use CCTV as an excuse for paid parking elsewhere then they need to be consistent. I think Cr Townsend is absolutely right and you need to rescind that last Mayoral Minute because it’s basically setting a different rule now as a result of going ahead with a report that has been done before and you are going to create different rules for different parts of the City and it’s not right.”

17.7 NOTICE GIVEN BY CR MURRAY (DIVISION 10)

17.7.1 NOTICE OF MOTION THAT COUNCIL INVESTIGATE THE INTRODUCTION OF E-PETITIONS

In accordance with notice given on 19 October 2011, Cr Murray moved as follows:

COUNCIL RESOLUTION

Moved by: Cr H Murray

Seconded by: Cr K Reimers

That Council investigate the introduction of the ability to accept and conduct e-petitions, for the benefit of our community.

CARRIED

18 URGENT BUSINESS WITHOUT NOTICE

18.1 URGENT BUSINESS – CR HENRY

Moved by: Cr W Boglary

Seconded by: Cr C Ogilvie

That permission be granted for Cr Henry to bring forward the following item of Urgent Business.

CARRIED

18.1.1 SIGNAGE

BACKGROUND

The local media has published an article (Bayside Bulletin - Condom billboard offends, p 7) criticising the content of signage at the Cleveland Railway Station. As Councillors will recall, Council resolved to put a motion to the LGAQ to lobby the State Government to have signage on their properties respect and comply with Council's Local Laws in terms of size and location.

The Motion was not debated at the LGAQ's Annual Conference but was referred to the LGAQ Policy Executive for consideration and action.

Additionally, I've received recent queries and complaints about election signage that is already erected, and causing concern amongst residents.

COUNCIL RESOLUTION

Moved by: Cr D Henry

Seconded by: Cr K Reimers

That Council resolve to:

- 1. Reinforce its opposition to signage on State Government properties that is outside the intent and spirit of Council's Local Law; and**
- 2. Call on all candidates in the upcoming local and state government elections to respect the community's wishes to avoid the proliferation of signage, and abide by Council's Local Law governing the size, location and number of signage.**

CARRIED

DIVISION:

FOR: Crs Reimers, Murray, Bowler, Townsend, Henry, Ogilvie, Boglary and Hobson

By abstaining, Cr Williams voted in the negative.

Cr Burns was not present when this motion was put.

Cr Elliott was absent from the meeting.

19 CLOSED SESSION**MOTION TO CLOSE THE MEETING AT 6.57PM**

Moved by: Cr T Bowler
Seconded by: Cr H Murray

That the meeting be closed to the public pursuant to Section 72 (1) of the *Local Government (Operations) Regulation 2010*, to discuss the following item:

19.1.1 Dollery Road Tender

*The reason that this is applicable in this instance is as follows:
(e) contracts proposed to be made by it;*

CARRIED

MOTION TO REOPEN MEETING AT 7.13PM

Moved by: Cr T Bowler
Seconded by: Cr B Townsend

That the meeting be again opened to the public.

CARRIED

19.1 CORPORATE SERVICES**19.1.1 DOLLERY ROAD TENDER**

Dataworks Filename: L.312070

**Responsible Officer: Martin Drydale
General Manager Corporate Services**

**Author: Merv Elliott
Property Services Manager**

EXECUTIVE SUMMARY

A confidential report from General Manager Corporate Services was discussed in closed session.

**OFFICER'S RECOMMENDATION/
COUNCIL RESOLUTION**

**Moved by: Cr H Murray
Seconded by: Cr C Ogilvie**

That Council resolve as follows:

- 1. To accept the tender submitted by Capalaba Village Pty Ltd for the purchase of 8 Dollery Road, Capalaba, Lot 2 SP151955, for the amended price of \$3.51m;**
-

2. That the Chief Executive Officer be authorised, under s.257(1)(b) of the *Local Government Act 2009*, to execute all documentation in respect to this sale including any conditions considered by the Chief Executive Officer to be satisfactory including the granting of pedestrian easement rights over adjoining Council freehold land as required;
3. To include the following condition in the Contract of Sale of the successful tenderer:

“For the sake of clarification, acceptance of the offer contained in this contract, by the Vendor, is no warranty (and no representation is made by the Vendor) that the Development Proposal attached to this Contract in Annexure “A” complies with the Redland City Council planning scheme, or that the Redland City Council will approve a development application incorporating that proposal.”; and
4. That this report remains confidential.

CARRIED

20 MEETING CLOSURE

There being no further business, the Mayor declared the meeting closed at 7.14pm.

Signature of Chairperson: _____

Confirmation date: _____

21 DECLARATION OF OPENING

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

22 DEVOTIONAL SEGMENT

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

23 RECOGNITION OF ACHIEVEMENT**24 RECORD OF ATTENDANCE AND LEAVE OF ABSENCE**

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

25 RECEIPT AND CONFIRMATION OF MINUTES

Minutes, as circulated, of the Ordinary Meeting of the Manawatu District Council, held on July 25 2012 Co.

[Minutes July 25 2012 Council 2.DOCX](#)

Draft Resolution

That the Minutes of the Ordinary Meeting of the Manawatu District Council, held on July 25 2012 Co as circulated, be taken as read and adopted as a correct record.

26 MATTERS OUTSTANDING FROM PREVIOUS COUNCIL MEETING MINUTES

Nil

27 PUBLIC PARTICIPATION

In accordance with Redland City Council Subordinate Local Law No 5 (Meetings), Part 4, s.37:

1. Council (or committee) may by resolution set aside a maximum of 15 minutes to permit members of the public to address the local government on matters of public interest relating to local government. The time given to each member of the public for their address will not exceed 5 minutes and the maximum number of speakers will be decided by the Chairperson. The right of any member of the public to address the local government will be at the absolute discretion of the local government.
2. If any address or comment made by a member of the public addressing a meeting is irrelevant, offensive, or unduly long, the Chairperson may require the person to cease their address.
3. Where a matter arises from an address given to an ordinary meeting by a member of the public, the local government may decide by resolution to take the following actions -
 - (a) refer the matter to a committee or the local government; or
 - (b) deal with the matter immediately; or
 - (c) place the matter on notice for discussion at a future meeting; or
 - (d) note the matter and take no further action.
4. Any person addressing a meeting will -
 - (a) unless they are incapacitated or it is otherwise unreasonable for them to do so, stand; and
 - (b) speak with decorum; and
 - (c) frame any remarks in respectful and courteous language.
5. Any person seeking to address a meeting who is considered by the Mayor or the Chairperson of the meeting to be unsuitably dressed, may be directed by the Mayor or Chairperson to immediately withdraw from the meeting. Where a person fails to comply with that direction they may have interrupted or obstructed the proper conduct of the business of the meeting.

28 PETITIONS AND PRESENTATIONS**29 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.

30 DECLARATION OF MATERIAL PERSONAL INTEREST ON ANY ITEMS OF BUSINESS

Councillors are reminded of their responsibilities in relation to a Councillor's material personal interest and conflict of interest at a meeting (for full details see sections 172, 173 and 174 of the *Local Government Act 2009*). In summary:

If a Councillor has a material personal interest in a matter before the meeting:

The councillor must—

- *inform the meeting of the councillor's material personal interest in the matter; and*
- *leave the meeting room (including any area set aside for the public), and stay out of the meeting room while the matter is being discussed and voted on.*

The following information must be recorded in the minutes of the meeting, and on the local government's website—

- *the name of the councillor who has the material personal interest, or possible material personal interest, in a matter;*
- *the nature of the material personal interest, or possible material personal interest, as described by the councillor.*

A councillor has a **material personal interest** in the matter if any of the following persons stands to gain a benefit, or suffer a loss, (either directly or indirectly) depending on the outcome of the consideration of the matter at the meeting—

- (a) the councillor;
- (b) a spouse of the councillor;
- (c) a parent, child or sibling of the councillor;
- (d) a partner of the councillor;
- (e) an employer (other than a government entity) of the councillor;
- (f) an entity (other than a government entity) of which the councillor is a member;
- (g) another person prescribed under a regulation.

1. If a Councillor has a conflict of interest, or could reasonably be taken to have a conflict of interest in a matter before the meeting:

The councillor must—

- *inform the meeting about the councillor's interest in the matter.*

If the other persons who are entitled to vote at the meeting are informed about a councillor's interest in a matter, by the councillor or someone else, the other persons must—

(a) decide whether the councillor has a conflict of interest, or could reasonably be taken to have a conflict of interest, in the matter; and

(b) if the other persons decide that is the case—direct the councillor to leave the meeting room (including any area set aside for the public), and stay out of the meeting room while the matter is being discussed and voted on (this does not apply if a majority of the councillors at a meeting inform the meeting of a conflict of interest).

The following must be recorded in the minutes of the meeting, and on the local government's website—

- *the name of the councillor who has a conflict of interest, or could reasonably be taken to have a conflict of interest;*
- *the nature of the interest, as described by the councillor;*
- *if the councillor voted on the matter—how the councillor voted on the matter;*
- *how the majority of persons who were entitled to vote at the meeting voted on the matter.*

*A **conflict of interest** is a conflict between—*

(a) a councillor's personal interests (including personal interests arising from the councillor's relationships or club memberships, for example); and

(b) the public interest; that might lead to a decision that is contrary to the public interest.

2. If a councillor knows, or suspects on reasonable grounds, that another councillor has a material personal interest, or conflict of interest, in a matter before the meetings—

The councillor must—

- *as soon as is practicable, report to the person who is presiding over the meeting or the chief executive officer.*

31 MINUTES OF STANDING COMMITTEES**32 CITY SERVICES COMMITTEE 7/08/12 - RECEIPT AND ADOPTION OF MINUTES**

The City Services Committee Report of 7 August 2012 is presented to Council for consideration.

32.1 COMMUNITY AND CULTURAL SERVICES**32.1.1 COMMUNITY GRANTS PROGRAM**

Datworks Filename: G&S Applications Community Grants Program

Attachments: [POL-3082 Financial Assistance to the Community Sector](#)
[GL-3082 Financial Assistance to the Community Sector](#)

Responsible Officer: Greg Jensen
Group Manager Community & Cultural Services

Author: Leanne Tu'ipulotu
Service Manager Strengthening Communities

EXECUTIVE SUMMARY

The Community Grants Program was established within Council on 1 July 2009 to provide financial assistance to local community organisations and individuals through grants to undertake projects for the benefit of the Redlands.

This report seeks approval to change Corporate Policy POL-3082 *Financial Assistance to the Community Sector* and Corporate Guideline GL-3082-001 *Financial Assistance to the Community Sector*, to delegate the final approval for Project Support, Conservation Grants and Capital Infrastructure Grants to the Group Manager Community and Cultural Services.

The current Community Grants assessment process takes approximately 12 weeks. To increase efficiency of the assessment process and to facilitate savings it is proposed that approval of grants be delegated to the Group Manager Community and Cultural Services rather than approval being granted by Council.

These efficiencies and savings could be demonstrated by:

- Faster processing of funding applications. This proposed change will result in community groups receiving their approved funds within 6 – 8 weeks of the grant round closing rather than the current 12 week period.
 - Reducing Councillor workshop time (approximately 3 x 2 hr workshops per year)
 - Reducing Customer Services Committee time (approximately 3 x 30 minutes for Councillors and Officers per year)
-

- Reducing Officer time in preparing workshops materials and Committee reports (approximately 3 x 40 hrs per year)
- Reducing printing costs by not producing multiple copies of detailed spreadsheets of all grant applications for workshops and Committee reports

Benefits include:

- Funds released to Community Groups quicker therefore enabling an improved responsiveness to emerging community needs.
- Reduced workload of the Community Grants Team which will enable more time to be spent promoting Council's Community Grants Program and other external funding opportunities and assisting community groups to improve their grant writing skills, therefore increasing funds flowing to the Redlands to support community groups and projects.
- Public presentation of cheques and certificates can occur more quickly
- Reduced need for Councillors to declare conflict of interest by their involvement with community groups.
- Allows Councillors to support community groups with letters of support, as they will not be approving applications.

It is proposed that Councillors be notified of successful grant recipients after each funding round. Councillors would continue to be invited to present cheques to successful grant recipients from their respective divisions at a presentation event. An annual report is to be presented to Customer Services Committee meeting on the Grants Program outputs and to establish funding priorities for the coming year.

PURPOSE

This report seeks approval to change Corporate Policy POL-3082 *Financial Assistance to the Community Sector* and Corporate Guideline GL-3082-001 *Financial Assistance to the Community Sector*, to delegate the final approval for Project Support, Conservation Grants and Capital Infrastructure Grants to the Group Manager Community and Cultural Services.

BACKGROUND

The Community Grants Program was established within Council on 1 July 2009 to provide financial assistance to local community organisations and individuals through grants to undertake projects for the benefit of the Redlands.

There are a range of grants available to the community which are:

- **Mayor's Small Grants** – up to \$500 for individuals demonstrating excellence at a high level and to organisations for unexpected costs and small amounts of assistance. Total funding pool \$39,500;

- **Organisation Support Grants** – up to \$3,000 to provide assistance to organisations to support management and planning costs associated with becoming more sustainable and improving capacity to deliver services. Total funding pool \$54,000.
- **Project Support Grants** – up to \$10,000 to provide assistance to organisations to provide specific one-off projects that deliver long term positive outcomes to the community. The projects can create improvements for people in a particular community or locality in the Redlands. Total funding pool \$160,000;
- **Conservation Grants** - up to \$10,000 with the following categories (Total funding pool \$100,000):
 - Conservation Support Grants –to assist organisations with direct conservation projects as well as education and awareness related to Redlands wildlife, especially koalas and their habitat;
 - Environmental Arts Support Grants – to assist professional artists, emerging professional artists or organisations to develop art projects with an environmental theme. Projects should enrich public appreciation and understanding of the value of our local environment; and
 - Wildlife Carer Support Grants – to assist with projects related to the care of injured wildlife in the Redlands;
- **Capital Infrastructure Grants** – Small Capital up to \$10,000 and Major Capital between \$10,001 and 50,000 to assist organisations to build, renovate or refurbish facilities, including hard-wired technology upgrades. Total funding pool \$220,000;
- **Regional Arts Development Fund (RADF)** – this grant supports professional artists and arts workers to practice their art, for and with communities. Total funding pool - \$100,000 that is provided in partnership with Arts Queensland with an annual budget allocation from Council of \$50,000 which is matched by the State Government. Council is required to administer the RADF Grants under State Government Guidelines.

Applications under the Mayor's Small Grants can be submitted anytime throughout the financial year. Applications are assessed by the Grants Team. The Manager Strengthening Communities approves funding based on the recommendations of the Grants Team. Notification is made to the applicant within a two week timeframe from when the application was received.

There are two funding rounds each financial year for Organisation Support, Project Support, Conservation Grants and RADF, the rounds closing in August/September and March. There is one funding round each financial year for Capital Infrastructure with the round closing in September.

In accordance with the Corporate Guideline GL-3082-001 'Financial Assistance to the Community Sector', applications for Organisation Support are assessed by Council officers and are then signed off by the Group Manager of Community and

Cultural Services with written notification provided to applicants on the outcome of their applications shortly after.

Applications for the Regional Arts Development Fund (RADF) are assessed by members of the RADF Committee and are then approved at the RADF Committee meeting.

The first funding round for 2012/13 opens on 23 July and closes on 31 August 2012 and the second and final round opens on 29 January and closes 1 March 2013.

Council's Communications Group manages the assessment process for Council's Sponsorship Program with administrative support being provided by the Community Grants Team. Communications Group Manager chairs the internal assessment meetings on a monthly basis for all applications which can be submitted at anytime throughout the year. The assessment panel for these meetings are representatives from various departments: Communications, Community and Cultural Services, Economic Development, Community Futures, Sport & Recreation and Environment, Planning & Development. The Manager Communications signs off on recommended sponsorship applications that are under \$10,000. Recommendations for sponsorship funding over \$10,000 are presented to the Governance Committee for endorsement and ratified at the General Meeting.

ISSUES

In accordance with the Corporate Guideline GL-3082-001 '*Financial Assistance to the Community Sector*', applications for Project Support, Conservation Grants and Capital Infrastructure Grants are currently assessed by Council officers and endorsed at the Community Grants Panel. The Community Grants Panel is chaired by the Community Grants Coordinator with members consisting of three senior Council staff and three community representatives. The Council members are nominated for their expertise in the specific program areas and the community members are elected for their experience in grant funding programs and/or experience in the not-for-profit sector. These recommendations are then discussed and reviewed at a Councillor Workshop as part of the assessment process and are then presented to the Customer Services Committee meeting for approval before going to the General Meeting for final Council approval.

This current assessment process takes approximately 12 weeks. To increase efficiency of the assessment process and to facilitate savings it is proposed that approval of grants be delegated to the Group Manager Community and Cultural Services rather than approval being granted by Council. Council provides direction through approving the Corporate Policy, POL-3082 "Financial Assistance to the Community Sector" and Guideline GL-3082-001 "Financial Assistance to the Community Sector", and also through its annual budget allocation for each category of grants.

These efficiencies and savings could be demonstrated by:

- Faster processing of funding applications. This proposed change will result in community groups receiving their approved funds within 6 – 8 weeks of the grant round closing rather than the current 12 week period.
- Reducing Councillor workshop time (approximately 3 x 2 hr workshops per year)
- Reducing Customer Services Committee time (approximately 3 x 30 minutes for Councillors and Officers per year)
- Reducing Officer time in preparing workshops materials and Committee reports (approximately 3 x 40 hrs per year)
- Reducing printing costs by not producing multiple copies of detailed spreadsheets of all grant applications for workshops and Committee reports

Benefits include:

- Funds released to Community Groups quicker therefore enabling an improved responsiveness to emerging community needs.
- Reduced workload of the Community Grants Team which will enable more time to be spent promoting Council's Community Grants Program and other external funding opportunities and assisting community groups to improve their grant writing skills, therefore increasing funds flowing to the Redlands to support community groups and projects.
- Public presentation of cheques and certificates can occur more quickly
- Reduced need for Councillors to declare conflict of interest by their involvement with community groups.
- Allows Councillors to support community groups with letters of support, as they will not be approving applications.

It is proposed that grant applications be assessed independently by 3 Council Officers from Strengthening Communities Unit, City Spaces Group and Community Futures Group against set criteria as stated in the Council's Corporate Guidelines GL-3082-001 *Financial Assistance to the Community Sector* and the Grants and Sponsorship Program Guidelines. The assessment recommendations will then be endorsed by the Community Grants Panel.

At the completion of this assessment process it is proposed that the recommendations for funding are then presented to the Group Manager Community and Cultural Services for funding approval in line with Councillor Officer financial delegations, eg Group Manager has financial delegations up to \$55,000. Written notification to applicants will then be provided shortly after approval is received by the Group Manager.

It is proposed that Councillors be notified of successful grant recipients after each funding round. Councillors would continue to be invited to present cheques to successful grant recipients from their respective divisions at a presentation event. An annual report is to be presented to Customer Services Committee meeting on the Community Grants Program outputs and to establish funding priorities for the coming year. This reporting process enables Council to assess its grants program and provide direction on any amendments or priorities Council would like to achieve through the program.

The amendment of the current Corporate Policy POL-3082 *Financial Assistance to the Community Sector* will require removing the wording "Approving the distribution of funds at a General Meeting of Council". The amendment of Guideline GL-3082-001 *Financial Assistance to the Community Sector* includes removal of clauses relating to approval processes through the Council Meeting and inserting the words "Approve grants under Corporate Policy POL-3082 and associated Guideline GL-3082-001 through the Group Manager Community and Cultural Services."

RELATIONSHIP TO CORPORATE PLAN

7. Strong and connected communities

Our health, wellbeing and strong community spirit will be supported by a full range of services, programs, organisations and facilities, and our values of caring and respect will extend to people of all ages, cultures, abilities and needs.

FINANCIAL IMPLICATIONS

This recommendation does not require any change to the current year's budget as funds have already been allocated to SGA 238. Council's grants program for 2012/13 was reduced from \$681,000 in the original budget for 2011/12 to \$625,500 as part of budget reductions across all operational areas.

PLANNING SCHEME IMPLICATIONS

The Land Use Planning Group was consulted and it is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

CONSULTATION

Discussions have been had with:

- General Manager City Services
- Manager Community & Cultural Services
- Manager Community Futures
- Principal Advisor Strong Communities
- Acting Co-ordinator Community Development

- Acting Co-ordinator Community Grants
- Co-ordinator Community Grants

OPTIONS**PREFERRED**

That Council resolve to adopt Corporate Policy POL-3082 *Financial Assistance to the Community Sector* and associated Guideline GL-3082-001 *Financial Assistance to the Community Sector*.

ALTERNATIVE

That Council resolve to retain the existing Corporate Policy POL-3082 *Financial Assistance to the Community Sector* and associated Guideline GL-3082-001 *Financial Assistance to the Community Sector*.

OFFICER'S/COMMITTEE RECOMMENDATION

That Council resolve to adopt Corporate Policy POL-3082 *Financial Assistance to the Community Sector* and associated Guideline GL-3082-001 *Financial Assistance to the Community Sector*.

32.1.2 TEST REPORT FOR AMPS

Datworks Filename: Mandatory Field

Responsible Officer: Luke Wallace
Manager Corporate Governance

Author: Joyce Parfitt
Corporate Meetings and Registers Team Leader

EXECUTIVE SUMMARY**PURPOSE****BACKGROUND****ISSUES****RELATIONSHIP TO CORPORATE PLAN****8. Inclusive and ethical governance**

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

- **8.5 Be transparent and consistent in the way we manage the organisation, its risks and obligations and ensure we are delivering against our priorities**

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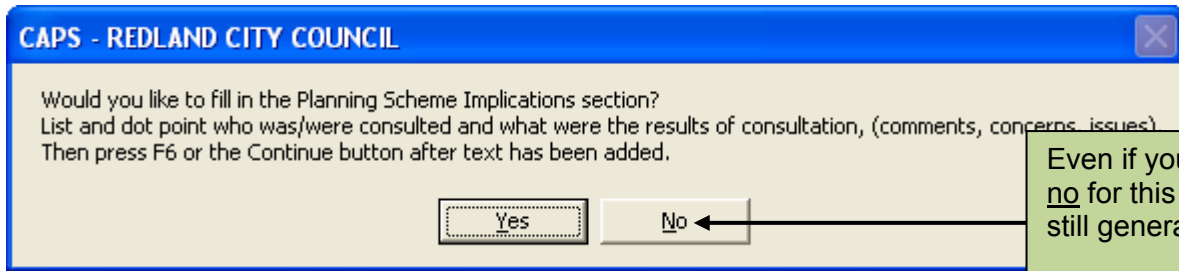
- 8.5 Be transparent and consistent in the way we manage the organisation, its risks and obligations and ensure we are delivering against our priorities

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FINANCIAL IMPLICATIONS

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



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Need to change text from 'Land Use Planning Group' to 'City Planning & Environment Group'

PLANNING SCHEME IMPLICATIONS

The Land Use Planning Group was consulted and it is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

CONSULTATION

OPTIONS

PREFERRED

ALTERNATIVE

OFFICER'S/COMMITTEE RECOMMENDATION

That Council resolve to:

32.2 CITY INFRASTRUCTURE

32.2.1 BLACK SPOT FUNDING

Dataworks Filename: BLACK SPOT

Responsible Officer: Louise Rusan
General Manager City Services

Author: Murray Erbs
Manager City Infrastructure

EXECUTIVE SUMMARY

This report advises of the offer for Black Spot funding for four Council road projects to be implemented during 2012-13, with a total value of \$710,000. Council support is sought to accept the funding for the projects, which includes traffic calming on Allenby Road, and to acknowledge the support of the Federal Minister for Infrastructure and Transport and the State Minister for Transport and Main Roads.

PURPOSE

The purpose of this report is to inform Council of a funding offer from the Commonwealth Black Spot Program for four Redland City nominated road projects.

BACKGROUND

Each year, Council is invited to submit nominations for road projects to be funded from the Commonwealth Black Spot Program. Black Spot funding is specifically provided to undertake capital improvements to treat identified safety concerns on the road network. Proposals are developed in accordance with the principle of applying low-cost, high-benefit (value-for-money) engineering treatments focussing on achieving specific road safety outcomes to maximise safety benefits.

Council submits its nominations to the Queensland Department of Transport and Main Roads (TMR) who assess the eligibility of proposals prior to final submission to the Federal Minister for Infrastructure and Transport.

For the year 2012-13, Council nominated four projects:

- 1) Allenby Road, Alexandra Hills -- between Topaz Street and McDonald Road:
Application of high friction road surfacing through the curves, installation of traffic calming devices and warning signs; (\$160,000)
- 2) Intersection of Bay Street and Smith Street, Cleveland:
Installation of a low-cost roundabout and associated infrastructure and signs;(\$450,000)
- 3) Intersection of Wellington Street and Weippin Street, Cleveland:
Upgrade and reprogramming of existing traffic signals and installation of additional warning signage;(\$50,000)

- 4) Intersection of Ney Road and Callaghan Way, Capalaba:
Reprogramming of the existing traffic signals to remove a filter turn from Ney Road into Callaghan Way.(\$50,000)

A letter received by Council dated 5 June 2012 from TMR (Attachment A) advises that all four nominated projects have been approved for Black Spot funding.

ISSUES

Allenby Road is classified as a Trunk Collector Road and in accordance with Council's road hierarchy has a sign-posted speed limit of 60 km/h. Under normal circumstances this road would not be eligible for traffic calming. However, given the fact that the specific location nominated (often referred to as the "S-bend curves") has incurred a long history of recurring road crashes and has now been recognised as a Black Spot based on particular road safety risks identified at the site, it is considered appropriate to install localised traffic calming measures on Allenby Road between Topaz Street and Monarch Street to lower the environmental speed, and seek concurrence of the Redland Speed Management Committee to reduce the speed limit to 50km/h.

This is a variation to Council Policy POL-2384 which states "Local area traffic management [or traffic calming] will only be considered on roads which are classified as Local Collector or lower, and where the regulatory speed limit is 50km/h or lower".

The other projects are in accordance with Council Policy.

RELATIONSHIP TO CORPORATE PLAN

5. Wise planning and design

We will carefully manage population pressures and use land sustainably while advocating and taking steps to determine limits of growth and carrying capacity on a local and national basis, recognising environmental sensitivities and the distinctive character, heritage and atmosphere of local communities. A well-planned network of urban, rural and bushland areas and responsive infrastructure and transport systems will support strong, healthy communities.

- 5.12 Plan, provide and advocate for essential physical and social infrastructure that supports community well-being and manage Council's existing infrastructure assets to ensure current service standards are maintained or improved

FINANCIAL IMPLICATIONS

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

PLANNING SCHEME IMPLICATIONS

It is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

CONSULTATION

Department of Transport and Main Roads engineers were consulted during the development and submission phases for Council's Black Spot nominations.

OPTIONS**PREFERRED**

That Council resolve to:

1. Accept the offer via The Department of Transport and Main Roads (TMR) for funding from the Commonwealth Black Spot Program for 2012-13 for the four Redland City nominated road projects, being :
 - a) Allenby Road between Topaz Street and McDonald Road, Alexandra Hills;(High friction surfacing and traffic calming);
 - b) Intersection of Bay Street and Smith Street, Cleveland;(Roundabout);
 - c) Intersection of Wellington Street and Weippin Street, Cleveland;(Signals upgrade); and
 - d) Intersection of Ney Road and Callaghan Way, Capalaba (Signals upgrade).
2. Thank the Federal Minister for Infrastructure and Transport and the State Minister for Transport and Main Roads in writing for the funding.

ALTERNATIVE

No alternative option recommended.

OFFICER'S/COMMITTEE RECOMMENDATION

That Council resolve to:

1. **Accept the offer via The Department of Transport and Main Roads (TMR) for funding from the Commonwealth Black Spot Program for 2012-13 for the four Redland City nominated road projects, being:**
 - a) **Allenby Road between Topaz Street and McDonald Road, Alexandra Hills;(High friction surfacing and traffic calming);**
 - b) **Intersection of Bay Street and Smith Street, Cleveland;(Roundabout);**
 - c) **Intersection of Wellington Street and Weippin Street, Cleveland;(Signals upgrade); and**
 - d) **Intersection of Ney Road and Callaghan Way, Capalaba.(Signals upgrade).**
2. **Thank the Federal Minister for Infrastructure and Transport and the State Minister for Transport and Main Roads in writing for the funding.**

32.2.2 FINAL ADOPTION OF THE PRIORITY INFRASTRUCTURE PLAN AMENDMENTS**Dataworks Filename:** RTT PLANNING: PIPS GENERAL**Attachments:** [Amendment 10.00 - RPIP](#)
[Amendment 11.03 - PSP 3](#)
[Amendment 03.02 - Strategic Framework](#)
[Amendment 04.16 - Open Space Zone](#)
[Amendment 10.00 - Explanatory Statement](#)
[Amendment 11.03 - Explanatory Statement](#)**Responsible Officer:** Murray Erbs
Group Manager City Infrastructure**Author:** Giles Tyler
Senior Advisor Infrastructure Projects

EXECUTIVE SUMMARY

At its Planning and Policy Standing Committee meeting of 7 March 2012 Council resolved, under delegated authority, as follows:

1. To endorse the draft Priority Infrastructure Plan (PIP) and Submission Summary Report, as attached to this report, for submission to the State Department of Local Government & Planning for Second State Interest Check Review and Planning Minister's approval to adopt pursuant to the provisions of the *Sustainable Planning Act 2009* and statutory guidelines;
2. To direct the Chief Executive Officer to communicate to each submitter how Council has dealt with their respective submission;
3. To direct the Chief Executive Officer to give written notice to the Planning Minister seeking approval for Council to adopt the draft Priority Infrastructure Plan; and
4. To Delegate authority to the Chief Executive Officer, under s.257(1)(b) of the *Local Government Act 2009*, to make minor amendments to address administrative errors and omissions in the draft document.

The Minister for State Development, Infrastructure & Planning has since determined that the draft PIP can be unconditionally adopted by Council for inclusion in its Planning Scheme. This advice was issued on the 24th May, meaning that under Statutory Guideline 01/12 (Making or amending local planning instruments) Council had 3 months in which to decide to adopt the draft PIP or otherwise provide the Minister with sufficient justification for a delay or decision not to adopt. Given the next opportunity for Council to consider the matter at a General Meeting is outside the 3 month timeframe, committee delegated authority is being sought for formal decision making in accordance with Section 257 of the *Local Government Act 2009*.

As the last phase in the preparation of the PIP, this report recommends that, under delegated authority, the Customer Services Standing Committee adopt the plan as an amendment to the Planning Scheme (as attached).

PURPOSE

The purpose of this report is to seek the final adoption of the PIP amendment to the Redland Planning Scheme 2006.

BACKGROUND

The former Redland Shire Council submitted a draft PIP to the state for first interest check review in 2007. The review was not completed due to the announcement of a Queensland Competition Authority evaluation of all PIP financial models, known as 'Infrastructure Charges Schedules'. Further changes to the content and effect of PIPs were initiated with the introduction of the State's 'Standard Infrastructure Charges Schedule' (SICS) in June 2008, requiring all local governments to comply with a new suite of mandatory provisions, standard trunk infrastructure inclusions and standard exclusions.

In June 2010 a compliant draft PIP was resubmitted for first interest check review. The Planning Minister subsequently issued a conditional approval for the draft PIP to proceed to public notification in October 2011. The conditions related to the introduction of the *State Planning Regulatory Provision (adopted charges)* on 1 July 2012 requiring further changes to the structure and content of the draft PIP to decouple it from the Infrastructure Charges Schedules which had previously:

- Provided a transparent account of the cost of the trunk infrastructure being charged for;
- Showed how costs are equitably apportioned among all users of the infrastructure; and
- Stated charge rates for development and modelled Council's cost recovery from developer contributions.

At its Planning and Policy meeting of November 2011 the committee, under delegated authority, resolved to endorse a revised draft PIP and proceed to public notification for the required 30 business days under Statutory Guideline 02/09 (Making and amending local planning instruments).

The draft PIP was publicly notified from 20 November 2011 to 20 December 2011. A total of four (4) submissions were received. These included requests from developers/landowners with development interests in the South East Thornlands and Kinross Road Structure Plan Areas to be included within the Priority Infrastructure Area (the footprint of urban infrastructure servicing), rather than shown as Infrastructure Agreement Areas. A further submission included the State Government's "Notice of Decision" for the Kinross Road Structure Plan Area requiring a future public transport corridor to be shown as part of the PIP's trunk transport network.

Where agreed to by Council, amendments were made to the draft PIP in response to submissions. The draft PIP was also modified to align with the template requirements of the then Statutory Guideline 01/11 (Priority Infrastructure Plans). It

was subsequently endorsed for submission to the State for second interest check review in March 2012.

On the 24th May 2012 the Minister for State Development, Infrastructure & Planning advised that the draft PIP could be unconditionally adopted by Council.

ISSUES

Without a PIP, Council will run the risk of being forced into ad hoc responses to infrastructure delivery with little control over the location, timing or scale of urban development. Council could potentially be reacting to multiple development proposals (and development fronts) resulting in inefficient and costly infrastructure outcomes.

Without a PIP, Council's ability to condition inconsistent development for a financial contribution towards trunk infrastructure is not available.

The next opportunity for a General Meeting of Council to potentially uphold a committee resolution to adopt the PIP is outside the 3 month statutory timeframe in which it must make a decision. Consequently, committee delegated authority is being sought for formal decision making in accordance with Section 257 of the *Local Government Act 2009*.

RELATIONSHIP TO CORPORATE PLAN

5. Wise planning and design

We will carefully manage population pressures and use land sustainably while advocating and taking steps to determine limits of growth and carrying capacity on a local and national basis, recognising environmental sensitivities and the distinctive character, heritage and atmosphere of local communities. A well-planned network of urban, rural and bushland areas and responsive infrastructure and transport systems will support strong, healthy communities.

5.12 Plan, provide and advocate for essential physical and social infrastructure that supports community well-being and manage Council's existing infrastructure assets to ensure current service standards are maintained or improved

FINANCIAL IMPLICATIONS

While the adoption of the PIP no longer formalises the process for collecting infrastructure charges, there are significant implications for Council expenditure patterns arising from it. PIPs provide the basis for understanding the need for upgrades and potential new infrastructure that is driven by development growth. The Redland PIP includes a 15 year capital works program of mains infrastructure tied to forecast growth.

PIPs detail where infrastructure is required, when it is needed and how much it will cost. They align a council's ability to service urban growth areas with appropriate infrastructure. PIPs are strategic planning tools and play a key role in integrating land use and infrastructure planning. Expected growth and patterns of urban development have significant influences on the cost and efficiency of infrastructure.

PIPs provide for the control of development inconsistent with Council's assumptions about the type, scale and locations of development.

A PIP informs good land use decisions and provides transparency and consistency to the decision making of the development industry. PIPs detail the 'optimum path' for providing all trunk infrastructure needed to service forecast growth for a 10 to 15 year period.

PLANNING SCHEME IMPLICATIONS

The recommendations of this report include adoption of an amendment to the Redlands Planning Scheme 2006. It will result in the inclusion of Part 10 – Priority Infrastructure Plan and consequential removal of redundant parts from Planning Scheme Policy 3 (Contributions and Security Bonding). The amendment instruments are attached to this report.

City Planning & Environment has been consulted regarding the amendments required to the Redlands Planning Scheme 2006 to introduce the Priority Infrastructure Plan.

CONSULTATION

Council has been briefed or engaged through workshops on six (6) separate occasions through the various phases of the PIPs development, the most recent being on the 18th July 2012. Technical, legal and State Government Agency meetings and reviews have been undertaken with stakeholders throughout its preparation.

Statutory public notification occurred towards the end of 2011 for the required 30 business days. All submitters were advised in writing of how Council had dealt with their submission.

OPTIONS

PREFERRED

That Council resolve to use Committee delegated authority for formal decision making in accordance with Section 257 of the *Local Government Act 2009*, as follows:

1. To adopt the Priority Infrastructure Plan amendment, including all consequential changes, to the Redland Planning Scheme 2006 as attached to this report;
2. To undertake all necessary gazettal and public notification requirements as prescribed in Statutory Guideline 01/12 (Making or amending local planning instruments) made under the *Sustainable Planning Act 2009*;
3. To forward a copy of the gazette notice, certified copy and electronic copy of the Priority Infrastructure Plan amendment to the Director-General of the Department of State Development, Infrastructure & Planning as soon as practicable; and

4. That the use of delegated authority is justified as a statutory timeframe needs to be met pursuant to the *Sustainable Planning Act 2009*.

ALTERNATIVE

That Committee resolve not to exercise its delegated authority to adopt the Priority Infrastructure Plan and authorises the Interim Chief Executive Officer to seek an extension of time under Statutory Guideline 01/12 (Making or amending local planning instruments) such that the matter can be decided at the subsequent General Meeting of Council.

OFFICER'S RECOMMENDATION

That Council resolve to use Committee delegated authority for formal decision making in accordance with Section 257 of the *Local Government Act 2009*, as follows:

1. To adopt the Priority Infrastructure Plan amendment, including all consequential changes, to the Redland Planning Scheme 2006 as attached to this report;
2. To undertake all necessary gazettal and public notification requirements as prescribed in Statutory Guideline 01/12 (Making or amending local planning instruments) made under the *Sustainable Planning Act 2009*;
3. To forward a copy of the gazette notice, certified copy and electronic copy of the Priority Infrastructure Plan amendment to the Director-General of the Department of State Development, Infrastructure & Planning as soon as practicable; and
4. That the use of delegated authority is justified as a statutory timeframe needs to be met pursuant to the *Sustainable Planning Act 2009*.

COMMITTEE RECOMMENDATION

That Council resolve to use Committee delegated authority for formal decision making in accordance with Section 257 of the *Local Government Act 2009*, as follows:

5. To adopt the Priority Infrastructure Plan amendment, including all consequential changes, to the Redland Planning Scheme 2006 as attached to this report;
6. To undertake all necessary gazettal and public notification requirements as prescribed in Statutory Guideline 01/12 (Making or amending local planning instruments) made under the *Sustainable Planning Act 2009*;
7. To forward a copy of the gazette notice, certified copy and electronic copy of the Priority Infrastructure Plan amendment to the Director-General of the Department of State Development, Infrastructure & Planning as soon as practicable; and
8. That the use of delegated authority is justified as a statutory timeframe needs to be met pursuant to the *Sustainable Planning Act 2009*.

32.2.3 MEMORANDUM OF UNDERSTANDING BETWEEN REDLAND CITY COUNCIL AND BRISBANE MARKETING (REGIONAL TOURISM ORGANISATION) - FOR THE MAINTENANCE OF SEQ WALKING TRAILS DATA FOR THE GREATER BRISBANE REGION

Datworks Filename: RTT: Maintenance - Bikeways & Walkways

Attachments: [MOU for the maintenance of SEQ Walking Trails data for the Greater Brisbane Region RCC Nominated Walking Trails](#)

Responsible Officer: Murray Erbs - Group Manager City Infrastructure

Author: Jonathan Lamb
Advisor Cycling & Public Transport

EXECUTIVE SUMMARY

The South East Queensland Walking Trails Project involves a web-based portal which promotes and provides information on popular and iconic walking trails across SEQ. The web site is managed by Brisbane Marketing with data provided by Local Government Authorities from the region and the Department of Environment & Resource and Management.

The proposed Memorandum of Understanding between Brisbane Marketing and Redland City Council outlines protocols and responsibilities for updating SEQ Walking Trails Data under the jurisdiction of Redland City Council.

PURPOSE

The purpose of this report is to advise Council of the SEQ Walking Trails Memorandum of Understanding (MOU) for the maintenance of trail data for the Greater Brisbane Region. Delegation for the Chief Executive Officer is sought from Council to execute the MOU. The parties to the MOU are Brisbane Marketing (the Regional Tourism Organisation for the Greater Brisbane area) and Redland City Council.

BACKGROUND

In 2011 the four Regional Tourism Organisations of SEQ cooperated in the South East Queensland Walking Trails Project. This resulted in the upload of data on over 600 walking trails across SEQ into the Australian Tourism Data Warehouse (ATDW) Journeys Category, including trails under the control of Redland City Council. The ATDW information is linked to various tourism related websites, including the dedicated SEQ Walking Trails website.

ISSUES

The MOU has an annual milestone date for the purpose of reviewing the trail data. The ultimate decision to add or remove a trail rests with Council as trail owner, who is also responsible for the accuracy of information provided on a given trail. This data can be edited in-between the annual review.

The MOU is to be reviewed and updated prior to 30 June 2014.

There are no significant operational requirements of the MOU and there are no financial implications. If Council opted not to enter into the MOU, however, the trails nominated from Redland City will not appear on the SEQ Trails website.

RELATIONSHIP TO CORPORATE PLAN

5. Wise planning and design

We will carefully manage population pressures and use land sustainably while advocating and taking steps to determine limits of growth and carrying capacity on a local and national basis, recognising environmental sensitivities and the distinctive character, heritage and atmosphere of local communities. A well-planned network of urban, rural and bushland areas and responsive infrastructure and transport systems will support strong, healthy communities.

5.12 Plan, provide and advocate for essential physical and social infrastructure that supports community well-being and manage Council's existing infrastructure assets to ensure current service standards are maintained or improved

6. Supportive and vibrant economy

Businesses will thrive and jobs will grow from opportunities generated by low impact industries, cultural and outdoor lifestyle activities, ecotourism and quality educational experiences.

6.6 Promote Redlands as a high quality tourism destination and encourage the development of sustainable nature-based, heritage and eco-tourism

FINANCIAL IMPLICATIONS

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

PLANNING SCHEME IMPLICATIONS

The City Planning and Environment Group was consulted and it is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

CONSULTATION

Manager Business and Tourism Support – City Enterprises Group

Principal Advisor Open Space Planning – City Planning and Environment Group

Strategic Advisor Reserve Management – City Planning and Environment Group

Senior Conservation Officer – City Spaces

OPTIONS**PREFERRED**

That Council resolve to delegate authority to the Chief Executive Officer, under s.257(1)(b) of the *Local Government Act 2009*, to proceed with the Memorandum of Understanding for the maintenance of SEQ Walking Trails data for the Greater Brisbane Region between Redland City Council and Brisbane Marketing (Regional Tourism Organisation).

ALTERNATIVE

No alternative is recommended

OFFICER'S RECOMMENDATION

That Council resolve to delegate authority to the Chief Executive Officer, under s.257(1)(b) of the *Local Government Act 2009*, to proceed with the Memorandum of Understanding for the maintenance of SEQ Walking Trails data for the Greater Brisbane Region between Redland City Council and Brisbane Marketing (Regional Tourism Organisation).

COMMITTEE RECOMMENDATION

That Council resolve to delegate authority to the Chief Executive Officer, under s.257(1)(b) of the *Local Government Act 2009*, to proceed with the Memorandum of Understanding for the maintenance of SEQ Walking Trails data for the Greater Brisbane Region between Redland City Council and Brisbane Marketing (Regional Tourism Organisation).

32.2.4 PARKING RESTRICTIONS IN CLEVELAND**Datworks Filename: COMPLAINTS****Attachments:** [Attachment 2 Cleveland CBD Parking Guide with number of parking spaces per location pdf](#)**Responsible Officer:** Louise Rusan
General Manager City Services**Author:** Murray Erbs
Manager City Infrastructure

EXECUTIVE SUMMARY**PURPOSE****BACKGROUND****ISSUES****RELATIONSHIP TO CORPORATE PLAN****5. Wise planning and design**

We will carefully manage population pressures and use land sustainably while advocating and taking steps to determine limits of growth and carrying capacity on a local and national basis, recognising environmental sensitivities and the distinctive character, heritage and atmosphere of local communities. A well-planned network of urban, rural and bushland areas and responsive infrastructure and transport systems will support strong, healthy communities.

- **5.7 Support a sustainable future for rural areas by developing and implementing a rural strategy that recognises the city's heritage, economic, environmental and scenic values and promotes sustainable rural industries and activities**

FINANCIAL IMPLICATIONS

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

PLANNING SCHEME IMPLICATIONS

The Land Use Planning Group was consulted and it is considered that the outcome of recommendations in this report will result in some future amendments to the Redlands Planning Scheme such as

CONSULTATION

OPTIONS

PREFERRED

ALTERNATIVE

OFFICER'S/COMMITTEE RECOMMENDATION

That Council resolve to:

32.3 PROJECT DELIVERY

32.3.1 PDG TEST REPORT

Datworks Filename: 23465

Responsible Officer: Louise Rusan
General Manager City Services

Author: Brad Salton
Manager Project Delivery Group

EXECUTIVE SUMMARY

The 2012/2013 proposed Capital Works Program consists of a number of projects with an estimated tender component value over \$500,000 including GST. These projects will be tendered as whole projects.

To assist with expediting the contract award process and delivery of projects, the Project Delivery Group has been presenting reports to Council over the last few financial years requesting that authority be delegated to the Chief Executive Officer to make, vary and discharge contracts for various tenders with a value over \$500,000 including GST.

In the 2011/2012 financial year a report advising of five (5) projects requiring tenders with an estimated value over \$500,000 including GST was presented to Council seeking the CEO be delegated authority to accept the tenders and make, vary and discharge all contracts over \$500,000 including GST. The report was approved by Council and the delegated authority was granted.

In the 2012/2013 financial year the Project Delivery Group has identified six (6) projects that will require that tenders to be sought with an estimated value over \$500,000 including GST.

This report recommends that the Chief Executive Officer (and Interim Chief Executive Officer) be delegated authority to accept the tenders and make, vary and discharge all contracts over \$500,000 including GST for the following six (6) projects within the 2012/2013 financial year approved budget:

Project Number	Project Name
40065	12 & 13 Seahaven Court, Cleveland – Revetment Wall
40066	Seacrest Court, Cleveland (Lots 25 & 26)
40137	Williams Street Boat Ramp Extra CTU Parking
41710	MBC Hilliard's Creek Crossing, Ormiston
42132	Victoria Point Boat Ramp Floating Pontoon
42318	William Street Southern Ramp

This delegation will assist Council by reducing the timeframe for the tender process so that the awarding of the contract is not dependent on Council meeting dates which will expedite the process.

PURPOSE

The purpose of this report is to seek resolution from Council to delegate authority to the Chief Executive Officer (and Interim Chief Executive Officer) to accept the tenders and make, vary and discharge all contracts over \$500,000 including GST for the six (6) listed projects within the 2012/2013 financial year approved budget.

BACKGROUND

The 2012/2013 approved Capital Works Program consists of a number of projects with an estimated tender component value over \$500,000 including GST. These projects will be tendered as whole projects.

At the General Meeting held 30 October 2002 Council delegated authority to the Chief Executive Officer (CEO) to make, vary and discharge contracts that do not exceed \$500,000 including GST where:

- i. The spending of funds to be incurred by making, varying or discharging the contract has been provided for in an approved budget for the financial year when the making, varying or discharging happens; or
- ii. The spending of funds to be incurred have been provided for in a budget pending the adoption by Council (section 522 of the Local Government Act).

Over the last few financial years the Project Delivery Group has been presenting reports to Council requesting that authority be delegated to the Chief Executive Officer to make, vary and discharge contracts for various tenders with a value over \$500,000 including GST. This process has been used to assist with expediting the contract award process and delivery of the project.

In the 2011/2012 financial year a report advising of five (5) projects requiring tenders with an estimated value over \$500,000 including GST was presented to Council seeking the CEO be delegated authority to accept the tenders and make, vary and discharge all contracts over \$500,000 including GST. The report was approved by Council and the delegated authority was granted.

In the 2012/2013 financial year the Project Delivery Group has identified six (6) projects that will require that tenders to be sought with an estimated value over \$500,000 including GST.

ISSUES

It is anticipated that in the 2012/2013 financial year, under the current process of seeking delegated authority for individual projects, that six (6) individual reports on projects with tenders with an estimated value over \$500,000 including GST would be presented to Council by the Project Delivery Group seeking Council resolution to

delegate authority to the Chief Executive Officer (and Interim Chief Executive Officer) to make, vary and discharge the individual contracts.

Council resolution is being sought to delegate authority to the Chief Executive Officer (and Interim Chief Executive Officer) to make, vary and discharge the contracts associated with the six (6) projects listed in the table below. This one resolution will cover all of the contracts over \$500,000 including GST that are awarded for the following six (6) projects:

Project Number	Project Name and Description	Budget Allocated 2012/2013
40065	12 & 13 Seahaven Court, Cleveland (Raby Bay) Revetment Wall and remediation works	\$1,900,000
40066	Seacrest Court, Cleveland (Raby Bay) Revetment Wall and remediation works at Lots 25 & 26	\$1,143,000
40137	Williams Street Boat Ramp Extra CTU Parking Design CTU parking as extension to existing parking at William St boat ramp. This design is to work with new boat ramp JN42318	\$667,600
41710	MBC Hilliard's Creek Crossing, Ormiston Construct part Moreton Bay Cycleway including boardwalk/cycle way linking Station St, Wellington Pt to Hilliard St Ormiston	\$2,237,500
42132	Victoria Point Boat Ramp Floating Pontoon Remove old plastic floating pontoon. Install new concrete floating pontoon system	\$510,001
42318	William Street Southern Ramp Construct a two (2) lane boat ramp on the southern side of the VMR facility at William St Boat Haven	\$774,400

This delegation will assist Council by reducing the timing for the tender process so that the awarding of the contract is not dependent on Council meeting dates which will expedite the process.

All of the projects listed are to be managed by the Project Delivery Group in the 2012/2013 financial year and have been approved as part of the 2012/2013 budget approval process. The projects listed include major capital works only.

Should Council decide not to delegate authority to the Chief Executive Officer (and Interim Chief Executive Officer) it may result in delays with the awarding of contracts and the construction of the projects which could lead to additional costs to Council.

RELATIONSHIP TO CORPORATE PLAN

9. An efficient and effective organisation

Council is well respected and seen as an excellent organisation which manages resources in an efficient and effective way

- 9.7 Develop our procurement practices to increase value for money within an effective governance framework

FINANCIAL IMPLICATIONS

The six (6) listed projects in this report are approved projects for the 2012/2013 financial year and have been approved as part of the budget approval process.

PLANNING SCHEME IMPLICATIONS

It is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

CONSULTATION

The General Manager City Services, Group Manager Project Delivery Group, Service Manager Construction Projects Unit and the Service Manager Project Management Services Unit have been consulted in the preparation of this report and are supportive of the recommendation.

OPTIONS

PREFERRED

That Council resolve to: delegate authority to the Chief Executive Officer (and Interim Chief Executive Officer) under section 257(1)(b) of the *Local Government Act 2009* to:

5. Accept the tenders and make, vary and discharge all contracts over \$500,000 including GST for the following six (6) projects within the 2012/2013 financial year approved budget;

Project Number	Project Name and Description	Estimated Value of Tender 2012/2013
40065	12 & 13 Seahaven Court, Cleveland (Raby Bay)	\$1,900,000
40066	Lots 25 & 26 Seacrest Court, Cleveland (Raby Bay)	\$1,143,000
40137	Williams Street Boat Ramp Extra CTU Parking	\$667,600
41710	MBC Hilliard's Creek Crossing, Ormiston	\$2,237,500
42132	Victoria Point Boat Ramp Floating Pontoon	\$510,001

42318	William Street Southern Ramp	\$774,400
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6. Amend all relevant documentation;
7. Act as Principal's Representative for these contracts; and
8. Delegate further, the Principal's Representative role to an appropriate senior officer within Council.

ALTERNATIVE

That Council resolve to not delegate this authority to the Chief Executive Officer (and Interim Chief Executive Officer) which may result in delays with the awarding of contracts and the construction of the projects which could lead to additional costs to Council.

OFFICER'S/COMMITTEE RECOMMENDATION

That Council resolve to delegate authority to the Chief Executive Officer (and Interim Chief Executive Officer) under section 257(1)(b) of the *Local Government Act 2009* to:

1. **Accept the tenders and make, vary and discharge all contracts over \$500,000 including GST for the following six (6) projects within the 2012/2013 financial year approved budget;**

Project Number	Project Name
40065	12 & 13 Seahaven Court, Cleveland - Revetment Wall
40066	Lots 25 & 26 Seacrest Court, Cleveland
40137	Williams Street Boat Ramp Extra CTU Parking
41710	MBC Hilliard's Creek Crossing, Ormiston
42132	Victoria Point Boat Ramp Floating Pontoon
42318	William Street Southern Ramp

2. **Sign and amend all relevant documentation;**
3. **Act as Principal's Representative for these contracts; and**
4. **Delegate further, the Principal's Representative role to an appropriate senior officer within Council.**

32.3.2 REQUEST TO EXTEND HEAVY VEHICLE ROUTE ACCESS NETWORK TO SUPPORT B-DOUBLE VEHICLES

Datworks Filename: RTT - Double Route

Attachments: [Multi Combination Routes in Queensland](#)
[Redland Planning Scheme Movement Network](#)
[Table 2 – Road Reviews of Council Roads](#)
[Table 3 – Trunk Routes](#)
[Figure 2 - Heavy Vehicle Access Application Locations](#)

Responsible Officer: Murray Erbs
 Manager City Infrastructure

Author: Len Purdie
 Principal Adviser Roads & Drainage

EXECUTIVE SUMMARY

The Council has been requested to extend the Heavy Vehicle Route Access Network to support B-double vehicles not exceeding 19m but with a higher mass limit of up to 55.5 tonnes over certain roads in the city. This is in response to applications received by the Department of Transport and Main Roads (TMR) to use these roads. Advice concerning the route is to be received from Council regarding its suitability. An assessment of the route supports the extension as the request is for an increase in mass limit and with no increase in vehicle length or width. The report recommends the extension be approved.

PURPOSE

The purpose of the report is to respond to the request by TMR and to seek Council's approval for extension of the Heavy Vehicle Route Access Network to support B-double vehicles not exceeding 19m but with a higher mass limit of up to 55.5 tonnes over specific roads in the city.

BACKGROUND

A number of requests have been received from TMR for Council to extend the Heavy Vehicle Route Access Network to allow B-double vehicles not exceeding 19m but with a higher mass limit of up to 55.5 tonnes, to travel on certain roads in the city. A 19m B-double has a regulation general access mass limit of 50 tonnes. The requests to TMR are for delivery using B-double vehicles that carry higher gross weight limits. The requests are summarised in the following Table 1.

Address	Applicant	Reason
62-74 Springacre Road, Thornlands	Mountain Industries	Deliver Chicken Feed
107 Springacre Road, Thornlands	Mountain Industries	Deliver Chicken Feed
35-71 Kinross Road, Thornlands	Mountain Industries	Deliver Chicken Feed

164-166 Woodlands Drive, Thornlands	Mountain Industries	Deliver Chicken Feed
44-52 Worthing Road, Victoria Point	Toll Industries	Deliver Chicken Feed

Table1 – Applications for the Extension of the Trunk Road Route

A B-double vehicle is defined as a combination consisting of a prime mover towing two semi-trailers. The prime mover and two trailers are combined by two fifth wheel (turntable) assemblies (refer Figure 1). The double articulation is the main distinguishing feature of a B-double. A B-double vehicle with an overall length not exceeding 19m and a Gross Combined Mass (GCM) not exceeding 50 tonnes are permitted general access to all roads in Queensland except where specifically excluded by local signage. In the case that a B-double has an overall length not exceeding 19m and a gross weight exceeding 50 tonnes are restricted to 23 metre and 25 metre B-double routes (refer Attachment 1). Travel on a route that is not gazetted, requires the operator to apply for a permit. Council has to agree to the route where it is over Council controlled roads.

In assessing the route there are many issues that can be considered. However, as the B-double vehicle does not exceed 19m and its geometric performance is significantly better than a normal articulated vehicle, the only criteria that needs to be considered is the heavier gross mass of the vehicle. Due to the axle configuration of the B-double the load imparted to the pavement is less than a normal articulated vehicle. Because of the increase in the gross mass, the forces imparted to structures such as bridges may need to be checked for their adequacy.

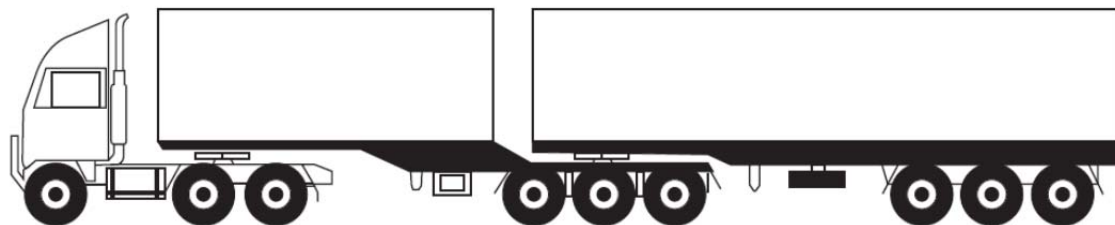


Figure 1: Typical B-Double

Proposed Route

The roads requested to extend the trunk road route are listed in Table 2 (attachment 3) with comments and a sketch of the application destination and roads is shown in Figure 2 (attachment 5).

The increased load requirement listed on the requests is to carry a GCM of 55.5 tonnes. An assessment of the existing structures along the proposed routes was performed. There is a culvert structure identified at Springacre Road at Eprapah Creek that is old, built in situ and would need a structural investigation to prove its structural adequacy to support the additional mass limit proposed. It is not intended to support additional loading over this structure. There were no significant structures (bridges), only culvert crossings on the other roads proposed. As the width of the

culvert crossings does not support a significant length of a vehicle as it passes, they will not be overloaded from the increased gross mass. The higher mass load of the vehicle is distributed through the vehicle's axle configurations and wheel loads are less than for a standard vehicle. There can be extra axle passes by a B-double vehicle as it might have more axles; however, this is usually offset by fewer truck movements needed to move the same freight.

In assessing the route, consideration was given to reducing the length travelled over council roads; based on the route assessment, permits could be issued based on Table 3 (attachment 4).

ISSUES

The implication of the report recommendation extends the trunk road route to allow B-doubles vehicles not exceeding 19m but with a higher mass limit of up to 55.5 tonnes to be used on certain roads in the City. Further requests could be received leading to more of this type of vehicle being used on the roads identified or additional roads in the City if the report is accepted.

RELATIONSHIP TO CORPORATE PLAN

5. Wise planning and design

We will carefully manage population pressures and use land sustainably while advocating and taking steps to determine limits of growth and carrying capacity on a local and national basis, recognising environmental sensitivities and the distinctive character, heritage and atmosphere of local communities. A well-planned network of urban, rural and bushland areas and responsive infrastructure and transport systems will support strong, healthy communities.

5.12 Plan, provide and advocate for essential physical and social infrastructure that supports community well-being and manage Council's existing infrastructure assets to ensure current service standards are maintained or improved

FINANCIAL IMPLICATIONS

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

PLANNING SCHEME IMPLICATIONS

The Redlands Planning Scheme lists haulage routes for the city in Part 9-Schedules 6 – Movement Network and Road design Map 1 – Mainland – Movement Network (refer Attachment 2).

This highlights Woodlands Drive, Double Jump Road and Springacre Road as haulage routes.

It is considered that the outcome of recommendations in this report will not require any amendments to the Redlands Planning Scheme.

CONSULTATION

Councillor Hardman (Division 3) and Councillor Talty (Division 6) have been consulted.

OPTIONS**PREFERRED**

That Council resolve to support the issuing of permits by the Department of Transport and Main Roads for the extension of the Heavy Vehicle Route Access Network for B-double vehicles not exceeding 19m but with a higher mass limit of up to 55.5 tonnes over council roads as detailed in Table 3 of the report.

ALTERNATIVE

That Council resolve to not support the issuing of permits by the DTMR for the extension of the Heavy Vehicle Route Access Network for B-doubles vehicles not exceeding 19m but with a higher mass limit of up to 55.5 tonnes over council roads as detailed in Table 3 of this report.

OFFICER'S/COMMITTEE RECOMMENDATION

That Council resolve to support the issuing of permits by the Department of Transport and Main Roads for the extension of the Heavy Vehicle Route Access Network for B-double vehicles not exceeding 19m but with a higher mass limit of up to 55.5 tonnes over council roads as detailed in Table 3 of the report.

32.4 CLOSED SESSION

32.4.1 COMMUNITY AND CULTURAL SERVICES

32.4.2 REVIEW OF SCHOOL AGE CARE

Datworks Filename: CS SCHOOL AGE CARE

**Responsible Officer: Louise Rusan
General Manager City Services**

**Author: Greg Jensen
Manager Community & Cultural Services**

EXECUTIVE SUMMARY

OFFICER'S/COMMITTEE RECOMMENDATION

That Council resolve to:

MEETING CLOSURE

There being no further business, the Chair declared the meeting closed at 9:54 a.m.

33 MAYORAL MINUTES

In accordance with *Subordinate Local Law No 5 (Meetings)*, s.10, 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.

34 REPORTS DIRECT TO COUNCIL

34.1 CITY SERVICES

34.1.1 APRIL FINANCIAL REPORT

Datworks Filename: FM - MONTHLY REPORT

Responsible Officer: Gavin Holdway
Manager Financial Control

Author: Sandra Bridgeman
Financial Reporting Manager

EXECUTIVE SUMMARY

Section 152(2) of the *Local Government (Finance Plans & Reporting) Regulation 2010* requires the Chief Executive Officer to present the financial report to a monthly meeting.

The financial statements for April 2012 demonstrate that Council exceeded targets set in the 2011-2012 budget for five of the seven Financial Stability Key Financial Performance Indicators. These are:

- ability to pay our bills – current ratio;
- ability to repay our debt – debt servicing ratio;
- cash balance;
- cash balances – cash capacity in months;
- long term financial stability – debt to assets ratio; and

The following Financial Stability Ratio Key Financial Performance Indicators are unfavourable and outside of Council's target range:

- level of dependence on general rate revenue
- operating performance

With respect to the five measures of sustainability adopted as part of the 2011-2012 budget Council is currently meeting four of the five targets. The measures currently being met are:

- net financial liabilities ratio;

PURPOSE

The purpose is to present the April 2012 financial report to Council and explain the content and analysis of the report. Section 152(2) of the *Local Government (Finance, Plans & Reporting) Regulation 2010* requires the Chief Executive Officer of a local government to present statements of its accounts to the local government.

BACKGROUND

The Corporate Plan contains a strategic priority to support the organisation's capacity to deliver services to the community by building a skilled, motivated and continually learning workforce, ensuring assets and finances are well managed, corporate knowledge is captured and used to best advantage, and that services are marketed and communicated effectively.

ISSUES

Please refer to the attached Monthly Financial Performance Report.

RELATIONSHIP TO CORPORATE PLAN

8. Inclusive and ethical governance

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

- **8.7 Ensure Council resource allocation is sustainable and delivers on Council and community priorities**
- **8.8 Provide clear information to citizens about how rates, fees and charges are set and how Council intends to finance the delivery of the Community Plan and Corporate Plan**

FINANCIAL IMPLICATIONS

Please refer to the attached Monthly Financial Performance Report.

Council has been given confirmation by Queensland Treasury Corporation (QTC) to borrow up to \$13M for 2011/12 financial year. At this stage it is expected that Council will borrow \$5.5M for the Phase 3 – Judy Holt Eastern Batter remediation and associated works. Further borrowing requirements will be determined as part of the Q3 budget review, however Council is not expecting to draw down the full \$13M. Council anticipates that forecast borrowings for the end of 2011/12 will be in the range of \$62M-\$65M instead of the original forecast balance of \$68M.

PLANNING SCHEME IMPLICATIONS

The Land Use Planning Group was consulted and it is considered that the outcome of recommendations in this report will result in some future amendments to the Redlands Planning Scheme such as

CONSULTATION

Consultation has taken place amongst Council departmental officers, Financial Reporting and Capital Management Team and the Executive Leadership Group

OPTIONS**PREFERRED**

That Council resolve to note the End of Month Financial Reports for April 2012 and explanations as presented in the Monthly Financial Performance Report.

ALTERNATIVE

That Council requests additional information.

OFFICER'S RECOMMENDATION

That Council resolve to note the End of Month Financial Reports for April 2012 and explanations as presented in the attached Monthly Financial Performance Report.

35 CLOSED SESSION

36 URGENT BUSINESS WITHOUT NOTICE

A Councillor may bring forward an item of urgent business if the meeting resolves that the matter is urgent.

37 MEETING CLOSURE