

Redland
CITY COUNCIL

MINUTES

GENERAL MEETING

**Wednesday 31 March 2010
commencing at 4:00pm**

**Council Chambers
1st floor Administration Building
Bloomfield Street Cleveland. Qld 4163**

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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, extending that respect to Auntie Joan Hendriks and other elders who were in attendance at today's meeting.

2 DEVOTIONAL SEGMENT

Pastor Neale Collier of the Redlands Ministers' Fellowship led Council in a brief devotional segment.

3 RECORD OF ATTENDANCE AND LEAVE OF ABSENCE

MEMBERS PRESENT:

Cr M Hobson PSM	Mayor
Cr T Bowler	Deputy Mayor and Councillor Division 6
Cr W Boglary	Councillor Division 1
Cr C Ogilvie	Councillor Division 2
Cr D Henry	Councillor Division 3
Cr J Burns	Councillor Division 4
Cr B Townsend	Councillor Division 5
Cr M Elliott	Councillor Division 7
Cr K Reimers	Councillor Division 8
Cr K Williams	Councillor Division 9
Cr H Murray	Councillor Division 10

EXECUTIVE LEADERSHIP GROUP:

Mr G Stevenson PSM	Chief Executive Officer
Mr G Underwood	General Manager Planning & Policy
Mrs T Averay	General Manager Development & Community Standards
Mr M Drydale	General Manager Corporate Services
Mr N Clarke	General Manager Governance
Mr M Hyde	General Manager Customer Services

MINUTES:

Mrs J Thomas	Acting Corporate Meetings & Registers Team Leader
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APOLOGY:

Mr G Soutar	General Manager Redland Water
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4 RECEIPT AND CONFIRMATION OF MINUTES

4.1 GENERAL MEETING MINUTES 24 FEBRUARY 2010

Moved by: Cr Reimers
Seconded by: Cr Townsend

That the minutes of the General Meeting held on 24 February 2010 be confirmed.

CARRIED

4.2 SPECIAL MEETING MINUTES 10 MARCH 2010

Moved by: Cr Townsend
Seconded by: Cr Bowler

That the minutes of the Special Meeting held on 10 March 2010 be confirmed.

CARRIED

5 MATTERS OUTSTANDING FROM PREVIOUS GENERAL MEETING MINUTES

5.1 REPORT FROM CHIEF EXECUTIVE OFFICER

The Chief Executive Officer to present the following items for noting:

5.1.1 REGIONAL SPORTING FACILITY

At the General Meeting of 24 June 2009 Council resolved that officers prepare a report investigating acquisition of land for Regional Sporting Facility in the major development area south of Boundary Road.

A report addressing this matter is proposed to be presented to a Planning & Policy Committee meeting in May 2010.

5.1.2 CARE OF INJURED WILDLIFE

At the General Meeting of 26 August 2009 Council resolved that officers prepare a report that looks at the responsibilities and action in the Redlands that improve the quality and timeliness of care of injured wildlife.

A report addressing this matter is proposed to be presented to a Planning & Policy Committee meeting in April 2010.

5.1.3 STORM TIDE HAZARD STUDY

At the General Meeting of 29 October 2009, Council resolved that a further report be presented to Council to adopt a finalised Redland City Storm Tide Hazard Study for planning purposes

A report addressing this matter will be presented to an ensuing Planning and Policy Committee meeting.

5.1.4 GREEN ROOF DESIGNS

At the General Meeting on 16 December 2009, Council resolved that officers bring back a report on the opportunities for including green roof designs in Council's policy and planning instruments.

A report addressing this matter will be presented to an ensuing Planning and Policy Committee meeting.

5.1.5 SMBI RESIDENTIAL LOTS OVER 500 SQUARE METRES

At the General Meeting on 24 February 2010, Council resolved that a report be brought to Council regarding the need for MCU's on the Bay Islands on SMI Residential lots over 500 square metres.

A report addressing this matter will be presented to an ensuing Planning and Policy Committee meeting.

6 PUBLIC PARTICIPATION

MOTION TO ADJOURN MEETING

Moved by: Cr Henry
Seconded by: Cr Elliott

That Council adjourns the meeting for a 30 minute public participation segment.

CARRIED

1. Mr P Gleeson, Capalaba Progress Association, addressed Council in relation to a development at Aramac Court, Capalaba; and
2. Ms G Nemeth, of Macleay Island addressed Council in relation to various SMI issues.

MOTION TO RESUME MEETING

Moved by: Cr Elliott
Seconded by: Cr Bowler

That the meeting proceedings resume.

CARRIED

7 PETITIONS/PRESENTATIONS**7.1 PETITION (DIVISION 5) - SEALING OF ATTUNGA STREET NORTH, MACLEAY ISLAND**

Moved by: Cr Townsend
Seconded by: Cr Henry

That the petition, which reads as follows, be received and referred to the Planning & Policy department for consideration and a report back to Council:

'We, residents of Macleay Island, request that Attunga Street North, Macleay Island, be sealed with bitumen, as the dusty surface poses health risks to the asthmatics who reside in the street, especially during dry periods, and also causes silt from the road to run into and pollute the Bay during rain periods.

We, the undersigned, call on the Mayor and Councillors of Redland City Council to list the street for sealing in the 2010/11 Council budget.

We also request that the head petitioner be advised of the outcome of this petition."

CARRIED

8 MOTION TO ALTER THE ORDER OF BUSINESS

Moved by: Cr Ogilvie
Seconded by: Cr Boglary

That Items 13.5.1 and 13.5.2 (as listed on the agenda) be moved to the end of the agenda and included in Closed Session.

Following discussion, Cr Ogilvie withdrew the motion.

9 DECLARATION OF MATERIAL PERSONAL INTEREST ON ANY ITEMS OF BUSINESS

9.1 MATERIAL PERSONAL INTEREST – ITEMS 13.5.1 & 13.5.2

Cr Townsend declared a material personal interest in Items 13.5.1 & 13.5.2 – see items for details.

10 PLANNING & POLICY COMMITTEE 10/03/10 - RECEIPT AND ADOPTION OF REPORT

Moved by: Cr Murray
Seconded by: Cr Bowler

That the Planning & Policy Committee Report of 10 March 2010 be received.

CARRIED

10.1 PLANNING AND POLICY

10.1.1 CAPALABA CENTRE MASTER PLAN

Datworks Filename: LUP Planning - Capalaba Master Plan
Attachments: [Draft Capalaba Activity Centre Master Plan](#)
[Capalaba Centre Master Plan Strategic Consultation Plan](#)
Responsible Officer Name: Stephen Hill
Acting Manager Land Use Planning
Author Name: Michael Beekhuyzen
Senior Strategic Planner

EXECUTIVE SUMMARY

The draft Capalaba Centre Master Plan and Implementation Plan was workshopped with Councillors and Executive Leadership Group (ELG) on Monday, 7 December 2009. The purpose of this workshop was to provide Councillors and the ELG with an overview of the draft Master Plan and gain feedback prior to seeking the Plan's formal endorsement for public display.

A number of amendments have been made to the Master Plan following the workshop to address the comments made.

PURPOSE

To seek Council endorsement of the:

- draft Capalaba Centre Master Plan for the purposes of public display; and
- Strategic Consultation Plan, which sets out a range of measures to engage with the community and key stakeholders during the public display of the draft Plan.

BACKGROUND

The Capalaba Centre Master Plan project commenced mid 2006 in partnership with the State Government. The initial stage of the project was managed by Translink and

the then Office of Urban Management and provided a preferred busway alignment and busway station location in Capalaba as part of the Eastern Busway project.

The preferred busway alignment through Capalaba and busway station location was subsequently endorsed by the State Government in 2007, following community consultation.

Between 2007 and 2008, Council worked in partnership with the Department of Main Roads and Translink to assess the impact of closing Redland Bay Road to through traffic in order to strengthen pedestrian movements between the two major shopping centres. The traffic modelling found it is technically feasible to close Redland Bay Road between the two major shopping centres provided a number of intersection upgrades occurred in the surrounding road network.

Council assumed project management responsibility of the master planning process in 2008 following completion of the traffic modelling and a State Government agency workshop that developed three conceptual options for Capalaba. These conceptual options provided important insights into challenges and opportunities for the central Capalaba area and background information that informed the development of the draft Master Plan.

Following the State Agency workshop, an Urban Design Analysis was prepared to provide a clear and concise summary of the statutory and physical parameters of the Capalaba master plan area and wider study area. A community engagement and communications strategy was also prepared at this time.

The key community engagement activity involved an incremental Enquiry by Design [EBD] process. This involved three full day workshops, staged over several months, to provide opportunity for broader community comment in between the workshops. A Project Reference Group [PRG] directly participated in the three EBD workshops. Direct invitations to join the PRG were sent to key State Government agencies, landowners and community/interest groups. Prior to the first workshop, a newsletter with a visioning survey was distributed in Capalaba and surrounding areas. The newsletter provided opportunity for initial community comment on the future of central Capalaba and allowed interested community members to nominate to join the PRG and attend the three workshops.

The first and second EBD workshops were held on 27 November and 11 December 2008. From the first two EBD workshops, a draft vision, planning and design principles, and two conceptual options were prepared. This material was presented to Council at a workshop on 5 February 2009 and publicly displayed from 18 February to 11 March 2009.

Following the public display, the third and final EBD workshop was held on 19 March 2009. At the third workshop, the PRG considered comments made to the public display and developed design responses for a number of precincts that required further consideration.

The three EBD workshops and public comments provided the master plan design team with significant guidance to prepare the draft Capalaba Centre Master Plan.

ISSUES

1. Draft Capalaba Centre Master Plan and Implementation Plan

The draft Capalaba Centre Master Plan provides a planning framework to guide the revitalisation of Capalaba to 2031 and beyond as an attractive, liveable and sustainable centre that supports the needs of the City's and region's growing community.

Key features of the draft Capalaba Centre Master Plan include:

1. a clear vision for the future of the Capalaba Centre which has guided the development of the draft Master Plan;
2. a set of guiding, planning and design principles based around the following broad themes:
 - a sustainable centre;
 - a connected centre;
 - a centre with a clear identity;
 - a vibrant and prosperous centre; and
 - a focus on implementation and delivery.
3. a planning framework, illustrative plan and set of design guidelines that provide opportunities for the revitalisation of the Capalaba Centre. Key elements include:
 - creating an active and vibrant place where the community of residents and businesses are able to live, work, interact and invest;
 - providing for a significant opportunity for increased local employment and economic development;
 - planning for strategic infrastructure through integration of the Eastern Busway alignment and bus station;
 - the re-invention of Redland Bay Road to transform it from a barrier between the two main retail centres into an integral element that facilitates pedestrian movements and connects the centre;
 - establishing a strong east-west pedestrian spine that binds the key civic, retail and environmental assets of the centre;
 - providing a focus for civic life, with the creation of a town square to function as the 'heart' of the centre with the major retail shopping centres engaging with the square;

- activating the Coolnwynpin Creek corridor through setting the car park further back from the creek edge, allowing rehabilitation and opportunities for several small scale café and restaurant pavilions;
 - opportunities to live in the centre in a range of housing types, supporting a more vibrant street life and 'after hours' economy along with capitalising on high quality public transport;
 - increasing building height in key locations around the town centre to emphasise the 'heart' of the centre;
 - supporting high quality building design utilising podium design principles and promoting sustainable building design including elements such as 'green' roofs;
 - reducing the dominance of at grade car parking through basement and podium parking.
4. an Implementation Strategy that details the range of actions required to implement the master plan over short, medium and long term timeframes and the responsibility for each action. Importantly, the implementation strategy identifies a range of catalyst projects to drive the revitalisation of the Capalaba Centre.

The extension of the Eastern Busway to Capalaba is identified as a key project/driver to the revitalisation of the Capalaba Centre and realisation of the outcomes of the Master Plan. Its delivery into the Capalaba CBD before the planned post 2031 delivery timeframe is therefore considered essential to achieving the outcomes of the Master Plan. In the shorter term, interim bus priority measures to improve bus movements through the centre are essential;

5. a Planning Study that outlines the background studies, community engagement and planning context that have informed the draft Capalaba Centre Master Plan.

2. Strategic Consultation Plan

The Capalaba Centre Master Plan Strategic Consultation Plan sets out a range of measures to engage with the community and key stakeholders on the draft Plan during its public display.

Key engagement measures include:

- individual meetings with key stakeholders including for example the owners of the major shopping centres;
- reconvening of the Project Reference Group to present the draft plan and highlight opportunity to comment;
- direct mail outs to businesses, organisations and households within the Master Plan area;

- interactive displays in the major shopping centres to capture comments from people shopping, working, visiting or travelling through the Master Plan area;
- peer review of the draft Plan by the Urban Design Alliance.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to preserve a balance with urban, rural, bushland, village, coastal and island character of the Redlands by managing growth.

FINANCIAL IMPLICATIONS

The Plan's preparation, public display and other associated costs are included in 2009/2010 Budget.

PLANNING SCHEME IMPLICATIONS

It is considered that the outcome of recommendations in this report will result in amendments to the Redlands Planning Scheme, such as changes to the Major Centre Zone Code as it relates to the Capalaba Centre.

CONSULTATION

Land Use Planning has consulted with the relevant groups of Planning and Policy throughout the preparation of the draft Capalaba Centre Master Plan. Consultation with the Project Reference Group included State Government and community representatives, business owners, Councillors and Council staff.

OPTIONS

PREFERRED

That Council resolve as follows:

1. To endorse the draft Capalaba Centre Master Plan and Implementation Plan for the purposes of public display;
2. That the display period be for a period of ten (10) weeks commencing from the end of April 2010 to the end of June 2010; and
3. That the display period be supported by a range of engagement measures as outlined in the Capalaba Centre Master Plan Strategic Consultation Plan.

ALTERNATIVE

That Council not endorse the draft Capalaba Centre Master Plan and Implementation Plan for purposes of public display.

OFFICER'S/COMMITTEE RECOMMENDATION

That Council resolve as follows:

1. To endorse the draft Capalaba Centre Master Plan and Implementation Plan for the purposes of public display;
2. That the display period be for a period of ten (10) weeks commencing from the end of April 2010 to the end of June 2010; and
3. That the display period be supported by a range of engagement measures as outlined in the Capalaba Centre Master Plan Strategic Consultation Plan.

PROPOSED MOTION

Moved by: Cr Murray
Seconded by: Cr Reimers

That the Committee Recommendation not be adopted and that this item be deferred for further consultation by councillors to ensure the following is considered and included in the draft Capalaba Master Plan:

1. Height limit to 6 storeys;
2. All developable areas be provided with good traffic and pedestrian access which will have minimal impact on the community;
3. Road networks address present and future traffic congestion; and
4. Overshadowing be addressed by design criteria on the southern sides of buildings.

MOTION TO SUSPEND STANDING ORDERS

Moved by: Cr Reimers
Seconded by: Cr Townsend

That Standing Orders be suspended to allow for open discussion.

CARRIED

MOTION TO RESUME STANDING ORDERS

Moved by: Cr Elliott
Seconded by: Cr Murray

That Standing Orders be resumed.

CARRIED

On being put to the vote the motion was LOST.

A division was called for.

Crs Murray and Reimers voted in the affirmative.

Crs Burns, Elliott, Bowler, Williams, Townsend, Henry, Boglary, Ogilvie and Hobson voted in the negative.

The motion was declared by the Mayor as LOST.

COUNCIL RESOLUTION

Moved by: Cr Williams

Seconded by: Cr Henry

That the Committee Recommendation be adopted with an additional recommendation 4 to read as follows:

- 4. *That endorsement for public display and community engagement does not indicate Council's approval of the Draft Master Plan.***

The motion was put as follows:

That Council resolve as follows:

- 1. To endorse the draft Capalaba Centre Master Plan and Implementation Plan for the purposes of public display;**
- 2. That the display period be for a period of ten (10) weeks commencing from the end of April 2010 to the end of June 2010;**
- 3. That the display period be supported by a range of engagement measures as outlined in the Capalaba Centre Master Plan Strategic Consultation Plan; and**
- 4. That endorsement for public display and community engagement does not indicate Council's approval of the Draft Master Plan.**

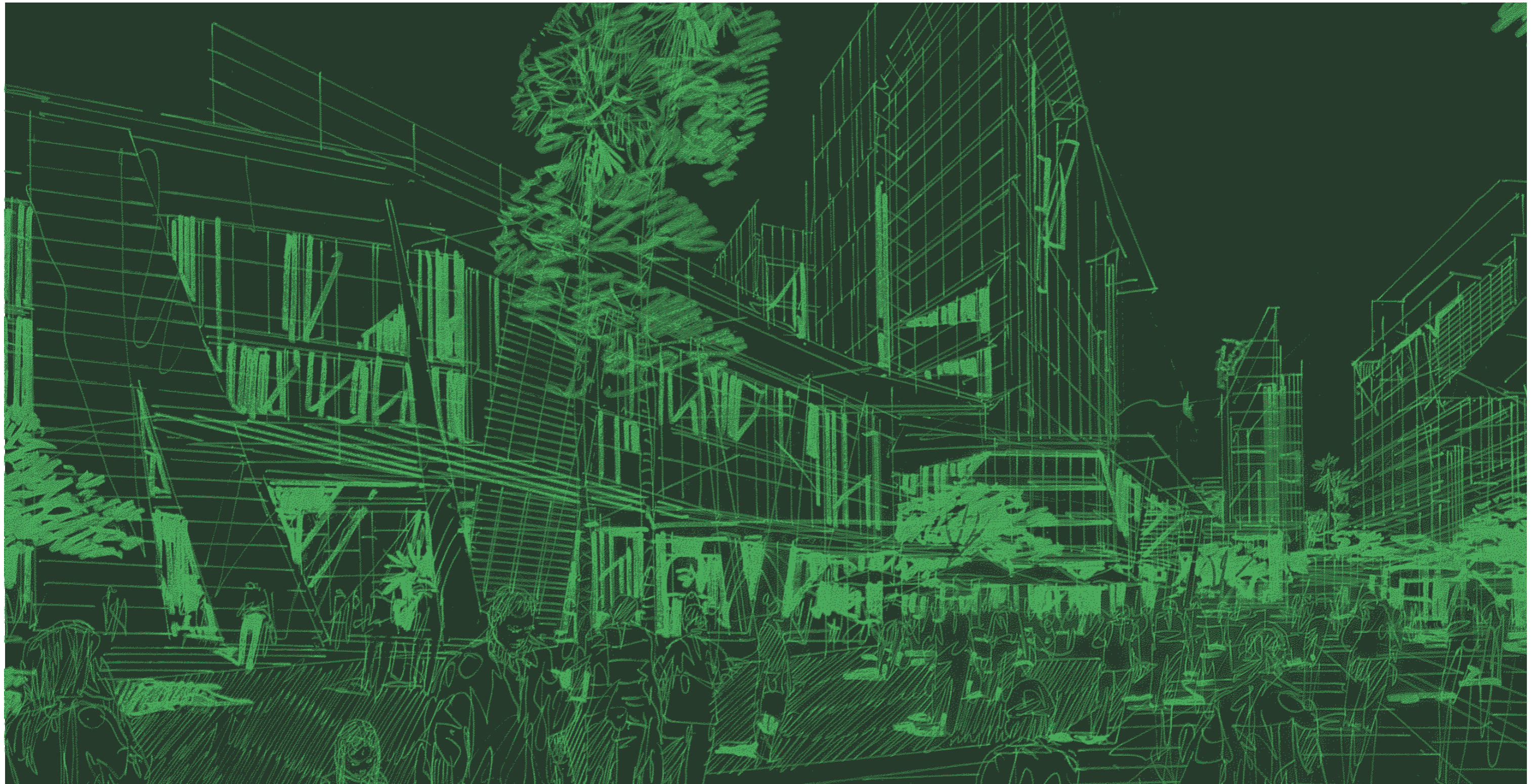
CARRIED

A division was called for.

Crs Burns, Reimers, Elliott, Bowler, Williams, Townsend, Henry, Ogilvie, Boglary and Hobson voted in the affirmative.

Cr Murray voted in the negative.

The motion was declared by the Mayor as **CARRIED**.



CAPALABA

ACTIVITY CENTRE

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CAPALABA

ACTIVITY CENTRE VOLUME 1

Master Plan

2010 | FINAL

The South East Queensland (SEQ) Regional Plan defines a hierarchy of centres throughout SEQ. The SEQ Regional Plan seeks to focus regional centre development in well planned, vibrant, and accessible regional activity centres. Capalaba is designated as a Principal Regional Activity Centre (PRAC), therefore is intended to provide a focal point for regional employment, community services and in-centre residential development.

01 Introduction

1.1 Purpose of this Master Plan

The aim of the Master Plan is to provide a strategy to guide the sustainable development of the centre over the next 20 years. The primary objective of the plan is to build upon the existing strengths of the centre and to supplement these with a range of new initiatives to reposition Capalaba and activate it as the primary employment, transit and mixed use development node within Redland City. The master plan aims to ensure Capalaba functions as a Principal Regional Activity Centre, which:

- provides opportunities for economic investment and employment generation;
- accommodates higher density mixed use development
- facilitates the proposed busway to achieve transit-oriented development outcomes;
- creates a distinct and vibrant place which is a focus for government investments in major public transport, health, education, cultural and entertainment facilities;
- provides a network of streets and spaces that act as a focus for community and social interaction;
- manages private travel demand by providing legitimate public and active transport alternatives;
- provides opportunities for synergies between land use and transport to develop; and
- defines a layout and built form which is legible, sustainable, visually attractive and integrates all elements of the centre.

1.2 Report Structure

This master plan, for ease of interpretation, has been broken into two key components as follows:

Volume 1 – Master Plan and Implementation Strategy

- Sections 1 and 2 provide a summary of studies, consultation and analysis that has informed the development of the master plan.
- Section 3 outlines the vision, principles and key features of the Capalaba centre master plan.
- Section 4 provides detailed precinct intents and design guidelines which form a planning and policy basis for realisation of the master plan.
- Section 5 identifies a number of implementation strategies developed to facilitate delivery of the vision for the Capalaba centre.

Volume 2 – Master Plan Development Summary

- Provides an outline of the planning process and various studies undertaken to inform the Master Plan.

1.3 Study Area

The master plan study area is identified by Figure 1.3. The study area includes the Capalaba CBD designated Principal Regional Activity Centre in the SEQ Regional Plan which accommodates two regional shopping centres, being Capalaba Central and Capalaba Park. Capalaba Place, which houses the Council library, customer service centre and community meeting space, is in close proximity to the City's major bus interchange which is also located within the master plan area. Capalaba Centre includes concentrations of commercial and retail development. Single detached dwellings and light industrial uses are also located within the master plan area. The master plan study area is framed on three sides by Capalaba Regional Park, John Fredrick's Park and Coolwynpin Creek.

Of note is the substantial employment area immediately to the south of the master plan study area. The relationship between the centre and this employment area has been a key consideration during the master planning process and, although outside of the study area, the plan has sought to play a role in physically integrating the centre with this key employment destination.



Figure 1.3 | Capalaba Master Plan Study Area

02 Background + Process

2.1 Overview and Process

The master plan development has followed the process outlined in Figure 2.1. A key component of this process, and opportunity for community input, has been a series of Enquiry By Design (EBD) workshops. Further detail in relation to this process is outlined in Volume 2 of this report.

2.2 Key Reference Documents

The preparation of this master plan is supported by a number of separate studies listed below:

2006 Analysis

- Land Use Analysis Report – June 2006
- Bus Station Options Analysis – July 2006

2008 Analysis

- Urban Context Analysis – October 2008
- Gap Analysis – October 2008

Enquiry By Design Outcome Reports

- Workshop 1 Report – 27 November 2008
- Workshop 2 Report – 11 December 2008
- Workshop 3 Report – 19 March 2009

Additional Supporting Studies and Plans

- Capalaba Transport Study – February 2009
- John Fredericks Park Master Plan – October 2006
- Redlands Koala Policy and Strategy 2007
- SGS Economics and Capalaba Regional Activity Centre Study
- Capalaba Activity Centre Options Report Volumes 1 & 2 2007
- Redland City Centres and Employment Review 2007
- Capalaba Regional Park Master Plan - Stages 3& 4
- Capalaba CBD Traffic Improvement Study, 2006
- Eastern Busway - Approved Alignment Map - Tingalpa Creek to Moreton Bay Road
- State Government Agency Workshop 2008
- Building Strong Communities: Redlands Social Infrastructure Strategy 2009

Further detail in relation to these inputs is outlined by Volume 2 of this report.

2.3 Regional Planning Context

SEQ Regional Plan

The South East Queensland Regional Plan 2009-2031 (SEQ Regional Plan) is the Queensland Government's long-term plan that will shape South East Queensland (SEQ) over the next 20 years. A fundamental component of the SEQ Regional Plan is the establishment of a regional activity centres network.

Activity centres are encouraged to become focal points of SEQ's urban fabric by:

- Creating economic growth by co-locating a mix of land uses.
- Concentrating goods and services more efficiently.
- Providing appropriate locations for government investment in public transport, health, education, cultural and entertainment facilities.
- Providing a focus for community and social interaction.
- Encouraging multi purpose trips and shorter travel distances to reduce demand for private travel.
- Integrating land use and transport to support walking, cycling and public transport.
- Accommodating higher density residential development, employment and trip-generating activities.

Capalaba town centre is identified as a **Principal Regional Activity Centre** by the SEQ Regional Plan. The intent of such centre is:

*"SEQ's principal regional activity centres serve catchments of regional significance and accommodate key employment concentrations. They also serve business, major comparison and convenience retail, and service uses. These centres provide a secondary administrative focus, accommodating regional offices of health, education, cultural and entertainment facilities that have governmental and regional significance. Outside the Brisbane CBD, principle regional activity centres serve as key focal points for regional employment and in-centre regional development. As major trip generators, these centres typically have existing or planned, dedicated public transport, including rail bus or light rail, and comprise key nodes in the regional public transport system. Residential development densities in principal regional activity centres should be around **40-120 dwellings per hectare (net)** or greater."*

The importance of this designation can not be underestimated, with Capalaba being 1 of only 15 principal regional activity centres in SEQ which include prominent centres such as Ipswich CBD, Robina, Carindale and Cleveland. Principal Regional Activity Centres are SEQ's most important centres and opportunities for growth under policies set by the SEQ Regional Plan second only to the Brisbane CBD.

Regional policies set out the 'desired regional outcomes' for activity centres such as Capalaba. Of particular relevance, **Desired Regional Outcome 8 (DRO 8)**, endorses 'compact settlement' as a growth management solution by promoting:

'A compact urban structure of well-planned communities, supported by a network of accessible and convenient centres and transit corridors linking residential areas to employment locations establishes the context for achieving a consolidated urban settlement pattern.'

This outcome statement is supported by a number of policies necessary to achieve it and which provide a guide to local government in its planning processes and decision making. Accordingly, relevant regional plan policies which underpin this study include but are not limited to:

8.1.2: *Focus higher density and mixed-use development in and around regional activity centres and public transport nodes and corridors.*

8.2.1: Accommodate regional growth in locations that provide superior transportation choices or otherwise reduce car use, particularly through supporting growth in established urban areas and redevelopment in and around existing urban centres, and along priority transit networks and other high-frequency transit corridors.

8.3.2: Ensure that new government buildings respond with high-quality design to the urban context in which they are to be located, and that particular attention is afforded to making high-quality public spaces.

8.3.3: Ensure all development and appropriate infrastructure, such as public transport stations, incorporate subtropical design principles, including orientation, siting and passive climate control.

8.3.4: Achieve design excellence for all new prominent buildings and public spaces in the Brisbane central business district, regional activity centres and transit communities.

8.4.2: Ensure urban community greenspace is integrated into the urban structure of development areas to provide for land use efficiencies and long-term sustainability.

8.5.2: Provide housing choice through a range and mix of dwelling type, size, and location in residential developments.

8.6.2: Locate major employment and trip generating activities in regional activity centres and on priority transit corridors and other high-frequency transit corridors.

8.8.3: Provide activity centres with attractive, high amenity public areas at locations that encourage and support social interaction, casual meeting and active lifestyles.

8.9.5: Apply transit oriented development principles and practices to the planning and development of transit nodes, having regard for local circumstances and character.

This master plan has been developed in response to Capalaba's designation as a Principal Regional Activity Centre by the SEQ Regional Plan. It seeks to reflect the relevant regional planning policies and provide a framework for Capalaba to achieve its full potential as one of SEQ's Principal Regional Activity Centres.



Figure 2.3 | Regional Context

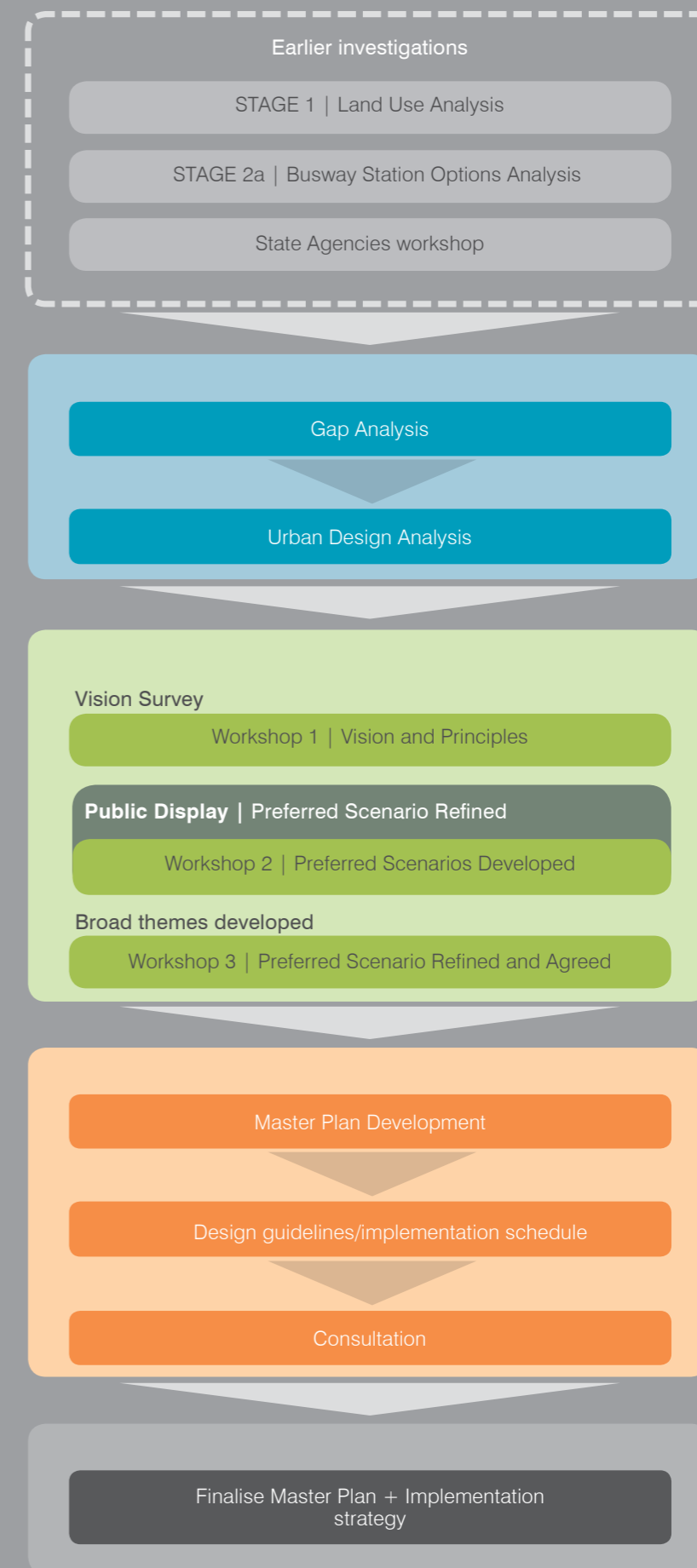


Figure 2.1 | Process Diagram

2.4 Local Planning Context

2.4.1 Redlands Planning Scheme

The study area is included within the Major Centre, Open Space, Conservation and Medium Density Residential Zones of the Redlands Planning Scheme (refer figure 2.4.1). The Major Centre Zone is the principal zone applicable to the study area and provides for uses that:

- enhance the primacy, vitality and vibrancy of the City's Major Centres;
- service the primary retail, commercial, administrative, entertainment, cultural and community needs of the City;
- provide a key source of economic activity and employment;
- provide a major focus for community interaction and civic life;
- highly accessible by private vehicle, public transport and pedestrian and cycle routes.

- The specific planning intent for the Capalaba Major Centre specifies that:
- recognise Capalaba as a Principal Centre for south east Queensland and the primary retail and commercial centre in the City serve a catchment greater than 50 000 people
- the administrative functions of Capalaba are secondary to that of Cleveland and are limited to local government support branches and State Government services;
- Capalaba includes residential mixed-use development consistent with the character of the centre;
- Is a tourist gateway to the City as well as the centre for special events facilitated by traders and the local community;
- Includes entertainment facilities such as cinemas, nightclubs, restaurants and bowling alleys;
- Capalaba is a major transport interchange for both private and public transportation.

Under the current planning framework, the Major Centre Zone Code identifies overall objectives for built form and density to guide future development in Capalaba.

Current planning controls require that development:

- reinforce a "sense of place" established by the centre;
- maintain a mid-rise integrated development appearance;
- does not overwhelm or dominate the centre or adjacent land;
- limits adverse impacts of overshadowing on public and civic places;
- contributes to an attractive high quality and distinctive streetscape when viewed from all road frontages and public or civic places;

- concentrates building mass around the central core, establishing a critical mass through increased building height and identifying the heart of the Centre through physical building form;
- maximises the coherent and efficient use of land;
- provides areas for public and civic places, landscaping and streetscape works; and

The Capalaba Activity Centre Master Plan ultimately provides the basis for review and further refinement of current planning scheme controls relevant to the centre and its development.

LEGEND

- Medium Density Residential
- Open Space
- Major Centre
- Conservation

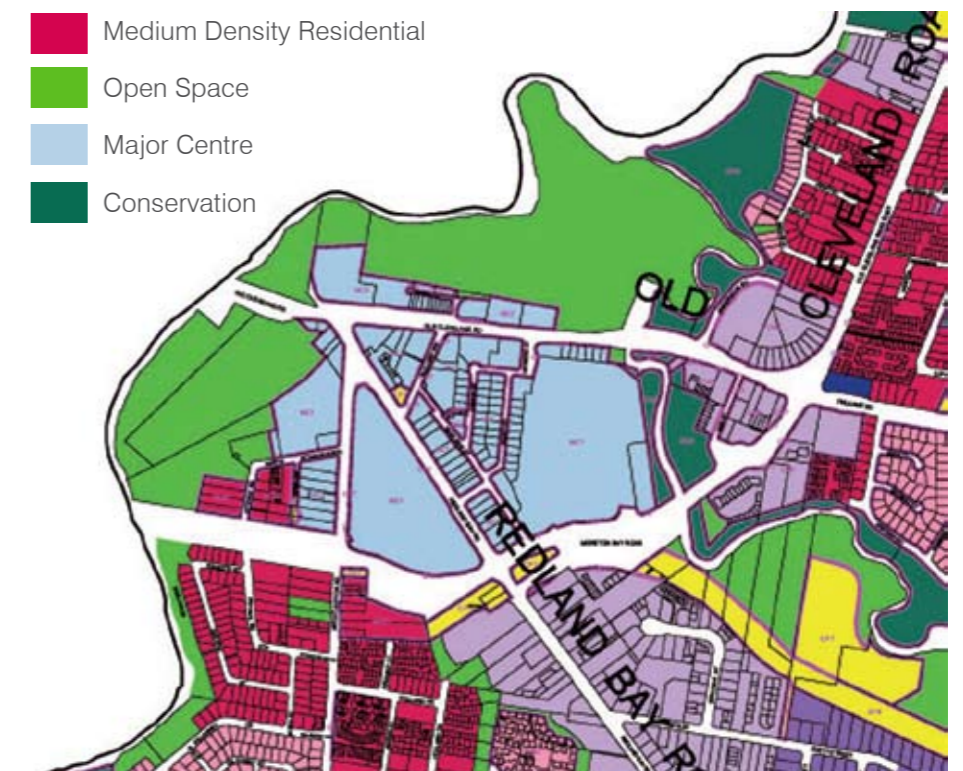


Figure 2.4.1 – Redlands Planning Scheme Zoning

2.5 Engagement and Enquiry by Design

The Capalaba Centre Master Plan has been prepared with on-going community engagement throughout its drafting. A key component of the master plan preparation process was a series of Enquiry by Design (EBD) workshops, which provided a Community Reference Group and other key stakeholders with the opportunity to contribute and provide feedback. The Community Engagement and EBD process is outlined in figure 2.5a.

The EBD workshops brought together people with a wide range of interests in Capalaba to discuss, develop and design possible urban design and planning solutions to make Capalaba a better place to shop, work, live and do business.

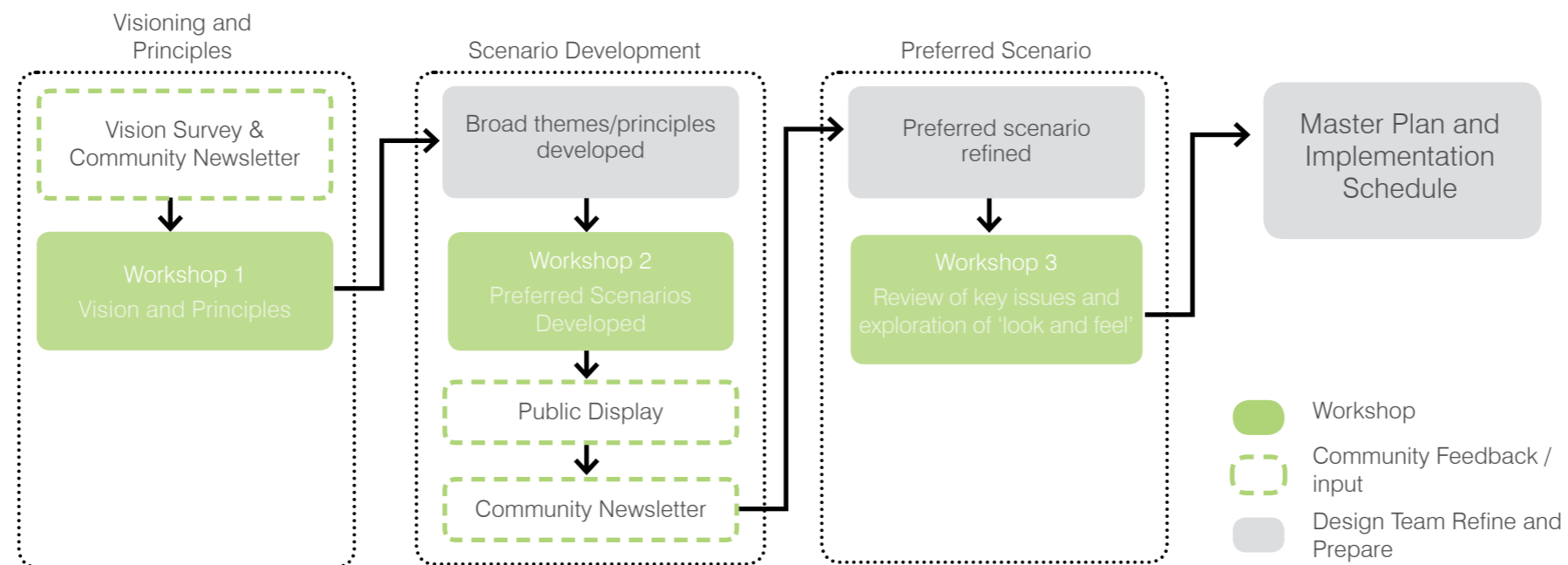


Figure 2.5a | EBD Process

The key outcomes for each workshop are briefly summarised as follows:

Community Newsletters and Visioning Survey Results

Two weeks before Workshop 1 the first community newsletter was sent out to the residents of Capalaba and surrounding suburbs. The newsletter explained the importance of the master plan project, and also included a short survey for residents to provide their input on their vision for Capalaba. Over 150 surveys were received. The feedback provided insight into the communities perception of Capalaba's key strengths, issues and revitalisation ideas, and helped guide the vision and principles workshop.



An additional newsletter was distributed seeking comments on two conceptual options, draft visions and planning and design guidelines following Workshop 2.

Workshop 1

A visioning exercise was undertaken to develop a 'vision' or components of a 'vision' for the future of Capalaba. The key themes to emerge sought improvements to:

- Sustainability
- Connectivity
- Identity
- Economic/Activity

The workshop feedback was used by the design team to formulate a draft vision. The draft vision underwent further refinement and consultation during the EBD process to arrive at the vision presented by this master plan.



Workshop 1 also required teams to develop guiding planning and design principles to inform the development of the master plan which are summarised by Volume 2 of this report and have formed the basis for the development of principles presented by this master plan.

Workshop 2

Workshop 2 culminated in participants developing overall master plan options or scenarios for the centre. These scenarios were developed further and released to the community at a public display in February/ March 2009 for further comment. Community comments received were presented and considered in Workshop 3.

Workshop 3

This third EBD Workshop provided the project team and Council with a series of clear directions for a number of key elements of the master plan. Equally the workshop enabled the visualisation of the intent and desires of the community reference group with regard to the overall Look and Feel of a future Capalaba. A synthesis of the key design directions to emerge from the workshop series is provided by Figure 2.5b.



LEGEND

Planned eastern busway alignment:





















-  At-grade
-  Ramp
-  Cut cover tunnel
-  Busway station
-  Park and Ride Facility
-  Major East/West pedestrian spine
-  North / South Pedestrian spine (precise location and design of the crossing at Old Cleveland Road requires further consideration, however the intent is to provide an improved pedestrian / 'green' link through to John Fredrick's Park.)
-  Realignment of Redland Bay / Mount Cotton Road intersection
-  Active frontage
-  Town Square
-  Key connections to open space
-  Animated creek side corridor
-  Key sites for taller building forms
-  Green Boulevards that frame the centre
-  Expanded community centre
-  Parkside esplanade
-  Redland Bay Road narrowed to maintain an access function only
-  Pedestrian / vehicle shared zone with opportunity for longer-term closure
-  Gateway
-  Green space



Figure 2.5b | EBD Master plan outcomes framework



03 Master Plan

This section of the report sets out the master plan for Capalaba Town Centre. The plan has been developed utilising a combination of extensive community engagement and iterative design processes. For ease of interpretation the master plan is expressed in a number of ways including:

- An illustrative plan that demonstrates a potential physical outcome for the centre based on the principles and guidelines developed and agreed with stakeholders through the master planning process.
- A summary of the key features of the plan.
- The illustration of several 'layered' strategies for the entire centre. These 'layers' seek to provide clarity about how the plan will be implemented and achieve excellence in relation to access, land use, open space, environmental and built form outcomes.



Figure 3 | Artist Impression - Overlooking Capalaba view to the South East

3.1 Capalaba Centre 2031 - Vision and Principles

The starting point and ongoing touchstone for the master plan has been the vision that was collaboratively developed with the community for Capalaba. The vision captures a range of themes and ideas and is supported by several key principles that aim to describe the qualities and outcomes sought by the plan. The vision for Capalaba is:

“Capitalising on its strategic location, principal activity centre status, and high quality public transport linkages, Capalaba Centre will be transformed into an exemplar of Transit Oriented Development and emerge as a major sub-regional destination. Exciting new housing and offices will define the core of a compact centre and connect the existing retail centres, re balancing Capalaba to become the vibrant centre for local civic life.

Contemporary and locally distinctive buildings, a high quality public realm including a new town square, and improved connections to the green spaces surrounding the centre deliver a liveable centre, attractive for both people and business investment. Capalaba town centre will successfully draw together the themes of Connectivity, Social Diversity, Environment and Economic Vibrancy to re position itself as a truly unique and responsive place.”

3.1.1 A Sustainable Centre

A successful urban place must address issues of how to utilise and preserve the natural environments and ecosystems that exist within and, in the case of Capalaba, around it. The consideration of this is on two levels. On a general level, the achievement of good environmental design focuses on the relationship between land use and transport, the enhancement of green spaces and the preservation of biodiversity. On a more detailed level, design for climate, water recycling and the potential of solar and wind harnessing (amongst others) is now an important part of town and place making. In order to preserve and enhance the environment the master plan will focus on building upon the strong environmental credentials of Redland City by requiring that all new places, buildings and spaces embody a best practice approach to environmental sustainability by:

- Promoting travel by public transport, walking and cycling;
- Clustering a mix of centre related land uses at appropriate densities to enliven the public realm and capitalise on synergies with public transport and ‘in centre’ living;
- Protecting and enhancing the existing green spaces and corridors that currently frame the centre;
- Maximising the use of renewable energy and the adoption of practices / systems that use energy efficiently;
- Promoting effective water demand management practices;

- Promoting construction methods with the least environmental impact; and
- Developing a storm water system that minimises loads on adjoining waterways and that integrates ‘Water Sensitive Urban Design’ principles.

3.1.2 A Connected Centre

The essence of a successful urban environment lies in the integration of streets, buildings, transport modes and public spaces, thus enabling interaction between people finding themselves in the same place for different reasons. It presents the opportunity for face-to-face exchange of information, knowledge, products and money: the essence of ‘in centre’ living. A connected centre is highly legible and permeable and is easily traversed and explored using multiple transport modes (walking, cycling, public transport and private vehicles).

The centre will extend and improve its ‘connections’ by:

- Developing a clear hierarchy of major streets, through streets and local streets;
- Linking streets and public spaces to form a vibrant public domain;
- Strategically locating future land uses around the planned Busway station;
- Upgrading the capacity of intersections in the surrounding network;
- Protecting the strategic alignment through the site which forms part of the future Busway corridor;

- Enhancing the green connections between the urban core and the surrounding parklands;
- Providing for interim bus priority routes; and
- Designing pleasant and safe streets to encourage walking and cycling, including intersections that facilitate pedestrian use.

3.1.3 A Centre with a Clear Identity

Vision is the dominant sense in terms of our experience of an urban environment. The richness and variety of buildings and spaces add greatly to the sensory experience. The key physical characteristics of the Capalaba Centre that will establish its unique identity are:

- Developing a style of architecture and public space design that blends the unique bayside qualities of the city with the environmental and historic rural aspects of the Capalaba locality;
- Enhancing natural and cultural features including the suite of parks and gardens that surround the centre;
- Defining public spaces and streets with locally themed trees and landscaping; and
- Locating new car parking underground to maximize active uses at the street level.

3.1.4 A Vibrant and Prosperous Centre

The mix of land uses that exists in the centre has the potential to provide a high level of activity and variety, attracting a range of people for different reasons. The key challenge in land use terms is not the mix of uses or range of services but rather their relative quantum (retail dominates). The master plan aims, at a fundamental level, to increase the proportion of residential, civic and commercial activity as a way of bringing investment and life to the areas between the two enclosed shopping centres. This approach encourages different activities, at different times, in the same place: the essence of all vibrant urban places. The land use and economic priorities that underpin the master plan include:

- Developing new infrastructure including streets, parks, community facilities, public spaces and transport infrastructure;
- Promoting higher density residential and mixed use development;
- Complementing adjoining urban and parkland uses;
- Promoting a variety of residential dwelling types to encourage a diverse and sustainable community.
- Developing a range of local events complementary of future residential, commercial and educational uses; and
- Promoting linkages to the surrounding business hub (south) and community uses.

3.1.5 A Focus on Implementation and Delivery

The master plan in essence is intended to operate as a decision-making framework for the Council and Community to utilise in managing change in Capalaba. The sequence in which the measures described in the master plan are implemented will have a number of downstream effects on subsequent stages of delivery. In this context, the vision and master plan seeks to provide a flexible framework that is able to adapt to issues as they emerge. Because of this inherent flexibility, and the unknown nature of long term market and policy environments, the master plan is able to be delivered in a variety of ways and should be seen as a ‘living document’ that is sufficiently robust to respond to changing conditions. Ultimately, the vision of a thriving and sustainable activity centre is the objective; the process of its delivery will require some flexibility.

- ① Redland Bay Road partially closed in the long term to support pedestrian movements between shopping centres
- ② Below grade busway tunnel and station
- ③ Key opportunity for gateway development site
- ④ Major east-west pedestrian spine connecting Tingalpa Creek to Coolwynpin Creek
- ⑤ Secondary north-south pedestrian spine connecting the new town square to John Fredericks Park
- ⑥ Develop the northern carpark of the Capalaba Park Shopping Centre - retail/commercial above - incorporating pedestrian access as part of the major east-west pedestrian spine
- ⑦ Parkland Living Precinct - medium density parkside residential development
- ⑧ Mixed use development - retail at ground floor, residential above
- ⑨ Retail development along Redland Bay Road to activate street frontages
- ⑩ Community Centre - including library, exhibition and meeting spaces integrated with town square and adjoining open spaces.
- ⑪ Provide Pedestrian access through Capalaba Central Shopping Centre as part of the major east-west pedestrian spine
- ⑫ Commercial development integrated into shopping centre
- ⑬ New development along Coolwynpin Creek as small pavilions to activate public realm including bbq facilities, informal meeting facilities etc.
- ⑭ Redlands Youth Plaza
- ⑮ Park and Ride
- ⑯ Town Centre South / Performance Space
- ⑰ Community Recreation Facility



Figure 3.2 | Illustrative Master Plan



3.2 Illustrative Master Plan

Figure 3.2 sets out the illustrative plan for the town centre in the year 2031. The plan demonstrates a range of built and public space outcomes that will result in a fundamental change to the character, perceptions, and urban quality of the place.

To assist in the interpretation of the Illustrative Master Plan, Section 3.4 provides illustrative sections of the key focus areas of the master plan.

3.3 Key Features of the Plan

Although described in greater detail in sections 3.4 and 4.0, the plan contains a number of key defining features that can be summarised as follows:

A dense and active town centre:

The overriding objective of the plan is to create an active and vibrant place in which the community of residents and businesses are able to live, work, interact and invest. The illustrative plan demonstrates a physical form and intensity of activity that will deliver this outcome.

Planning for strategic infrastructure:

The master plan has been developed in the context of preserving a corridor for the planned eastern busway alignment. The alignment follows Redland Bay road underground, has a major interchange / station in the heart of the town centre, and extends further to the south to terminate at a park and ride facility across Moreton Bay Road.

The total re-invention of Redland Bay Road:

Redland Bay Road will be transformed from a barrier between the two main retail centres into an integrative element that facilitates easy crossing by pedestrians and, through improvements to amenity, opportunities for a range of retail,

commercial and residential uses fronting the corridor. A key proposal that will unlock this opportunity is the reprioritisation of the Redland Bay / Mount Cotton Road intersection to encourage movement along Mount Cotton Road and the use of Redland Bay Road for destination traffic only. Following the intersection works the width of the Redland Bay Road corridor can be narrowed along its western edge to allow for a thin building that fronts the street and hides service bay activity associated with Capalaba Park shopping centre. A section of Redland Bay Road should also be considered for closure in the longer-term once the busway is constructed.

A pedestrian spine that binds the centre together:

Running in a generally east to west alignment, the master plan proposes a unified pedestrian spine that binds together the key civic, retail, and environmental assets of the centre. The pedestrian spine is seen to be the primary organising device for the centre around which development, transit, community and commercial opportunities can emerge.

A focus for civic life: At the heart of the centre and the pedestrian spine is the town square. A physical focus for civic life and the location of the existing (and future underground) busway station.

The square will provide a 'stage set' for local festivals and events and will provide a discernible heart to the centre.

Connectivity between the centre and its green spaces:

The road pattern of the centre has been supplemented by a suite of new connections that provide much stronger visual and physical linkages between the urban activities of the centre and the vast green spaces that surround it. Sub-tropical streets, lanes, courtyards and view slots have been integrated to give the perpetual sense that Capalaba Regional Park, John Fredericks Park, and the Coolwynpin Creek Corridor are accessible from the centre.

An animated creek side corridor:

Coolwynpin Creek is a major environmental and amenity asset for the town centre that is currently inaccessible and dominated by at grade car parking along its western edge. The master plan reorganises vehicular circulation in this precinct to allow a greater setback from the creek corridor and for the construction of several small-scale café and restaurant pavilions scattered along its edge.

A preference for legibility and order:

The current form of the centre does not provide a coherent or legible experience. A core aim of the master plan is to realign buildings and streets to achieve a simple and

logical block pattern that provides development flexibility and a sense of order to the centre.

Green and shaded streets and spaces:

All streets and spaces in the centre will be characterised by significant and high quality tree planting to provide shade, visual amenity, and environmental outcomes.

Residential density in the centre:

A major change to the land use profile and physical form of the centre will be the introduction, over time, of a significant amount of medium density housing. This is expected to be delivered as both stand alone development as well as being integrated into mixed-use development schemes. The outcome being sought is a more vibrant street life, and 'after hours' economy, and improved catchments to support increased public transport patronage.

Height in key locations:

A number of key sites have been identified as being appropriate for taller building forms. Height is to be concentrated within the core of the centre focused around the new busway station and town square. Building height will gradually decrease from its highest point at the core, to a height that is sympathetic to surrounding areas.

Boulevards that frame the centre:

Moreton Bay road and Old Cleveland Road flank the northern and southern

edges of the centre and provide an excellent opportunity to frame the urban activities of the core with grand green boulevards. The intention of this proposal is to 'wrap' the centre in an additional layer of 'green', reinforcing its environmental qualities and defining the edge of the town centre.

Physical and economic linkages to the south:

The business activity that occurs to the south of the centre along the Redland Bay Road corridor is a key economic driver for the district and sub-region. The master plan seeks to recognise this by proposing, in the longer term, the extension of the Redland Bay road landscape treatment (which would not include narrowing) integrates with the businesses located there.

A retained and expanded community centre:

The existing community centre will be retained, improved, and expanded upon. A key element of this will retro-fitting the building to better engage with the town square and pedestrian spine, thus contributing to the life of the public realm in a more significant way.

A Parkside esplanade:

Capalaba Regional Park will be flanked by a high quality esplanade road that provides improved access to the park, additional car parking and unlocks adjacent parcels for higher and better uses.

3.4 Indicative Sections



- LAND USE
- Retail
 - Commercial
 - Community
 - Residential



Figure 3.4a | AA - Redland Bay Road

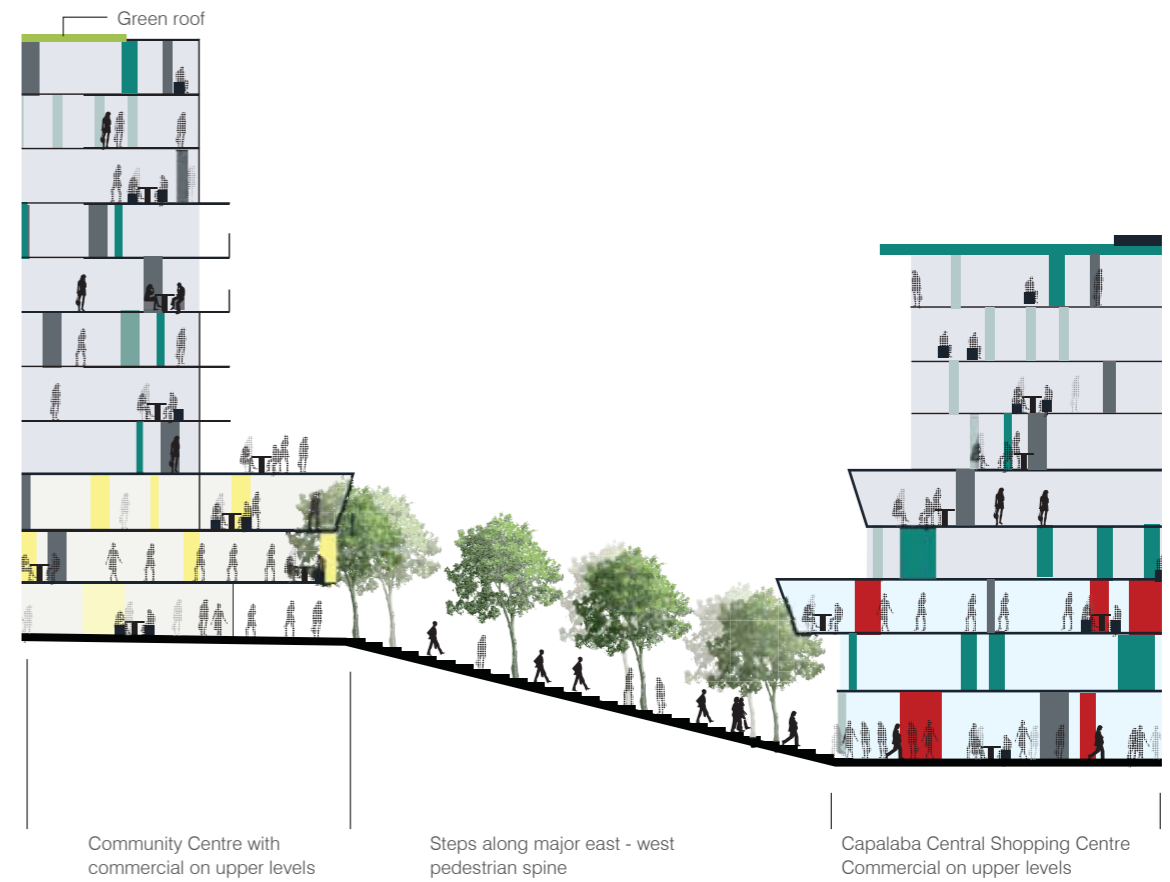


Figure 3.4b | BB - Entry from community centre to Capalaba Central Shopping Centre

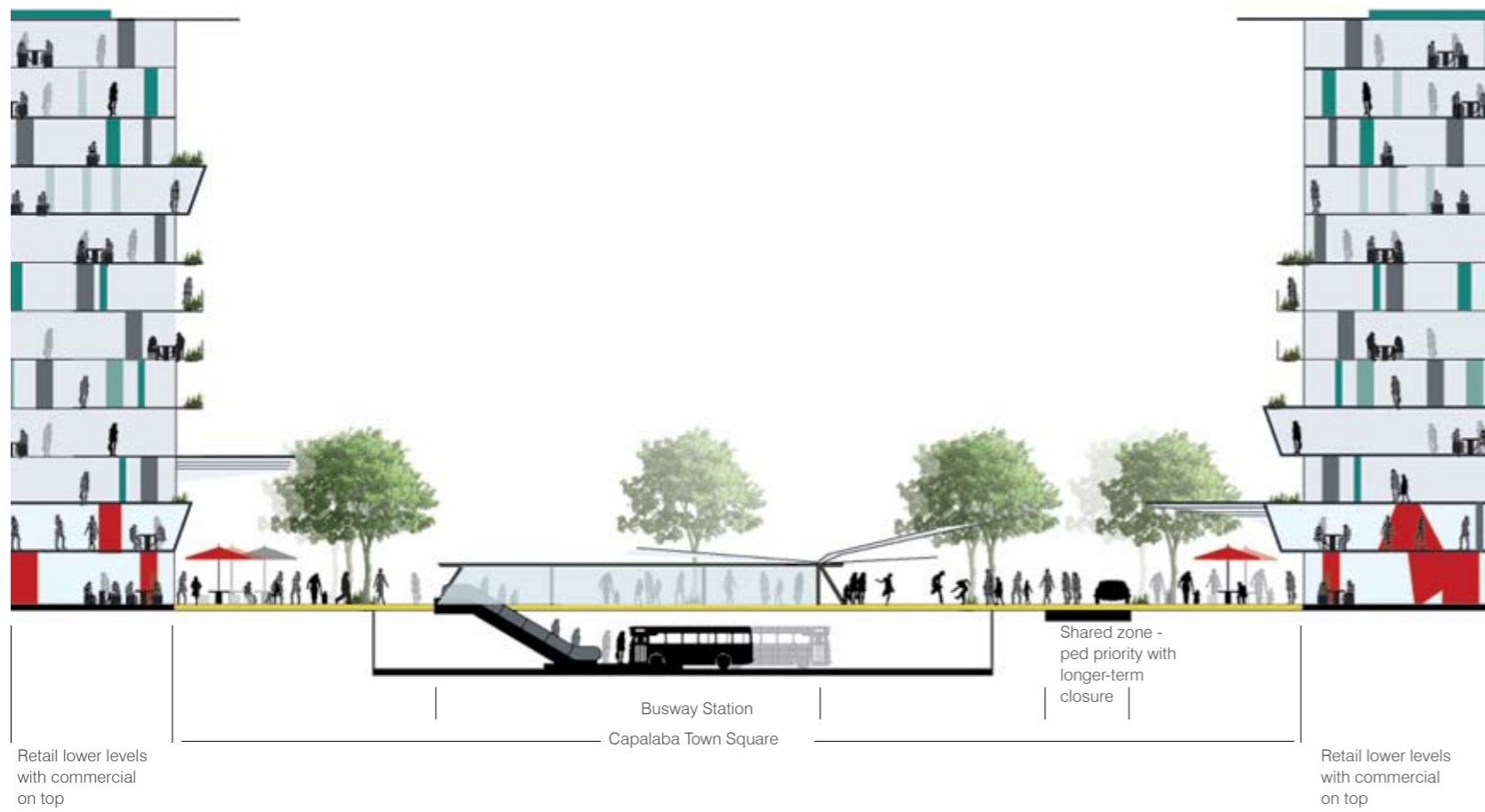


Figure 3.4c | CC - Capalaba Town Square



Figure 3.4d | DD - Coolwynpin Creek



Figure 3.4e | EE - Residential Development in Parkland Living Precinct overlooking Capalaba Regional Park

3.5 Centre Wide Concepts

A number of centre wide concepts have guided the development of the Capalaba Master Plan. These have been derived from the EBD and engagement process and have been refined by the design team into the following core concepts.

Access and Mobility

The master plan aims to improve connectivity within the centre itself and to areas surrounding the centre. The key concepts driving the strategy include:

- The realignment and downgrading of Redland Bay Road and longer term partial closure directly adjoining the new town square.
- Establishing a defined and legible east west pedestrian movement system.
- Creating a network of pedestrian and cycle connections which integrate with surrounding systems and spaces.
- The removal of 'dead end' streets to promote greater legibility.

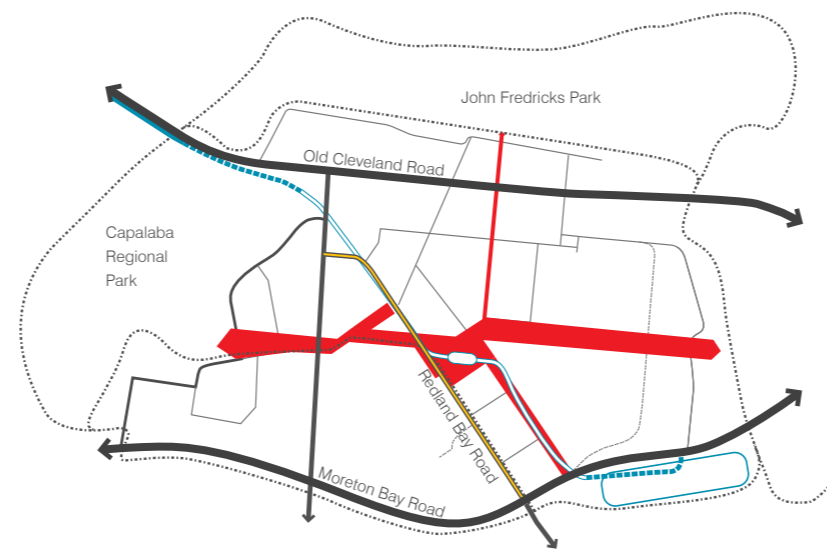


Figure 3.5a | Access and Mobility

LEGEND		
Main Arterial	Park & Ride	Cut Cover Tunnel
Redland Bay Downgrade	Bus Interchange	Main pedestrian movement
Trunk Collector	Busway:	Shared path
	At-grade	
	Ramp	

Landscape and Environment

The master plan aims to connect and enhance the existing landscape and environmental assets which surrounds the activity centre. Key concepts driving the strategy include:

- Creation of a park side esplanade adjoining the Capalaba Regional Park.
- The use of planting and landscape elements to create a boulevard feel along the centres key roads and streets.
- Establishing improved visual and movement links to the surrounding green space network.



Figure 3.5b | Landscape and Environment

LEGEND	
Parkside Esplanade	Potential landscape statement opportunity
Landscaped boulevards / avenue	Existing Parkland
Pedestrianised and landscaped avenue	Links to open space
Pedestrian priority zone	Sports field
Indicative green courtyards / podiums and green roofs	Rehabilitated Creek Edge

Land Use

The land use plan aims to encourage growth, diversity and activity by providing an opportunity for a variety of distinct precincts to emerge whilst providing flexibility within these precincts. The key concepts driving the strategy include:

- Provide access to a full range of services and facilities to meet community needs.
- Capitalising on the mobility and accessibility benefits of the planned Busway station by encouraging commercial uses in its close proximity.
- Reclaiming car parking areas along Coolnwynpin to promote an improved creek environment and retail/dining opportunities.
- Capitalising on the amenity attributes of the surrounding green space network.



Figure 3.5c | Land Use



Building Heights

Buildings and streets have been re-oriented to assist in improved legibility, building heights have been proposed in locations that visually reinforce the primacy of the core of the centre, and new development will be required to deliver climatically and locationally appropriate buildings types.



Figure 3.5d | Building Heights



Public Space and Streetscape

The master plan aims to create an interconnected network of public spaces and streets that contribute to creating a 'liveable' activity centre. Key concepts driving the strategy include:

- Creation of a town square which establishes an identifiable and significant space that forms the heart and south of Capalaba.
- Providing connections to adjoining spaces for cultural activities, events and festivals that provide a focus for community and social interaction.
- Creation of lively streets with active building frontages.
- Providing variety in visual and physical experiences through use of light, shade, materials and planting.
- Creation of centre gateway statements through building design and landscaping.
- Development of linkages to open space network to encourage community activity, participation and healthy lifestyles.

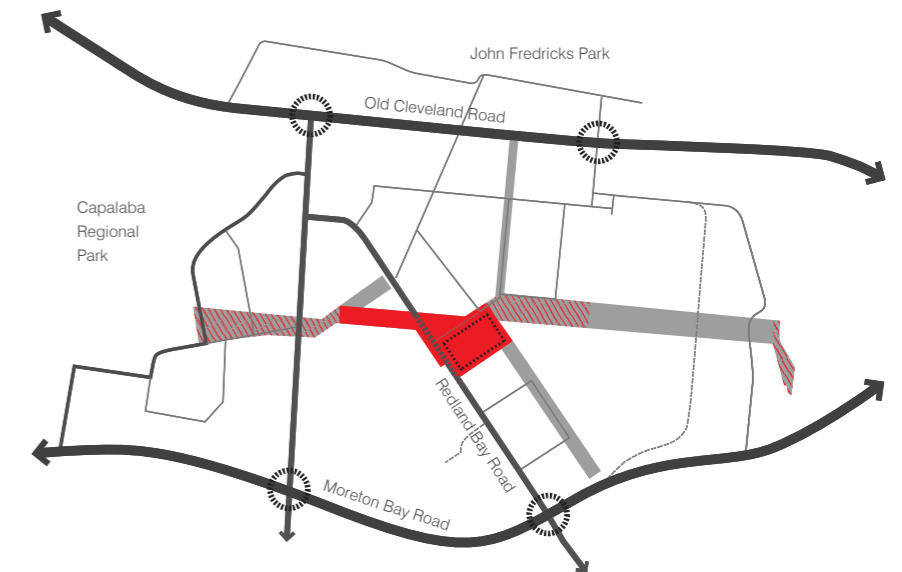


Figure 3.5e | Public Space and Streetscape



04 Precinct Intents and Design Guidelines

This section of the master plan provides a detailed package of design and planning information that will guide the development of an attractive, connected, coherent, and successful principal activity centre. Seven precincts have been identified and refined over the course of the master planning process and are:

- Town Centre South Precinct
- Town Centre North Precinct
- Capalaba Park Precinct
- Capalaba Central Precinct
- Coolwynpin Creek Recreation and Environment Precinct
- Parkland Living Precinct
- Old Cleveland Road Recreation and Business Precinct

Determining the Precincts

Figure 4 is the result, directly, of the Enquiry by Design and stakeholder engagement process and identifies, conceptually those areas of the centre that have common land use and development opportunities.

Role of the Precincts

The precincts provide a design framework on an area-by-area basis. Within this section each precinct:

- Supports achieving the vision for the Capalaba Principal Regional Activity Centre;
- Provides more detailed information in relation to the character, function, structure and the amount of change associated with area;
- Illustrates potential physical outcomes;
- Provides high level design guidance in relation to setbacks and the desired scale of development; and

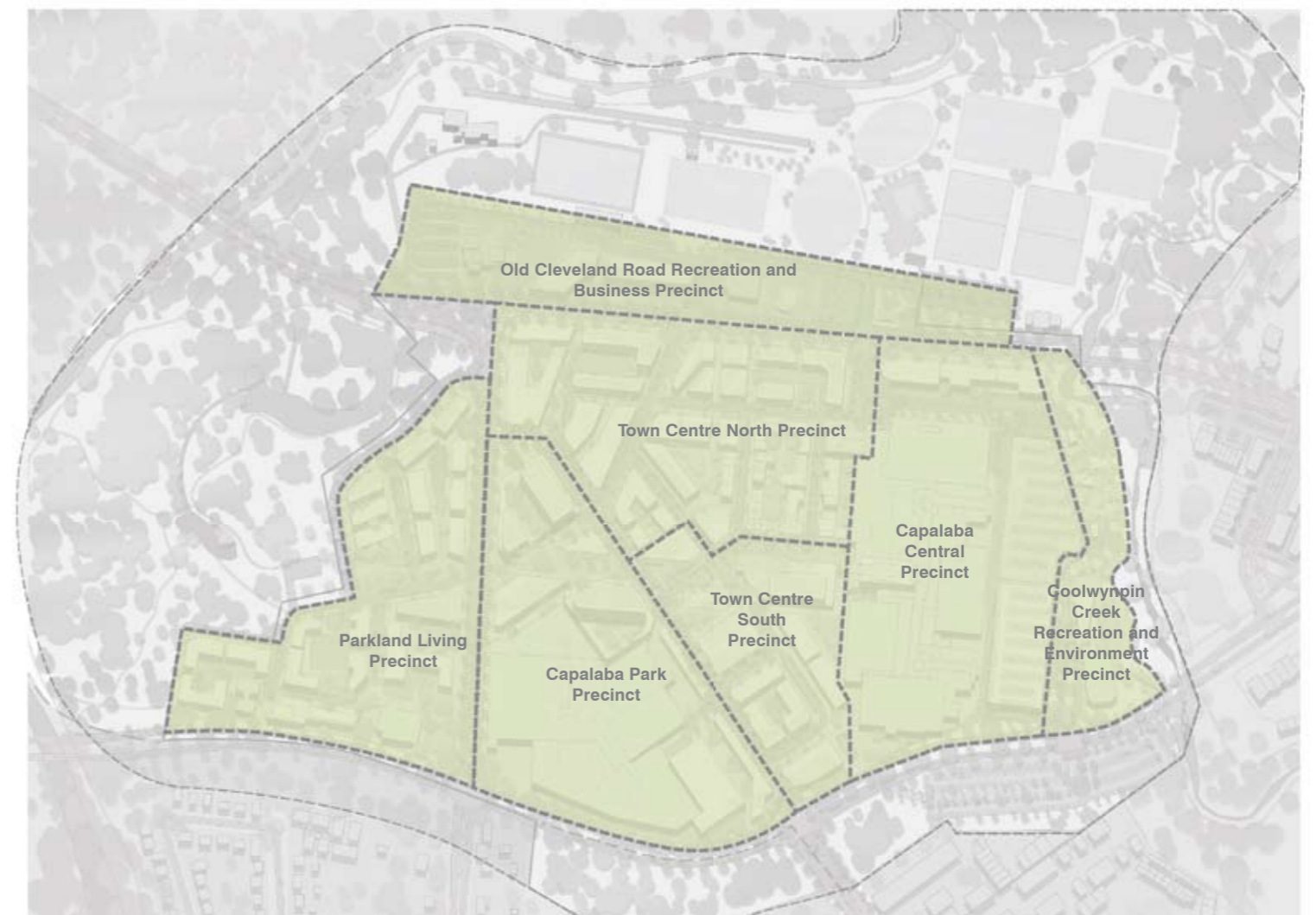
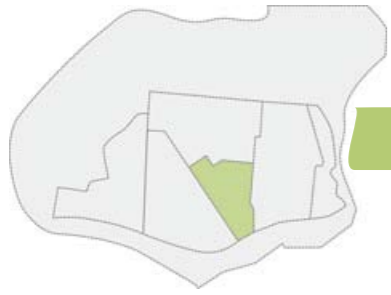


Figure 4 | Capalaba Precincts



Town Centre South Precinct

4.1 Town Centre South

The Town Centre South is the most important of all the precincts identified and, because of its central location, cultural and economic significance will be required to deliver exceptional local, city wide and regional outcomes.



Figure 4.1a | Artist Impression of the Town Centre South Precinct



Figure 4.1b | Artist Impression of the Town Centre South Precinct

4.1.1 Desired Precinct Outcome

"The Town Centre South will be the focus for investment and change, accommodating major employment, public transport and cultural developments within a framework of new public spaces and radically improved street environments. The Town Centre South will, through the redevelopment of key sites, refocus the civic life of the town into a defined heart, facilitate exciting new development that activates the ground level, and be regarded (ultimately) as an exemplar in transit oriented development and sub-tropical design."

4.1.2 Town Centre South Precinct Intents

The specific measures and objectives that are intended to be delivered within the Town Centre South are:

- To reinforce the primacy of the core as the commercial, entertainment, cultural and civic heart of the centre by focusing the most intense development in this location and by facilitating improved linkages between the two existing retail centres;
- To facilitate and encourage commercial development outcomes as a key catalyst for wider change in the centre;
- To connect the Town Centre South to the region, sub-region and adjacent precincts through a range of transport and other strategic access initiatives;
- To deliver the highest quality public realm as the framework for pedestrian movement and development;
- To mitigate the impact of the car, promote public transport usage, and create an environment where the pedestrian is given priority.
- To enable the implementation of the Eastern Busway extension in the future by preserving any required corridors or reserves. It is desirable that this infrastructure is delivered in advance of current State Government timelines as a key driver for new development.

- To deliver a new 'town square' environment that will become the spatial heart to the centre. The space will be able to accommodate a wide variety of events as well exude a green character, achieved through landscaping and green roofs, that is in line with the qualities of Redland City;
- To retain and ultimately expand the Capalaba Community centre as a focus for local community life. This will require the building to be, in parts, reorientated to provide improved activation of the edges of the proposed town square;
- To create new commercial / mixed use development sites to the north and south of the town square which assist in achieving the projected employment floor space requirements and provide suitably active edges to the public realm;
- To create a more active and organised streetscape environment by redeveloping sites fronting Redland Bay Road; and
- To activate the currently inactive outside edges of the shopping centres with the aim of providing additional development opportunities and enlivening the streets and spaces surrounding the retail centre.

4.1.3 Key Design Concepts

In addition to the precinct intents noted above figures 4.1.4a and b outline the key structural components of the concept, including providing more clarity in relation to the connectivity, function, and public realm structure of the precinct. The key design concepts plan is supported by the following observations:























- Many of the additional routes and streets proposed are essentially part of a process of 'repair' that seeks to 'reintroduce' or 'complete' the city grid of streets and to provide greater pedestrian permeability throughout the Town Centre South precinct;
- The connectivity improvements proposed are part of an interdependent network to deliver desirable public realm and public transport outcomes whilst retaining the capacity for the anticipated level of private vehicle movements to occur;
- All development is presumed to have a mixed-use theme although will likely be dominated by commercial uses.

- Within this mixed-use context, the sites immediately fronting the proposed town square will have a stronger retail focus at ground level and to the south will focus upon providing commercial foyers and ancillary retail at ground floor.
- The entire Town Centre South Precinct will have the highest intensity of land use.
- The existing pattern of streets forms the backbone of the public realm strategy, with the aim being to transform these corridors into shaded and attractive thoroughfares that are flanked by a high level of activity and that emphasise the importance of the pedestrian.
- Opportunities to facilitate new connections have been seized based on existing but un-formalised connections, and on locations where they are seen to improve function of the overall mobility network.
- A major new town square will be the primary nodal space in the Town Centre South and will be supported by several new smaller urban spaces that will punctuate the pedestrian experience of the precinct.

4.1.4 Town Centre South Design Guidelines

This section provides design guidance specific to the precinct. Key parameters are noted in the schedule following.

Town Centre South Precinct Design Parameters	
Issue	Guideline
Public Transport	<ul style="list-style-type: none"> The Busway station is ultimately located below grade in the Town Centre South. In the interim the surrounding street and road networks are designed to continue to allow for the requirement of the public transport services.
Street Design	<ul style="list-style-type: none"> Ground floor retail development is concentrated into continuous active frontages with minimum street setback. Footpath widths support expected traffic in particular links to the interim 'park and ride' facility are protected and supported. Street planting provides for shade, buffering and street enclosure. Traffic treatments such as islands and crossings are provided to help pedestrians manoeuvre through the site and improve pedestrian conditions. Wide building frontages with a single use are limited (for example foyers to commercial offices) to maintain activated edges.
Public Spaces	<ul style="list-style-type: none"> The public realm is characterised by its coherence and, through design, emphasises the priority of the pedestrian throughout the centre. Development is oriented to face the town square and maximise view to the open space. Planting and landscape elements engage the senses and build a strong sense of local place. The town square provides an attractive space for resting and meeting as well as a platform for major civic events.
Building Design	<ul style="list-style-type: none"> Landmark buildings typically utilise a tower and podium form to maintain air and light between buildings whilst providing a generous public realm at the street level through setbacks. Buildings are designed to express their primary use and address their primary street frontage. Energy use is minimised through maximising opportunity for natural lighting and ventilation. Energy use is also mitigated through the use of renewable energy sources such as roof-mounted solar devices. Buildings are designed to adapt and accommodate a range of uses over time. Buildings are designed to maximise water recycling opportunities and minimise use of potable water.
Land Use	<ul style="list-style-type: none"> A rich mix of land uses is encouraged within the Town Centre South that extend the hours of activity within the centre. Uses include office, commercial, retail and community. Active uses surround the Busway station in particular convenience shops, cafes and other day to day services and uses that stay open for extended periods that can enhance the liveliness of the space.
Car Parking	<ul style="list-style-type: none"> Limited on street parking is provided and is supplemented by below ground or sleeved podium level car parking.

LEGEND	
LANDUSE AND STRUCTURE	
	Precinct boundary
	Commercial (Retail on ground floor)
	Commercial
	Community
	Town square
	Pedestrian linkage
	Major east-west pedestrian spine
	Boulevard with landscape treatment
	Avenue with landscape treatment. Redland Bay Road will be narrowed to maintain an access function only.
	Pedestrian priority zone with closure longer-term
	Road
	On-street parking
	Busway station
	Primary frontage
	Secondary frontage
	Indicative landscaped courtyard
	Community Facility
	Key vehicular entry
HEIGHTS	
	3-4 Storeys
	5-6 Storeys
	7-8 Storeys
	10-12 Storeys

Town Centre Precinct - Concepts and Guidelines

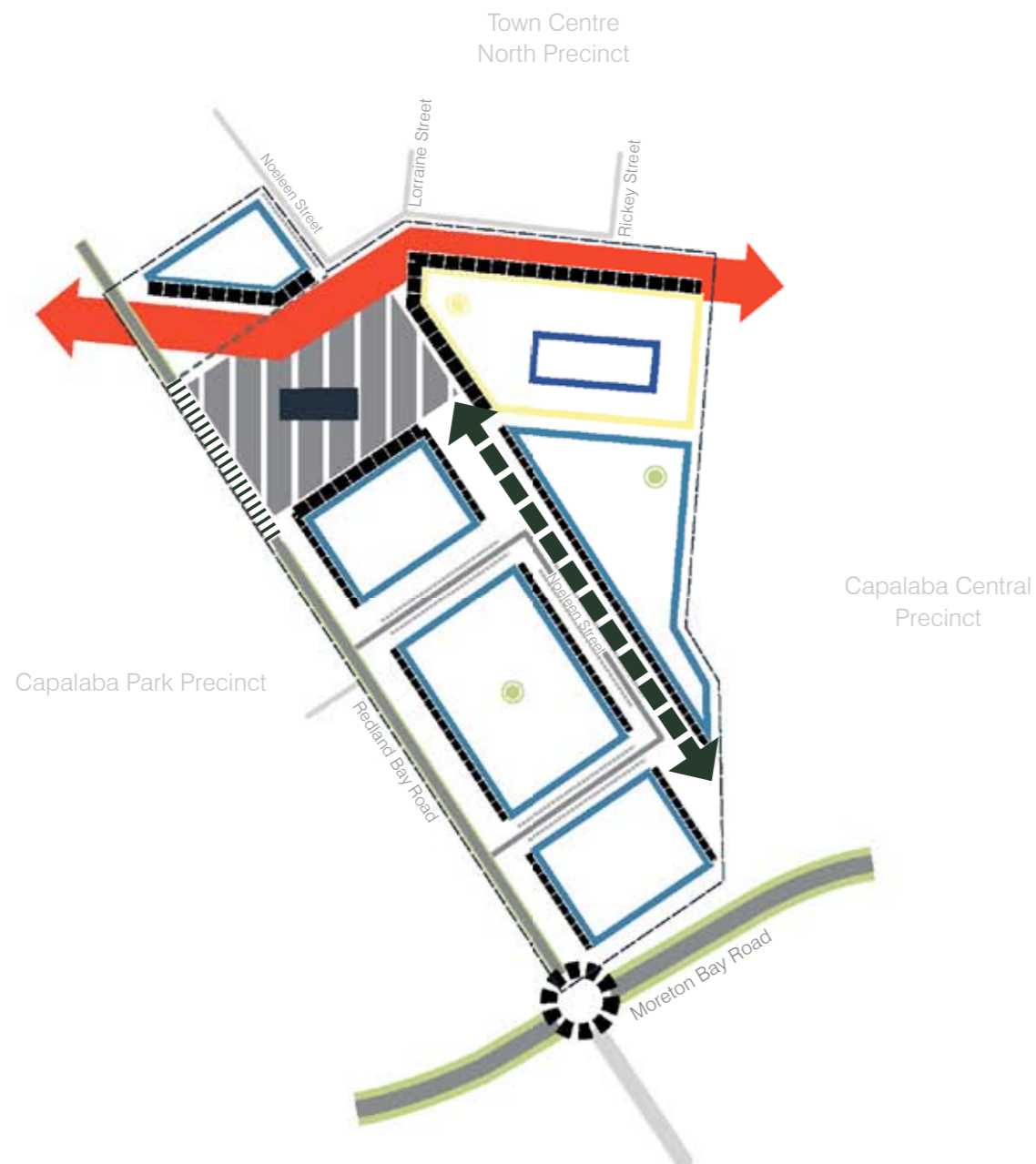
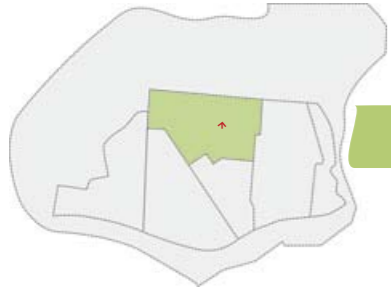


Figure 4.1.4a | Town Centre South Precinct - Landuse and Structure



Figure 4.1.4b | Town Centre South Precinct - Indicative Building Heights



Town Centre North Precinct

4.2 Town Centre North Precinct

The mixed-use precinct forms a natural northward extension to the Town Centre South and because of proximity and established block structure will play a critical ongoing support function to the wider centre. The relatively unconstrained development potential (subject to land assembly) of the area, combined with medium to long term opportunity for exceptional public transport provision through the planned extension of the Eastern Busway and creation of a town square nearby, set the scene for the creation of an exemplary new medium to higher density community of residents and businesses.



Figure 4.2 | Artist Impression of the Town Centre North Precinct

4.2.1 Desired Precinct Outcome

"The Town Centre North Precinct will be incrementally transformed into an exemplary urban environment characterised by a legible grid of sub-tropical streets and a visually diverse mixed use architecture. The precinct will contribute to the prosperity of the Town Centre South precinct by providing additional space for intense employment, residential and supplementary retail development."

4.2.2 Town Centre North Precinct Intents

The key measures, initiatives and objectives that form the basis of the master plan and that will drive the Town Centre North Precinct toward meeting its full potential are:

- Utilise the existing framework of streets, and supplement these as required to facilitate connectivity, to develop a quality public realm able to accommodate a high density residentially led mixed use community;
- Create a sense of transition and connection between John Fredericks Park and the Town Square by creating green linkages and view corridors between the two;
- Encourage and provide incentives for the assembly of land to create more comprehensive development proposals;
- Provide an 'urban' edge to Old Cleveland Road by allowing commercial development to front the street;
- Reinforce the block pattern by ensuring buildings address the street and are serviced from the centre of the block.
- Allow for the possibility of a Health campus within the precinct;
- Link the ends of Rickey and Loraine Streets with Noeleen Road with a new low speed esplanade road, that fronts the proposed pedestrian spine, as a way of improving connectivity and allowing buildings to front the Town Centre South;
- Encourage perimeter block style development as a way of improving the relationship of development with the streets in the precinct and allowing for the creation of green courtyards and centre block servicing arrangements;
- Sleeve the Western Edge of Capalaba Central Shopping Centre with mixed use development fronting onto Rickey Street;
- Deliver a mix of uses throughout the precinct, both horizontally across and, where possible, vertically within buildings;
- Utilise the axes associated with Loraine Street and Dollery Road to create improved visual and physical linkages between John Fredericks Park and the centre;
- Land fronting Old Cleveland Road and Redland Bay Road is generally seen to be more suitable, because of its exposure, for commercial office development. Blocks and sites that sit behind this edge are more suited to residentially led mixed-use development;

- Create a sense of high quality pedestrian amenity along the streets of the precinct through tree planting and landscaping and supplement these key routes with intermittent through block linkages;
- Utilise a strong built form to create distinctive urban arrival nodes at the intersections of Redland Bay Road and Old Cleveland Road, Dollery Road and Redland Bay Road, Old Cleveland Road and Faccio Street, and the intersection of the proposed new esplanade road and Noeleen Street.

4.2.4 Key Design Concepts

In addition to the precinct intents noted above, figures 4.2.4a and b outline the key structural components of the concept, including providing more clarity in relation to the connectivity, function, and public realm structure of the precinct. The key design concepts plan is supported by the following observations:

- The current circulation network has been retained with a variety of new connections having been made to improve the overall permeability of the precinct to provide sufficient servicing capability for the higher densities of development proposed there;
- The precinct fronts the proposed pedestrian spine, which is the primary east west connective device for the centre.
- Linkages, both visual and physical, to John Fredericks Park have been improved
- A generally mixed-use theme with opportunities for concentrations of residential development in the centre and south of the precinct and commercially led development to the north and west.
- Retail, cafe type uses will be ancillary to the major retail centres with the aim of concentrating them to the south along the pedestrian spine area as a means of providing consistent activation of this key movement corridor.
- The delivery of primary (retail led) active frontages to the new esplanade connection road, Lorraine Street, Redland bay Road and Noeleen Road.
- The provision of secondary active frontages (commercial and residential foyers with ancillary retail) to all other streets in the precinct.
- An extensive network of pedestrian priority / shared laneways that break down the scale of the blocks to improve pedestrian permeability; and
- A presumption for all streets within the area to be radically improved and to provide a level of amenity commensurate with the proposed intensity of development.


















4.2.5 Town Centre North Precinct Design Guidelines

This section provides design guidance specific to the precinct. Key parameters are noted in the schedule following.

Town Centre North Precinct Design Parameters	
Issue	Guideline
Street Design	<ul style="list-style-type: none"> The precinct is defined by an inter-connected arrangement of streets with incorporated footpaths and cycle paths. Streets join activity rather than being boundaries between different uses and densities. Block size and shape fosters accessibility by promoting fine grained streets which connect the Town Centre North precinct with John Fredericks Park, Capalaba Park and Central Shopping Centres and the Town Centre South. Street Planting provides shade, buffering and street enclosure. Planting and landscape elements engage the senses and build a strong sense of local place. Street design manages traffic and creates a low speed traffic environment within the centre of the precinct.
Public Spaces	<ul style="list-style-type: none"> Development is oriented to face public streets and maximise any views to the town centre or John Fredericks Park. Ground floor land uses within buildings abutting streets and public spaces in the precinct activate local streets. Uses that 'spill out' on to the street such as cafés are encouraged. Water sensitive design principles to manage stormwater are incorporated in a unique way to contribute to local identity.
Building Design	<ul style="list-style-type: none"> Buildings are designed to express their primary use and address their primary street frontage. Energy use is minimised through natural lighting and ventilation and the use of roof-mounted solar devices. Buildings are designed to adapt and accommodate a range of uses over time. Buildings are designed to maximise water recycling opportunities and minimise use of potable water.
Land Use	<ul style="list-style-type: none"> Land uses are mixed vertically (such as shop-top housing) and horizontally (where uses are beside each other). Housing density is maximised within the character and amenity constraints of the precinct to make best use of amenity attributes without conflicting with incompatible land uses.
Car Parking	<ul style="list-style-type: none"> The street cross-section allows for an adequate level of on-street car parking. Land uses that generate high vehicular traffic volumes are not located on local streets. Basement parking should be identified to serve residences in the precinct with on-street car parking for visitor.

LEGEND

LANDUSE AND STRUCTURE

-  Precinct boundary
-  Commercial (Retail on ground floor)
-  Commercial
-  Mixed use (retail/residential)
-  North - south pedestrian spine / green link (Precise location and design of crossing requires further consideration)
-  Key pedestrian link
-  Primary frontage
-  Secondary frontage
-  Boulevard with landscape treatment
-  Avenue with landscape treatment
-  (Redland Bay Road narrowed to maintain an access function only)
-  Pedestrian priority zone
-  Road
-  On-street parking
-  Centre Gateway
-  Indicative landscaped podium/roof/courtyard
-  Key vehicular entry

HEIGHTS

-  3-4 Storeys
-  5-6 Storeys
-  7-8 Storeys
-  10-12 Storeys

Town Centre North Precinct - Concepts and Guidelines

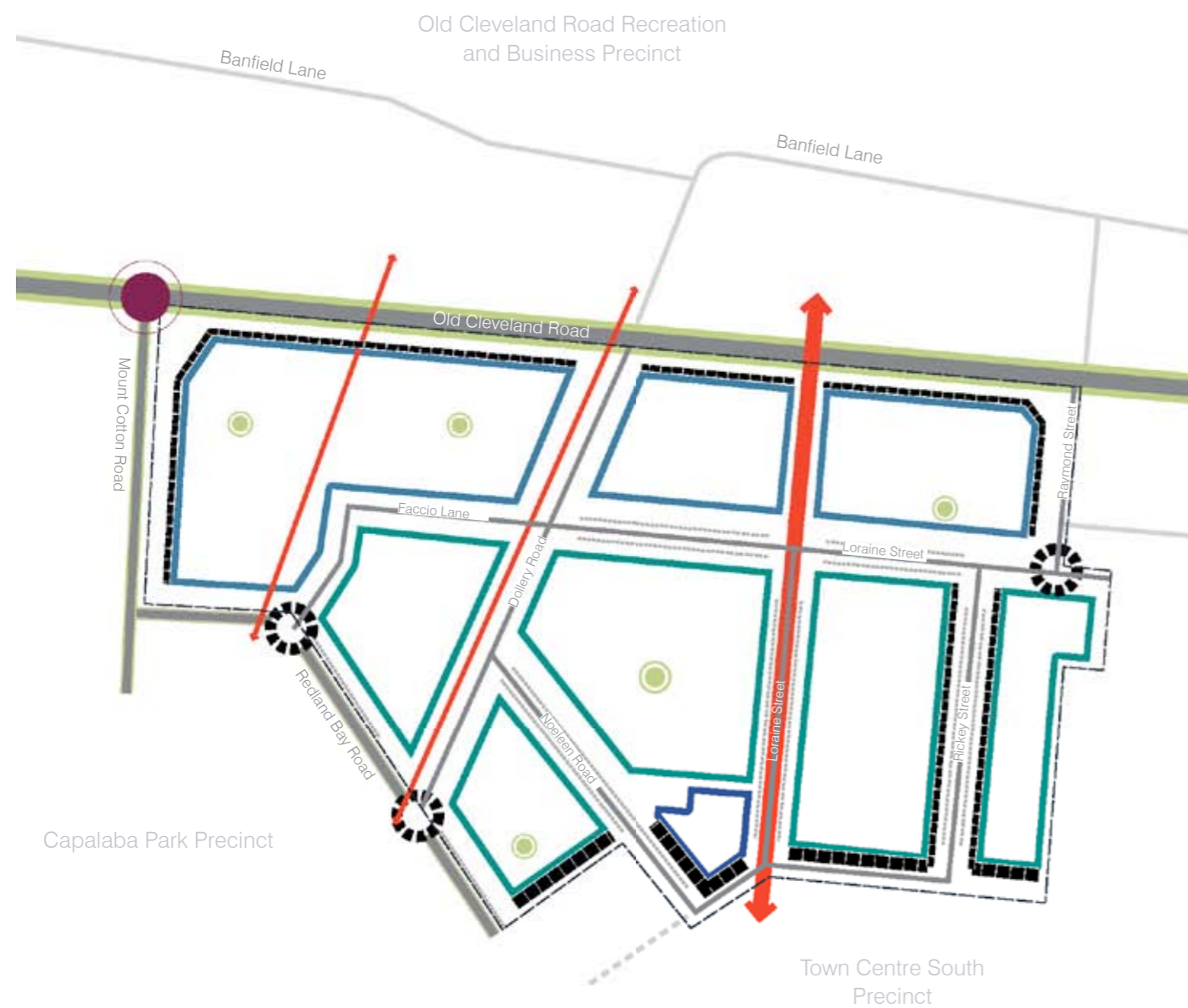
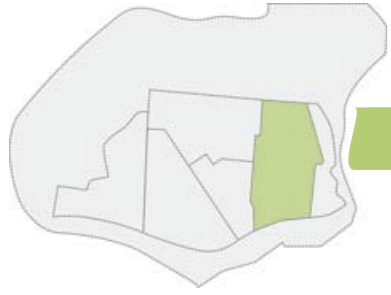


Figure 4.2.5a | Town Centre North Precinct - Landuse and Structure



Figure 4.2.5b | Town Centre North Precinct - Indicative Building Heights



Capalaba Central Precinct

4.3 Capalaba Central Precinct

The Capalaba Central Precinct is immediately to the east of the Town Centre South and is characterised by the Capalaba Central regional shopping centre, a large format internalised retail centre that runs in a generally north south direction. This precinct presents an important opportunity to integrate, and to some degree, externalise, the activities that occur within the centre with the public spaces and facilities that occur outside it.

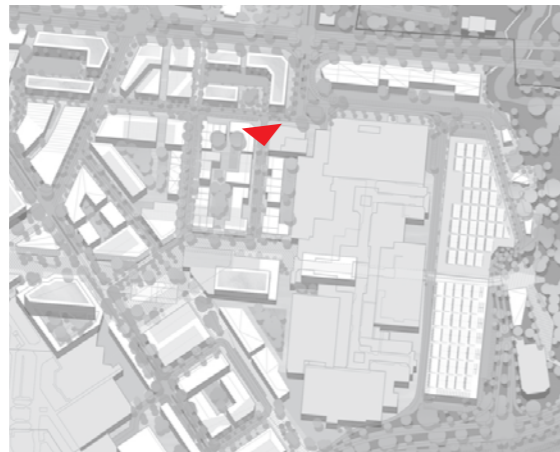


Figure 4.3 | Artist Impression | View down Ricky Street showing intended 'sleeving' of the Capalaba Central Shopping Centre

4.3.1 Desired Precinct Outcome

"The Capalaba Central Precinct will retain its current role and function as one of two major retail destinations within the centre. Its position between the proposed civic activities of the town square and the environmental attributes of the Coolwypin creek corridor allow it to play an important role in the centre of the future. It will act as a key anchor for pedestrian movement along the east spine of the town centre as well as being a conduit for pedestrian movement, through the shopping centre, toward the reinvented Creek Corridor."

4.3.2 Capalaba Central Precinct Intents

The intent of the master plan is for the Capalaba Central precinct to achieve the following outcomes and objectives:

- To engage the essentially internalised activities of the shopping centre with the public spaces of the town centre and to provide connections to the proposed busway station and town square.
- To, where technically possible, humanise the edges of the centre by introducing new buildings and uses that 'sleeve' the main centre and provide a sense of activity and urban life;
- To align the proposed pedestrian spine to the east west axis of the centre and promote, as a medium term initiative a direct internal linkage, through the centre, to the creek corridor beyond, having regard to CPTED best practice.
- To facilitate the development of new commercial office floor space above the existing centre in a location that is structurally and commercially suitable.
- To reduce the amount and visual impact of at grade car parking by expanding existing decked parking structures to the east of the centre.
- To activate the currently inactive outside edges of the shopping centre with the aim of providing additional development opportunities and enlivening the streets and spaces surrounding the retail centre. Within this precinct the opportunity exists for this form of development to the north of the shopping centre fronting Old Cleveland Road;
- To tie the shopping centre into the planned wider circulation network of the centre by aligning the primary east west pedestrian spine with the main eastern entrance;
- To extend the proposed pedestrian spine directly through the retail centre toward the Creek Corridor. This will require intervention into the main building envelope – the aim being to better connect the Town Centre South to the creek corridor.
- To facilitate commercial office development over the centre, where structurally and commercially feasible, to meet projected demand for employment floor space in the town centre and provide an additional layer of activity to support transit oriented development outcomes.
- To, over time, reduce the visual dominance and inefficiency associated with at grade parking to the east of the centre. This will require the expansion of existing multi-deck parking facilities. This will release creek side land to be rehabilitated and accommodate low-key pavillion style development.

4.3.3 Key Design Concepts

In addition to the precinct intents noted above figures 4.3.4a and b outline the key structural components of the concept, including providing more clarity in relation to the connectivity, function, and public realm structure of the precinct. The key design concepts plan is supported by the following observations:




















- Physical and visual linkages between the centre and the proposed town square and busway station will be of primary importance if the vision of achieving transit oriented development is to be achieved.
- Current vehicular access and servicing arrangements will be maintained with only minor intervention proposed to facilitate the creation of new development sites.

- The existing role and function of the centre is not envisaged to change but will be supplemented by a range of new commercial and ancillary retail activity aimed at delivering activity to the outside edges of the main building.
- The scale of new development should be complementary to the use already established within the precinct and that are planned to occur in the Town Centre South precinct.
- The relationship of the retail centre to the proposed pedestrian spine is the major public realm component of the precinct.
- New sleeving development to Old Cleveland Road seeks to 'repair' the street frontage and activate the public realm.
- All frontages should be activated with servicing based to the rear of buildings or time managed to prevent visual and acoustic impacts.

4.3.4 Capalaba Central Precinct Design Guidelines

This section provides design guidance specific to the precinct. Key parameters are noted in the schedule following.

Capalaba Central Precinct Design Parameters	
Issue	Guideline
Public Spaces	<ul style="list-style-type: none"> Loading bays and site storage and access points for waste collection are located away from public spaces, streets and residential areas to minimise amenity conflicts.
Building Design	<ul style="list-style-type: none"> Capalaba Central facilitates convenient and direct pedestrian movement between the Creek Precinct and the Town Centre South. This is envisaged to occur through maintaining access through the centre of the existing shopping centre. Use of natural light in internal public spaces is maximised to create 'pedestrian streets' that integrate more easily with surrounding external movement networks.
Land Use	<ul style="list-style-type: none"> The edges of Capalaba Central are 'wrapped' with smaller scale uses that have active frontages limiting further blank walls, car parks or service bays from facing streets and public spaces. Development along Old Cleveland Road sleeves the existing shopping centre and brings visual activity to the street edge.
Car Parking	<ul style="list-style-type: none"> A more compact car parking area is promoted by allowing for expansion of the existing ground level car park to a multi-deck car park. Expansion of the car park facilitates delivery of the east west pedestrian spine through the car park to Coolwynpin Creek.

LEGEND	
LANDUSE AND STRUCTURE	
	Precinct boundary
	Commercial
	Commercial (Retail on ground floor)
	Retail
	Servicing zone
	Major east-west pedestrian spine
	Key pedestrian link
	Primary frontage
	Secondary frontage
	Boulevard with landscape treatment
	Road
	Shopping centre service road
	Centre Gateway
	Pedestrian entry
	Key vehicular entry
HEIGHTS	
	2 Storeys
	3-4 Storeys
	5-6 Storeys
	7-8 Storeys

Capalaba Central Precinct -
Concepts and Guidelines

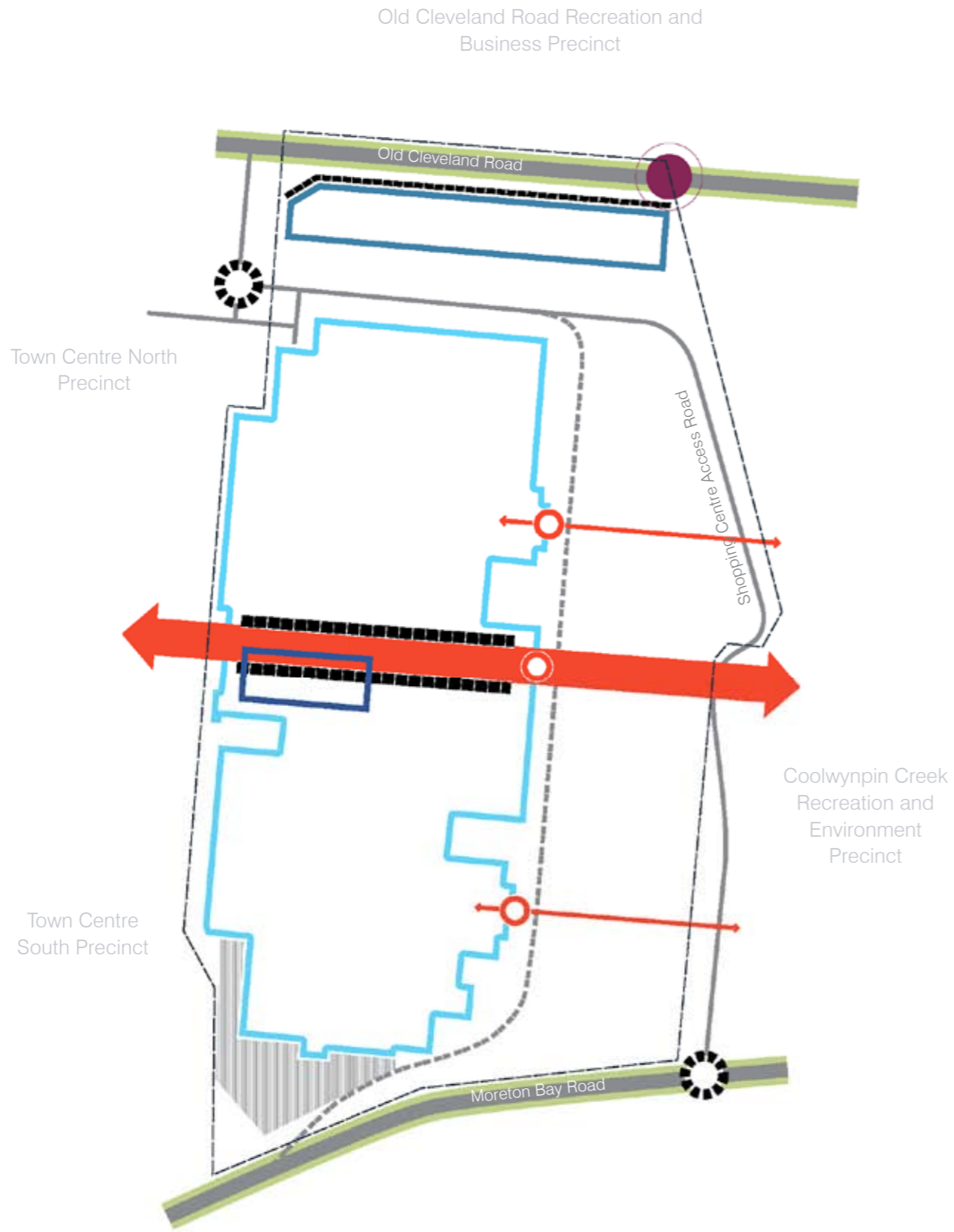
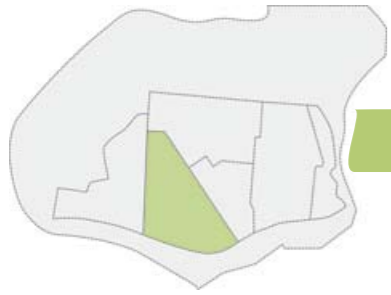


Figure 4.3.4a | Capalaba Central Precinct - Landuse and Structure



Figure 4.3.4b | Capalaba Central Precinct - Indicative Building Heights



Capalaba Park Precinct

4.4 Capalaba Park Precinct

The Capalaba Park Precinct is immediately to the west of the Town Centre South and is characterised by the Capalaba Park regional shopping centre, a large format internalised retail centre that runs along the alignment of Redland Bay Road, Mount Cotton Road, and Moreton Bay Road. This precinct presents an important opportunity, similar to the Capalaba Central precinct, to integrate, and to some degree, externalise, the activities that occur within the centre with the public spaces and facilities that occur outside it.



Figure 4.4 | Artist Impression of the Capalaba Park Precinct

4.4.1 Desired Precinct Outcome

"The Capalaba Park Precinct will retain its current role and function as one of two major retail destinations within the centre. Its position between the proposed civic activities of the town square and the recreational attributes of Capalaba Regional Park allow it to play an important role in the centre of the future. Existing under utilised car parking to the north of the precinct, will be redeveloped to accommodate additional commercial activities. The surrounding public realm is activated through ground level retail uses which help establish a desire line along the east west pedestrian link. It will act as a key anchor for pedestrian movement along the east west spine of the town centre as well as be an important part of the strategy to activate and humanise Redland Bay Road."

4.4.2 Capalaba Park Precinct Intent

The intention of the master plan is to ensure that the following key actions, initiatives and objectives are secured as the basis for the revitalisation of the area:

- To engage the essentially internalised activities of the shopping centre with the public spaces of the town centre and to provide connections to the proposed busway station and town square.
- To, where technically possible, humanise the edges of the centre by introducing new buildings and landscape elements that 'sleeve' the main centre, in particular the northern and eastern facades and loading docks to provide a sense of activity and urban life. The downgrading of Redland Bay Road will allow for additional land to be made available for a thin retail or commercial development that encloses the loading bays on the eastern face of the centre. This will be supplemented by, if required, capacity for a new multi-deck car park.
- To align the proposed pedestrian spine to run along the northern edge, and past the main entrance, of the existing centre and onward to Capalaba Regional Park.

- To facilitate the development of new mixed use complex of the buildings on the northern most portion of the precinct that act to define and enliven the proposed series of pedestrian routes.
- To deliver a major new mixed use development on the northern portion of the site comprising basement and or podium parking, an active ground floor, and commercial office and or residential uses above. This development will create a new gateway to the centre from the north and will define a number of important pedestrian spaces and views lines to its south.
- The creation of two pavilion buildings (possibly containing lifestyle and fresh food market concepts) as destinations along the east west pedestrian spine.
- To allow for the development of a significant commercial office building over the existing centre on its northeast corner. This will assist in providing the required quantum of employment in proximity to transit and will act as key landmark for Capalaba Park.
- To utilise landscape elements to create a boulevard frontage for the centre along Moreton Bay Road.

4.4.3 Key Design Concepts

























In addition to the precinct intents noted above figures 4.4.4a and b outline the key structural components of the concept, including providing more clarity in relation to the connectivity, function, and public realm structure of the precinct. The key design concepts plan is supported by the following observations:

- Physical and visual linkages between the centre and the proposed town square and busway station will be of primary importance if the vision of achieving transit oriented development is to be achieved.
- Current vehicular access and servicing arrangements will be maintained (with some time management stipulations that are to be further defined) with only minor intervention proposed to facilitate the creation of new development sites.
- The existing role and function of the centre is not envisaged to change but will be supplemented by a range of new commercial and ancillary retail activity aimed at delivering activity to the outside edges of the main building.
- The scale of new development, because of its role in defining the edge of the Town Square and as a gateway to the centre from the north, is envisaged, generally, to be significantly greater than already established within the precinct.
- The relationship of the retail centre to the proposed pedestrian spine is the major public realm component of the precinct.
- New sleeving development to Redland Bay Road and along the retail centres northern frontage seeks to 'repair' the street frontages and activate the public realm.
- All ground level frontages in new buildings should be transparent and contain 'active' uses with servicing based to the rear of buildings or time managed to prevent visual and acoustic impacts.

4.4.4 Capalaba Park Design Guidelines

This section provides design guidance specific to the precinct. Key parameters are noted in the schedule following.

Capalaba Park Precinct Design Parameters	
Issue	Guideline
Street Design	<ul style="list-style-type: none"> Capalaba Park is designed to address and provide a new active frontage to the 'down graded' and revitalised Redland Bay Road which draws in the Town Centre South. The northern entry to Capalaba Park is refocused to link with and bring visual connectivity and activity to the proposed plaza and pedestrian mall.
Public Spaces	<ul style="list-style-type: none"> Loading bays and site storage and access points for waste collection are located away from public spaces, streets and residential areas to minimise amenity conflicts.
Building Design	<ul style="list-style-type: none"> Capalaba Park facilitates convenient and direct pedestrian movement through the site to adjoining precincts. Roof space is utilised for other smaller scale commercial tower developments.
Land Use	<ul style="list-style-type: none"> A range of commercial and retail uses are introduced to the northern edge of the precinct to promote a mix of land uses and limit single use development. The edges of Capalaba Park are 'wrapped' with smaller scale uses that have active frontages limiting further blank walls, car parks or service bays from facing streets and public spaces.
Car Parking	<ul style="list-style-type: none"> Car parking is predominantly located at basement level to maintain high quality pedestrian connections between the precinct and the rest of the centre.

LEGEND	
LANDUSE AND STRUCTURE	
	Precinct boundary
	Commercial (Retail on ground floor)
	Commercial
	Retail
	Servicing zone
	Major east-west pedestrian spine
	Key pedestrian link
	Primary frontage
	Secondary frontage
	Boulevard with landscape treatment
	Avenue with landscape treatment
	Pedestrian priority zone with longer-term closure
	Road
	On-street parking
	Centre Gateway
	Indicative landscaped podium/roof/courtyard
	Key pedestrian entry
	Civic focus
	Key vehicular entry
HEIGHTS	
	2 Storeys
	3-4 Storeys
	5-6 Storeys
	7-8 Storeys
	10-12 Storeys

Capalaba Park Precinct - Concepts and Guidelines

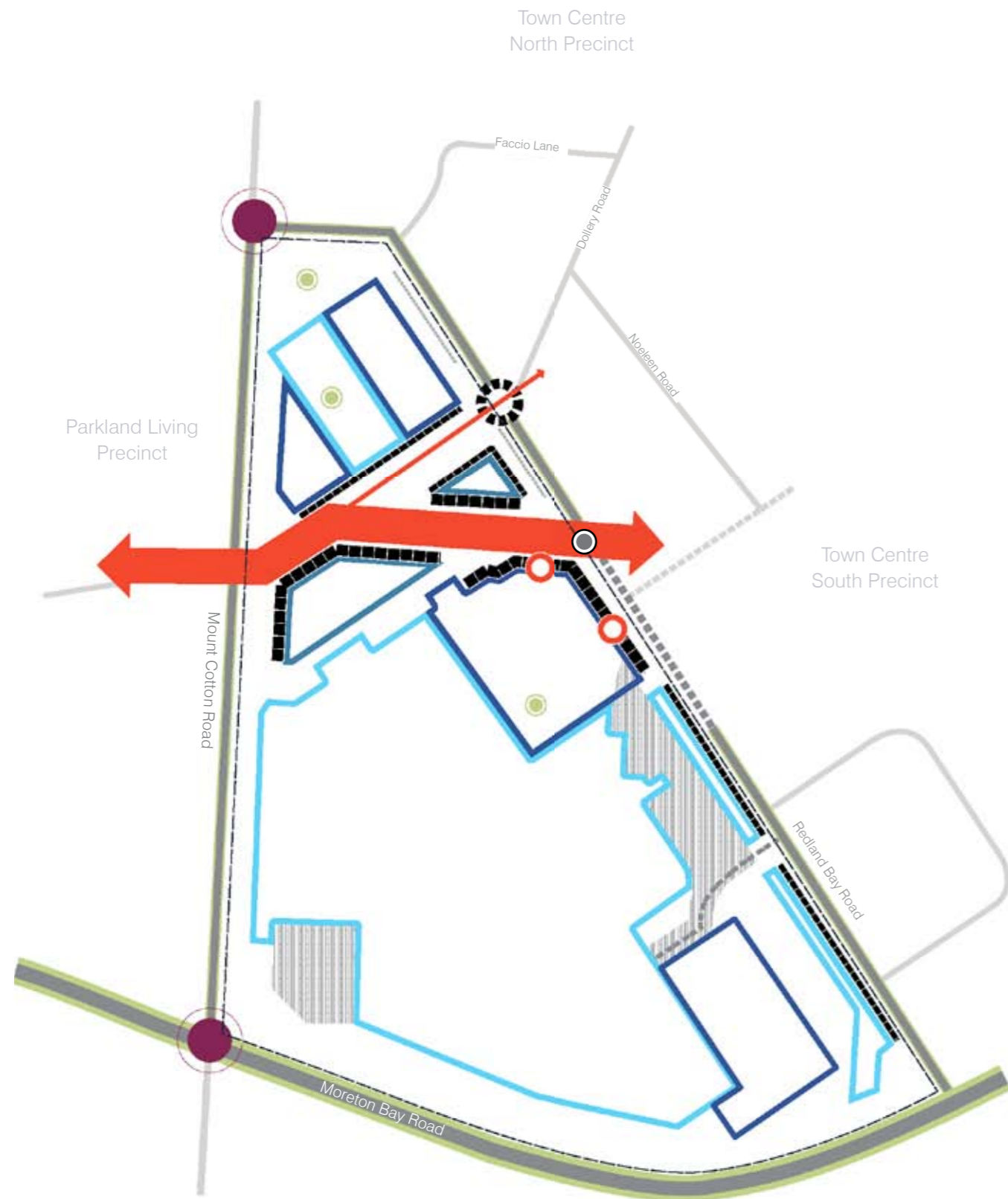
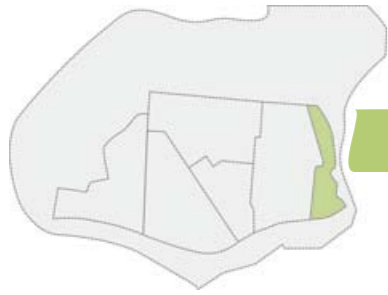


Figure 4.4.4a | Capalaba Park Precinct - Landuse and Structure



Figure 4.4.4b | Capalaba Park Precinct - Indicative Building Heights



Coolwynpin Creek Recreation and Environment Precinct

4.5 Coolwynpin Creek Recreation and Environment Precinct

The Coolwynpin Creek Recreation and Environment precinct is a linear area that is perched on the western banks of Coolwynpin Creek in close proximity to Capalaba Central Shopping Centre and the eastern end of John Fredericks Park. This precinct, although degraded in some areas, offers an important opportunity to activate the creek edge and continue the process of environmental rehabilitation and enhancement.

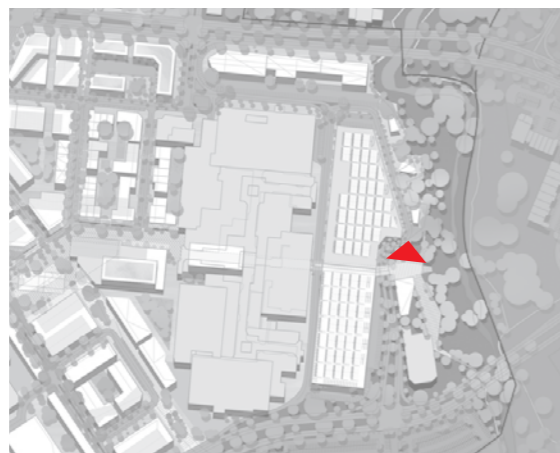


Figure 4.5 | Artist Impression of the Coolwynpin Creek Recreation and Environment Precinct

4.5.1 Desired Precinct Outcome

"The Coolwynpin Creek Recreation and Environment precinct will capitalise on its attractive and elevated water side position to develop a series of small pavilions that activate the corridor, provide surveillance, and offer an alternative, and environmentally themed, experience for users of the town centre."

4.5.2 Coolwynpin Creek Recreation and Environment Precinct Intents

The intent of the master plan is to achieve the following projects, initiatives, outcomes and objectives for the Coolwynpin Creek Recreation and Environment Precinct Area:

- To provide an environmentally themed experience that anchors the western end of the centre and provides a distinctive and alternative experience for residents, visitors and businesses.
- To reinvigorate the key location currently occupied by the existing tavern and to provide a new opportunity for a commercial building which helps activate the public realm within this precinct.
- To re-organise circulation and car parking in order to pull back the line of the existing car park away from the creek corridor in the northern areas of the precinct.
- The realignment of the car park circulating road to run along the frontage of the existing multi deck car park associated with Capalaba Central shopping centre. This realignment will require the construction of additional parking capacity (potentially as an extension to the existing multi- deck facility) prior to its implementation.

- The 'pulling back' of the line of the existing 'at grade' parking that is cantilevered over the creek corridor. The existing structure can be retained and its edge profile modified to create a series of 'peninsulas' for individual pavilions to be built on that provide activity and surveillance to the corridor and build on the function of the existing tavern.
- To protect and enhance the environmental attributes of the creek corridor. The rehabilitation and enhancement of the creek corridor will form part of an ongoing works and management program.
- The creation of a new 'space' to the north of the existing tavern and south of the proposed pavilions will link the precinct into the wider pedestrian circulation network associated with the Creek corridor. This will provide a natural terminus to the east west pedestrian spine as well as access to the pathway network currently associated with the creek corridor.
- The cladding (or greening) of the eastern façade of the multi- deck parking structure as the backdrop to the precinct.

4.5.3 Key Design Concepts

In addition to the precinct intents noted above figures 4.5.4a and b outline the key structural components of the concept, including providing more clarity in relation to the connectivity, function, and public realm structure of the precinct. The key design concepts plan is supported by the following observations:

- Any extensions or additions to the multi- deck parking structures should be designed to maximise the ability for pedestrians to move from inside Capalaba Central shopping centre to the creek edge in a safe and active environment.
- Realignments to car park circulation will be required to release the land required to implement the intended outcomes for the precinct.
- Linkages to the existing network of pathways through adjacent open spaces are required.
- Opportunities exist to activate the edge of the corridor with low scale and small format retail / restaurant uses;
- The creek edge should be public, or publicly accessible, green space through the provision of boardwalks.

4.5.4 Coolwynpin Creek Recreation and Environment Design Guidelines

This section provides design guidance specific to the precinct. Key parameters are noted in the schedule following.

Coolwynpin Creek Recreation and Environment Precinct Design Parameters	
Issue	Guideline
Street Design	<ul style="list-style-type: none"> Tree planting is extended along the interior street network to provide shade and improve the environment.
Public Spaces	<ul style="list-style-type: none"> Attractive, well located spaces for meeting and resting are provided. Opportunities for people to sit and watch public space activities and circulation are maximised. Ensure that lighting is a quality 'white light' that will help extend the usage times of public spaces. Seating, shade and playgrounds are provided where possible.
Building Design	<ul style="list-style-type: none"> Retail pavilions are located with generous setbacks to Coolwynpin Creek. Pavilions provide verandahs for weather protection. Development is oriented to face the Coolwynpin Creek.
Land Use	<ul style="list-style-type: none"> Retail pavilions adjoin the creek corridor and are boarded by retail and commercial development at respective ends.
Car Parking	<ul style="list-style-type: none"> Car parking is provided for by the adjoining multi-deck car park. Additional on-street car parking is provided along the north-south boundary street connection and does not intrude on pedestrian links.

LEGEND	
LANDUSE AND STRUCTURE	
	Precinct boundary
	Commercial
	Retail
	Creek corridor rehabilitation
	Major east-west pedestrian spine
	Key pedestrian link
	Active frontage
	Cladding to facade
	Walkable park front
	Boulevard with landscape treatment
	Avenue with landscape treatment
	Road
	Civic space
HEIGHTS	
	2 Storeys
	5-6 Storeys

Coolwynpin Creek Recreation and Environment Precinct - Concepts and Guidelines

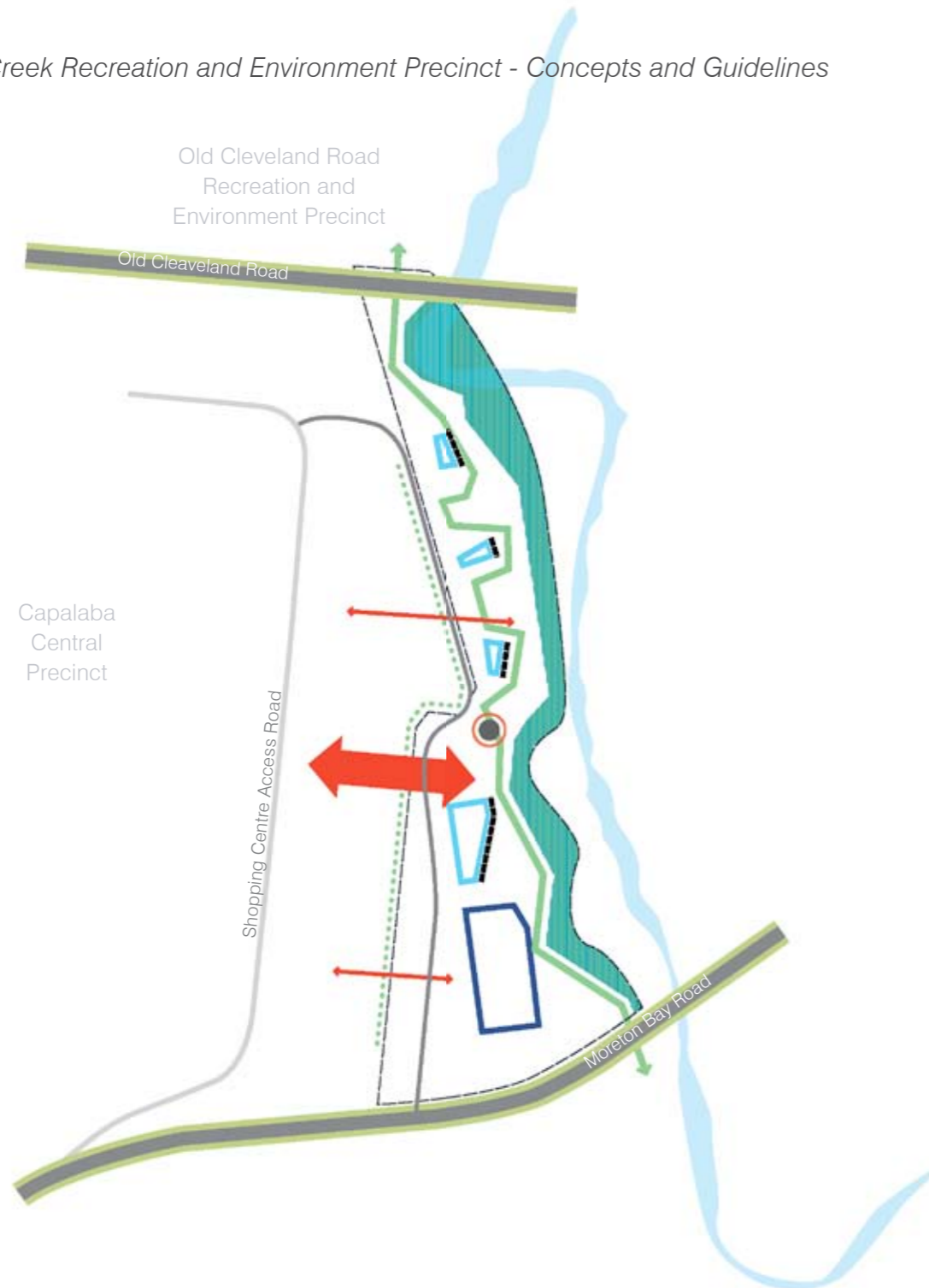
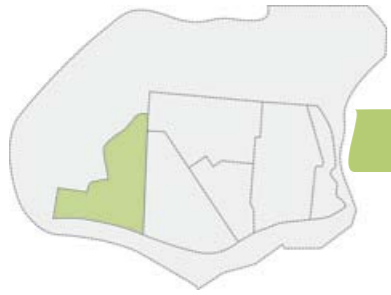


Figure 4.5.4a | Coolwynpin Creek Recreation and Environment Precinct - Landuse and Structure



Figure 4.5.4b | Coolwynpin Creek Recreation and Environment Precinct - Indicative Building Heights



Parkland Living Precinct

4.6 Parkland Residential Precinct

The Parkland Residential Precinct lies to the south of the study area and enjoys a strong relationship with Capalaba Regional Park. The precinct has already begun a process of residentially led redevelopment and the master plan seeks to reinforce this pattern and supplement it with high quality residential development that capitalises on its attractive location.



Figure 4.6 | Artist Impression of the Parkland Residential Precinct

4.6.1 Desired Precinct Outcome

"The Parkland Residential Precinct offers a range of medium to higher density housing types set along the fringes of one of the City's most attractive parks and in proximity to the services and transit options provided by the Town Centre South."

4.6.2 Parkland Residential Precinct Intents

The intention of the master plan is to ensure that the following key actions, initiatives and objectives are secured as the basis for the revitalisation of the area:

- To develop the land in the precinct for primarily residential uses and allow existing land owners to realise appropriate commercial returns as an incentive to land use change.
- To provide an area of high amenity and high density living that is able to support the ambition of creating transit oriented development in the town centre.
- The creation of a new parkland esplanade aligned generally along the northern and western edge of the existing Bunnings site. This will facilitate improved access to the park and redevelopment for higher and better uses in the medium term.
- The extension of the east west pedestrian spine across Mount Cotton Road and through the centre of the precinct toward Capalaba Regional Park.
- The creation of a strong sense of 'landscape' within sites and between buildings as a signal of the precincts relationship with the Regional Park.

- The orientation of buildings outward and toward the park (rather than inward facing complexes) to improve the relationship of the centre with the Regional Park and encourage surveillance, access and views into the space.
- The delivery of a variety of housing types and architectural forms that is reflective of the environmental credentials of the city and the aspirations of the master plan.

4.6.3 Key Design Concepts

In addition to the precinct intents noted above figures 4.6.4a and b outline the key structural components of the concept, including providing more clarity in relation to the connectivity, function, and public realm structure of the precinct. The key design concepts plan is supported by the following observations:

- The east west pedestrian spine is the main elements of connectivity associated with the precinct. After it's crossing of Mount Cotton Road it is intended to take on a more informal character that marks the transition between the town centre and Regional Park.

- The esplanade road will provide a more public edge to the park and will also allow for the creation of bays of car parking that will allow, over time, the removal of the large bitumen car park opposite the Bunnings Site.
- Buildings should be sited and oriented to provide the maximum level of surveillance over the park and to define its edge in a clear way.
- Parking for each development should be contained within the envelope of the building or behind the primary building line in an internal courtyard.














4.6.4 Parkland Residential Design Guidelines

This section provides design guidance specific to the precinct. Key parameters are noted in the schedule following.


Parkland Residential Precinct Design Parameters	
Issue	Guideline
Street Design	<ul style="list-style-type: none"> The precinct is defined by an inter-connected arrangement of streets with incorporated footpaths and cycle paths. Streets join activity rather than being boundaries between different uses and densities. Block size and shape fosters accessibility by promoting fine grained streets which connect the precinct with Capalaba Regional Park. Street Planting provides shade, buffering and street enclosure. Planting and landscape elements engage the senses and build a strong sense of local place. Street design manages traffic and creates a low speed traffic environment within the centre of the precinct.
Public Spaces	<ul style="list-style-type: none"> Development is oriented to overlook parkland, footpaths and roadways to ensure a safe pedestrian environment. A planting scheme and landscape elements engage the senses and build a strong sense of local place. Planting extends the Capalaba Regional Park 'feel' into the Residential Precinct and to connect to the east west pedestrian spine.
Building Design	<ul style="list-style-type: none"> Small sites are amalgamated into larger sites to facilitate better and more efficient building design results. Siting, mass and articulation of buildings need to respect valued elements of the desired parkland appearance. Site design delivers high quality subtropical landscape amenity that promotes shaded, light and cool spaces. Multiple individual entrances to residential development are provided along street frontages. Energy use is minimised through maximising opportunity for natural lighting and ventilation. Energy use is also mitigated through the use of renewable energy sources such as roof-mounted solar devices. Buildings are designed to adapt and accommodate a range of uses over time. Buildings are designed to maximise water recycling opportunities and minimise use of potable water.
Land Use	<ul style="list-style-type: none"> Commercial activities are concentrated along the Moreton Bay Road and Mount Cotton Road frontages.
Car Parking	<ul style="list-style-type: none"> The street cross-section allows for an adequate level of on-street car parking. Land uses that generate high vehicular traffic volumes are not located on local streets.

LEGEND

LANDUSE AND STRUCTURE

-  Precinct boundary
-  Residential
-  Commercial
-  Retail
-  Major east-west pedestrian spine
-  Key pedestrian link
-  Parkside outlook
-  Boulevard with landscape treatment
-  Esplanade with landscape treatment
-  Road
-  On-street parking
-  Indicative Landscaped podium/roof/courtyard
-  Key vehicular entry

HEIGHTS

-  5-6 Storeys

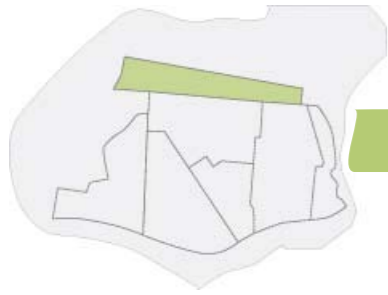
Parkland Living Precinct - Concepts and Guidelines



Figure 4.6.4a | Parkland Living Precinct - Landuse and Structure



Figure 4.6.4b | Parkland Living Precinct - Indicative Building Heights



Old Cleveland Road Recreation and Business Precinct

4.7 Old Cleveland Road Recreation and Business Precinct

The Old Cleveland Road Recreation and Business Precinct plays an important role in 'framing' the town centre and providing its residents and businesses with accessible recreational and open space amenity.



Figure 4.7 | Artist Impression of the Old Cleveland Road Recreation and Business Precinct

4.7.1 Desired Precinct Outcome

"The Old Cleveland Road Recreation and Business precinct provides an attractive and accessible environment which accommodates new businesses and provides a seamless transition between the town centre and the northern recreation and open space assets."

4.7.2 Old Cleveland Road Recreation and Business Precinct Intents

The objectives and intents that have been formulated to underpin this vision and that, in broad terms, explain the rationale for the precinct are as follows:

- Facilitate improved use of the precinct by creating greater opportunities to access the open spaces and recreational elements contained within it. This will include the implementation of the north-south pedestrian link along the alignment of Lorraine Street through to John Frederick's Park. Precise location and design of the crossing of Old Cleveland Road requires further consideration.

- Deliver new buildings and facilities that support the function of John Frederick's Park along Old Cleveland Road and between the alignments of Redland Bay Road and Dollery Road. This facility could include sports related uses, conferencing and ancillary retail that are able to provide a level of activity, amenity and surveillance for recreational users of the park.
- The creation of a grand green boulevard and establishing a pedestrian friendly environment along Old Cleveland Road as a means of bringing the landscape of the parkland toward the town centre and facilitating access to the parkland.

4.7.3 Key Design Concepts

In addition to the precinct intents noted above figures 4.7.4a and 4.7.4b outline the key structural components of the concept, including providing more clarity in relation to the connectivity, function, and public realm structure of the precinct.














4.7.4 Old Cleveland Road Recreation and Business Precinct Design Guidelines

This section provides design guidance specific to the precinct. Key parameters are noted in the schedule following.




Old Cleveland Road Recreation and Business Precinct Design Parameters	
Issue	Guideline
Open Space Design	<ul style="list-style-type: none"> The established open spaces of the centre are protected and enhanced. John Fredericks Park develops as a formally laid out active recreation precinct that benefits from the activity and surveillance of development along its southern edge. Water sensitive design principles to manage stormwater are incorporated.
Building Design	<ul style="list-style-type: none"> View corridors to the open space 'loop' which encompasses the centre are maximised – both along street corridors and in designed 'gaps' in buildings.
Car Parking	<ul style="list-style-type: none"> Car-parking is provided in an 'esplanade' format that does not overly dominate the open space environment with basement parking provided to service businesses and services located above.

LEGEND

LANDUSE AND STRUCTURE

-  Precinct boundary
-  Retail
-  Mixed use (retail/residential)
-  Community
-  North-south pedestrian spine (Green Link)
-  Key pedestrian link
-  Boulevard with landscape treatment
-  Esplanade with landscape treatment
-  Road
-  On-street parking
-  Intersection
-  Community facility
-  Centre gateway

HEIGHTS

-  1 Storey
-  2 Storeys
-  3-4 Storeys

Old Cleveland Road Recreation and Business Precinct - Concepts and Guidelines

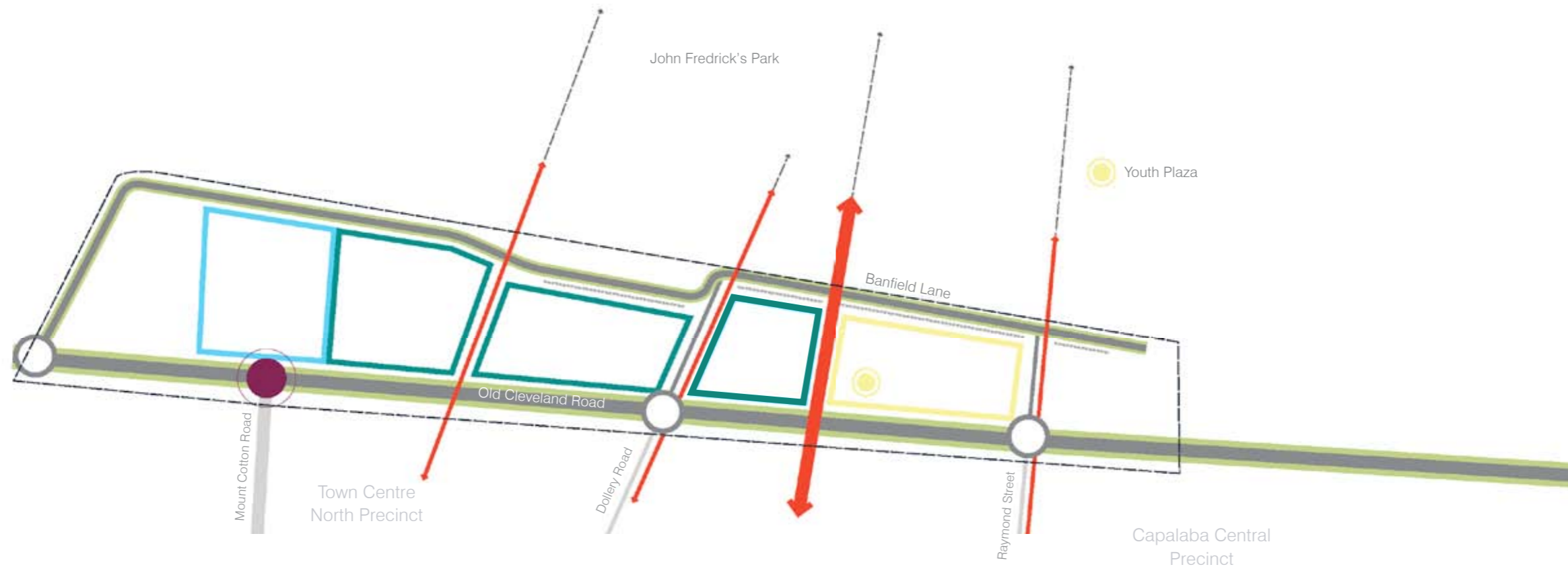


Figure 4.7.4a | Old Cleveland Road Recreation and Business Precinct - Landuse and Structure

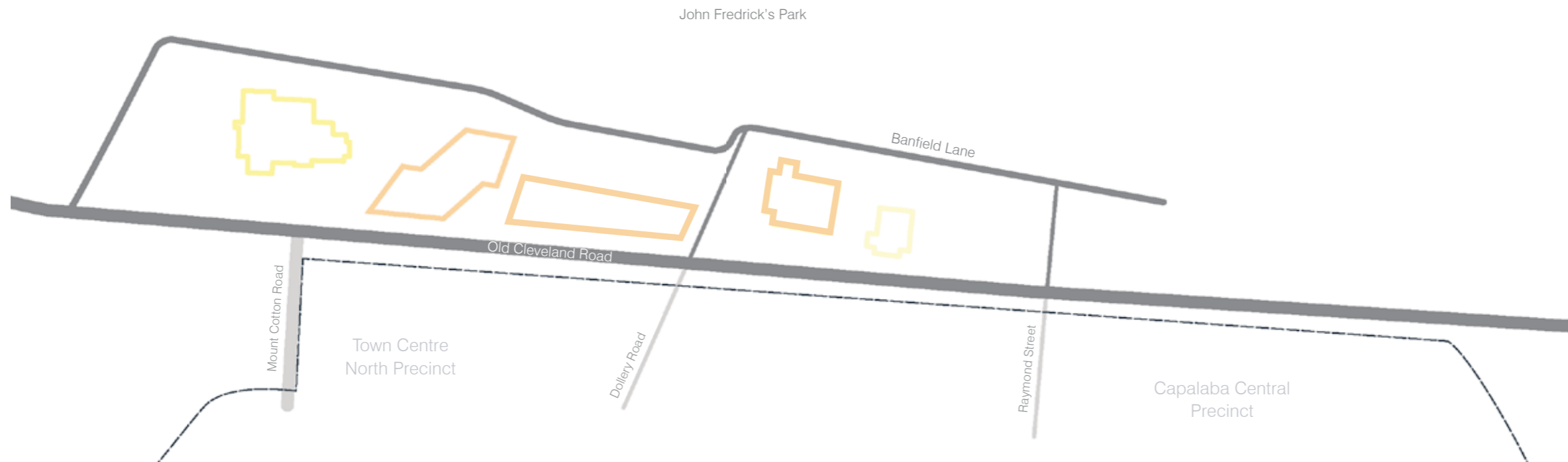


Figure 4.7.4b | Old Cleveland Road Recreation and Business Precinct - Indicative Building Heights

05 Implementation Strategy

This implementation strategy sets out a range of strategy and practical measures to guide the implementation of the vision for the Capalaba Activity Centre.

The illustrative master plan presented in the previous section provides a broad view of the future direction of the town centre, a framework that will assist in decision making and planning processes throughout the life of its implementation.

In support of the illustrative plan a number of more explicit strategies have been developed, each aiming to provide further clarity in relation to the projects and initiatives that will be required to be delivered if the vision is to be realised. These strategies are presented in layers to assist in their interpretation and are based on the Centre Wide Concepts discussed in Section 3.0. They include:

- **Strategy 1: Place Management:** With a focus upon achieving the master plan vision through a series of manageable tasks driven by a dedicated 'place manager'.
- **Strategy 2: Access and Mobility:** With a focus upon reorganising the street network, encouraging public transport usage, and providing the amenity and infrastructure required to facilitate walking and cycling.

- **Strategy 3: Landscape and Environment:** Setting out the key aspects of the plan that relate to the preservation and enhancement of the environment.
- **Strategy 4: Land Use and Economics:** Describing the future land use patterns of the centre and their contribution to the economic vitality of the place.
- **Strategy 5: Physical Character:** Elements of the centre that contribute to its overall character and identity including the height, scale, form and style of new buildings.
- **Strategy 6: Public Space and Streetscape:** A framework identifying the interconnected network of streets and public spaces and the unique qualities of each.

It is envisaged that the master plan will be delivered through a range of mechanisms including public investment in the public realm, public transport and community facilities.

Primary mechanisms for delivery include:

- **1: Council:**
 - Through allocation of finance (general revenue/rates) and resources (Place Manager).
 - By transforming the public realm – streetscape works
 - Seeking joint ventures with private sector on Council land

- **2: Private:**
 - Through contribution of works and finance ie infrastructure charges
 - Take-up of redevelopment opportunities
- **3: State:**
 - Through contributions toward future analysis, planning
 - Delivery of the Eastern Busway.
 - Commitment to new State facilities ie health, education, administration

Critically, momentum for the revitalisation of Capalaba will be directly linked to the delivery of the Eastern Busway to Capalaba. Its delivery before the planned 2026 delivery timeframe is therefore considered a necessity. Development of the Busway Station in the heart of the activity centre, will provide the infrastructure necessary for the Master Plan to achieve envisaged outcomes.

This investment however will ultimately need to also be supported by government commitment in the first instance to a catalyst development in the centre such as research, health or education facility to promote and drive the take-up of private investment opportunities promoted by the master plan.

For each of these layers this implementation strategy provides strategies tabulated as follows:

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Identifies a specific initiative proposed by the master plan	<ul style="list-style-type: none"> Identifies the specific actions needed to deliver the master plan initiative. These actions are categorised into five categories including: <ul style="list-style-type: none"> - Catalyst projects: these are projects that should be initiated to drive change in the area. - Advocacy: are initiatives that need to be actively championed and driven. - Policy and Regulatory Review: are initiatives that require some form of policy review such as a planning scheme amendment. - Ongoing Management: ongoing implementation and management of an existing policy document. - Analysis: a requirement for further detailed investigation to inform implementation. 	<p>Short: initiative to be completed within 5 years</p> <p>Medium: initiative to be completed within 5-10 years</p> <p>Long: initiative to be completed within the master plan planning horizon (2031)</p>	Identifies the agency charged with leading the initiative delivery.

5.1.1 Place Management

Fundamental to realising the master plan vision will be its implementation. Place management aims to provide an approach to take the individual steps needed to achieve a holistic outcome. The implementation strategy for place management is supported by the initiatives set out in the following schedule.

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Place Management	<p>Advocacy: A 'place manager' is to be engaged to drive delivery of the master plan vision. The role of the place manager will be to broker, facilitate and manage the resources and actions needed to achieve the vision for Capalaba. This would likely involve the appointment of a dedicated officer to co-ordinate and drive the delivery of the master plan.</p>	Short	RCC and State Government

5.1.2 Access and Mobility

The master plan aims to improve connectivity to the centre, and within, Capalaba Town Centre and illustrates a range of accessibility projects that, once implemented, will improve overall legibility and circulation, the variety of transport choices available to residents and visitors, and seamlessly link together the main destinations of the centre. The implementation strategy for access is supported by the initiatives set out in the following schedule.

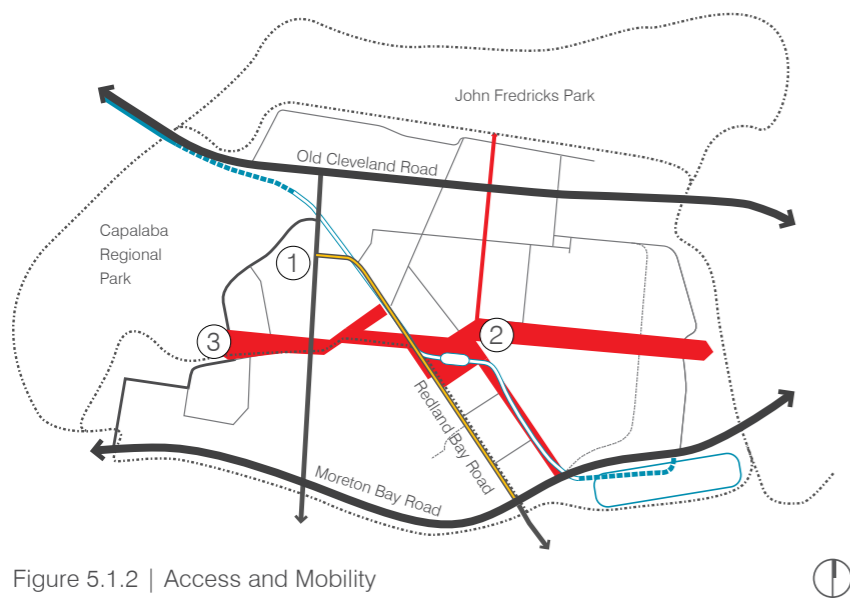


Figure 5.1.2 | Access and Mobility

LEGEND		
Main Arterial	Park & Ride	Cut Cover Tunnel
Redland Bay Downgrade	Bus Interchange	Main pedestrian movement
Trunk Collector	Busway:	Shared path
	At-grade	
	Ramp	

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Redland Bay Road and Mount Cotton Road	<ul style="list-style-type: none"> Catalyst Project 1: Reorganise the Mount Cotton / Redland Bay Road intersection with the aim of reducing 'through traffic' and allowing the re-invention of Redland Bay Road to occur. This action should be guided by the Capalaba Traffic Study 2009. 	Short	RCC and DT&MR
Busway Station / Transit Node	<ul style="list-style-type: none"> Advocacy: Council to continue to lobby the State and Commonwealth Government to bring forward the planned delivery of the Eastern Busway to Capalaba. Analysis: Incorporate bus priority measures in the design and upgrade of intersections required to facilitate the downgrading and longer-term Redland Bay Road closure. 	Short to Medium Medium to Long	RCC RCC and Translink
Park and Ride	<ul style="list-style-type: none"> Advocacy: RCC is to work with Translink to finalise the park and ride and interim express bus stops on Moreton Bay Road delivery as a matter of priority. Analysis: Identify opportunities for improved pedestrian connectivity between the proposed park and ride and the existing bus station. Analysis: Explore opportunities to collocate end of trip cycle facilities. 	Short Short Short to Medium	RCC and Translink RCC and Translink RCC and Translink
Pedestrian Spine	<ul style="list-style-type: none"> Catalyst Project 2: Create a direct east west alignment through the centre as an extension of the proposed pedestrian spine concept. The pedestrian spine will bind together the key civic, retail, and environmental assets of the centre. Integration of cycle network opportunities should also be considered as part of this initiative. 	Medium to Long	RCC and Landowners
Street Network and Visual Connectivity	<ul style="list-style-type: none"> Analysis: Review waste collection/and service vehicle movement methods within the centre to accommodate preferred centre design outcomes including proposed road changes and shared zone. Policy & Regulatory Review: Formalise the street network and hierarchy proposed by the master plan through a series of guiding plans which would form part of a planning scheme amendment. The plan would provide an opportunity to integrate visual connectivity outcomes as sought by the master plan. 	Short Medium	RCC RCC
Cycle and Pedestrian Network	<ul style="list-style-type: none"> Policy & Regulatory Review: Develop a detailed pedestrian and cycle route plan which identifies hierarchy, design, and future needs. Such a plan should precede and form part of any planning scheme amendment. The pedestrian and cycle route plan should also identify the end trip cycling facilities (bicycle storage, changing facilities etc) required to support cycle/bus travel. 	Short	RCC
Parkside Esplanade	<ul style="list-style-type: none"> Catalyst Project 3: Implement the proposed esplanade road linkage in partnership with current land owners between Pittwin Road and Mount Cotton Road as the first stage of unlocking the precinct for development. 	Long	RCC and Landowner/s



Figure 5.1.3 | Landscape and Environment

LEGEND

- Landscaped boulevards / avenue
- Pedestrianised and landscaped avenue
- Pedestrian priority zone
- Indicative green courtyards / podiums and green roofs
- Parkside Esplanade
- Potential landscape statement opportunity
- Existing Parkland
- Links to open space
- Sports field
- Rehabilitated Creek Edge



5.1.3 Landscape and Environment

Capalaba Town Centre is in proximity to a range of key open spaces and environmental assets and also enjoys relative proximity to the ‘bay and bushland’ attributes that define Redland City. Although not perceived as having great environmental values today, the master plan envisages a town centre that protects and enhances the existing ecological attributes of the centre (open space and creek corridor) and supplements these with a host of new environmental measures. It is worth noting that all of the layered strategies, at some level, contribute to the ‘sustainability’ of the plan by encouraging public transport use, promoting good economic outcomes, and insisting that all new development reach higher standards in energy consumption. The implementation strategy for landscape and environment, described in the following schedule.

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Open Space Connectivity and Green Linkages	<ul style="list-style-type: none"> • Analysis: Develop a detailed master plan and management plan for the ‘green loop’ which encircles the Capalaba Activity Centre. The plan would form a single management and delivery plan for all open space/ recreation areas within the ‘green loop’. 	Short	RCC
Coolwynpin Creek Corridor	<ul style="list-style-type: none"> • Analysis: Undertake detailed design and environmental analysis to inform the development of planning scheme provisions that guide the future outcome within and adjoining this corridor. 	Short	RCC
Capalaba Regional Park	<ul style="list-style-type: none"> • Advocacy: Promote Capalaba Regional Park as a unique recreational destination which provides a space for celebration and recreation through implementation of Stage 3 and 4 of the Regional Park master plan. 	Short	RCC
John Fredericks Park	<ul style="list-style-type: none"> • Ongoing Management: Continue implementation of John Fredericks Park Master Plan 2006 until its integration into a ‘green loop’ master plan. 	Short to Medium	RCC
Building Performance	<ul style="list-style-type: none"> • Policy and Regulatory Review: Integrate sustainable building design best practice into the development of future planning scheme provisions. 	Short	RCC
Green Amenity	<ul style="list-style-type: none"> • Policy and Regulatory Review: Explore opportunities to include design initiatives in new policy documents which reflect the desired ‘green’ character of the town centre. Initiatives such as green boulevards , courtyards, podiums and green roofs should be explored further. 	Short	RCC

5.1.4 Land Use and Economics

For the master plan to be a success it will need to encourage a mix of desirable land uses, incentivise the transition of incompatible uses to more suitable locations, and encourage the economically sustainable redevelopment of key sites. The strategy for land use and economics aims to better integrate the existing retail centres and to supplement their destinational qualities by introducing new land uses and social activity in the most mutually beneficial way. The following schedule describes the key land use and economic implementation strategies that will be delivered by the master plan.



Figure 5.1.4 | Land Use

LEGEND	
■	Retail
■	Commercial (retail on ground floor)
■	Commercial
■	Residential
■	Mixed Use (retail/residential)
■	Community

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Redlands Planning Scheme amendment	<ul style="list-style-type: none"> Policy & Regulatory Review: undertake necessary amendments to the Redlands Planning Scheme to align with the Master Plan. 	Short	RCC & State
Retail Cores	<ul style="list-style-type: none"> Advocacy: Badge the centre with a quality image, logo and physical sign posts to identify it as a single destination. 	Short	RCC
Mixed Use Development	<ul style="list-style-type: none"> Catalyst Project 4: Mixed-use development within the Town Centre North Precinct is delivered as key gateway to the centre. It is envisaged that renewal of this area (at the intersection of Old Cleveland Road and Mount Cotton Road) may be driven through the attraction of large commercial office space tenants such as decentralised State Government offices, education facilities or like activities. 	Short/Medium	RCC
Commercial Uses	<ul style="list-style-type: none"> Advocacy: Develop office accommodation promotion material to present to local and regional businesses with a particular focus on education, government, health and sport and recreation industries. Analysis: Undertake a Redland City Council future office accommodation audit and determine opportunities for location of space within Capalaba. 	Short Short	RCC RCC
In Centre Residential	<ul style="list-style-type: none"> Advocacy: Negotiate with the Queensland Department of Communities, private developers and community housing providers to establish a program of actively locating quality affordable housing units within the centre. Advocacy: Promote the sale or redevelopment of existing Council or State owned land in strategic locations for medium and higher density housing, mixed use development and human services. 	Short/Medium Short/Medium	RCC RCC
Civic and Community Facilities	<ul style="list-style-type: none"> Catalyst Project 5: Reinvigorate, expand and reposition the Capalaba Place (existing Library) to better address the proposed pedestrian spine and Town Square and explore potential for public/private partnerships to achieve this outcome. Catalyst Project 6: Develop feasibilities for, and implement the proposed health hub / campus on the land between Loraine, Noeleen, Dollery and Faccio Streets. This will act as a key early investment driver and encourage the co-location of similar uses in the precinct. Advocacy: Develop a program of events involving schools, local cultural and entertainment groups, sporting groups etc. 	Medium Medium	RCC RCC
Linkages to adjacent Precincts	<ul style="list-style-type: none"> Advocacy: Engage with the local business and commerce group to develop projects and services that will benefit the trading environment. 	Short to Medium	RCC

5.1.5 Physical Character

The master plan seeks to achieve a quantum shift in the overall physical character of the centre. Buildings and streets have been re-oriented to assist in improved legibility, building heights up to 12 storeys have been proposed in locations that visually reinforce the primacy of the core of the centre, and new development will be required to deliver climatically and locationally appropriate buildings types. More detail in relation to the character of each precinct in set in section 4 of this report. The implementation strategy is described by the following schedule.



Figure 5.1.5 | Building Heights

LEGEND

 10-12 Storeys	 3-4 Storeys
 7-8 Storeys	 2 Storeys
 5-6 Storeys	 1 Storeys

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Gateways	<ul style="list-style-type: none"> Policy and Regulatory Review: The illustrative master plan identifies two gateway development site opportunities. These are sites that present opportunities for land mark buildings in terms of their design and land use. Incentives for such development should be explored and facilitated by way of a planning scheme amendment. 	Short	RCC
Building Heights	<ul style="list-style-type: none"> Policy and Regulatory Review: Amalgamation of sites will be required to achieve the building heights envisaged by the master plan. Planning policy to facilitate this outcome will need to be prepared accordingly. 	Short	RCC
Density and Intensity of Use	<ul style="list-style-type: none"> Analysis: Ensure adequate provision of water/power/telecommunications infrastructure to meet the needs of proposed development in the centre. 	Short	RCC
Architectural Form	<ul style="list-style-type: none"> Policy and Regulatory Review: Review and develop an architectural style template for inclusion in policy amendments such as planning scheme codes. 	Short	RCC
Sub-Tropical Design	<ul style="list-style-type: none"> Policy and Regulatory Review: Implement sub-tropical design codes for buildings and public spaces in development of planning scheme amendments. 	Short	RCC
Character and Visual Themes	<ul style="list-style-type: none"> Policy and Regulatory Review: Develop a public realm strategy for the city centre (ie streetscape manual). This may be assisted through the development of a public realm design completion. 	Short	RCC

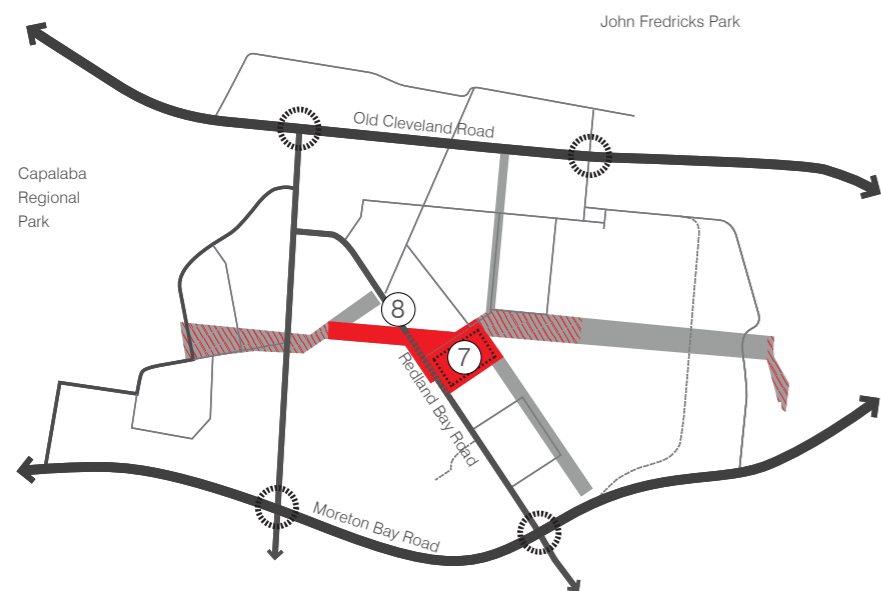


Figure 5.1.6 | Public Space and Streetscape

LEGEND	
 Primary civic spaces	 Boulevard
 Secondary civic space	 Avenue
 Major pedestrian route	 Pedestrian shared zone
 Gateway	 Esplanade
	 Road
	 Primary frontage

5.1.6 Public Space and Streetscape

Great streets and spaces make great towns. The emphasis of this master plan, based on the community engagement process, on the creation of attractive and functional public spaces demonstrates the wide understanding of the resident and business community of the social, environmental, and economic benefits that this level of 'green infrastructure' is able to provide. This layered strategy aims to direct the creation of an interconnected network of public spaces and streets that, through their quality, contribute to the appeal and 'liveability' of the centre, encourage walking and cycling, and provide more opportunities for public activities such as markets, festivals, and events. A key objective for Capalaba Town Centre is to create attractive sub-tropical streetscapes and spaces that offer high levels of visual amenity. The implementation strategy for public spaces and streetscapes is supported by the actions nominated in the following schedule.

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Town Square	<ul style="list-style-type: none"> Catalyst Project 7: Implement, potentially in a staged manner, the new Town Square environment. This will need to take account of the existing bus station arrangement and future bus station and busway alignment. The town square will form the first stage of the wider east-west pedestrian spine. Delivery of the town square will be explored through more detailed urban design analysis which will consider staging, design and delivery. 	Medium	RCC and Land Owners
Pedestrian Spine	<ul style="list-style-type: none"> Analysis: Undertake detailed design to provide a framework for the delivery of attractive pedestrian routes linking the centre. 	Short	RCC
Redland Bay Road	<ul style="list-style-type: none"> Catalyst Project 8: Convert Redland Bay Road, for the length of the existing bus station in a staged manner into a pedestrian environment, which allows for emergency or service vehicle access in the long-term. This will occur after the realignment of the Redland Bay Road and Old Cleveland Road intersections and delivery of the Eastern Busway Station. 	Medium - Long	RCC
Green Courtyards, podiums and roofs	<ul style="list-style-type: none"> Policy and Regulatory Review: Ensure planning policy and controls effectively promote the development of 'green' courtyards, podiums and roofs. 	Short	RCC
Views toward open space	<ul style="list-style-type: none"> Policy and Regulatory Review: Location and development of buildings are to maintain strategic views to features such and open space and key view lines. 	Short	RCC

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Redland
CITY COUNCIL

Capalaba Centre Master Plan

Strategic Consultation Plan

Prepared by Bernard Houston
Community Engagement Adviser
Marketing & Communication

29 January 2010

Approving Officer: Wayne Dawson:.....
Signature:..... <i>Wayne Dawson</i>
Date:..... <i>29th January, 2010.</i>

1.0 Project Team

Project manager	Michael Beekhuyzen
Authorising officer	Wayne Dawson
Community engagement adviser	Bernard Houston
Communication adviser	Susie Winter

2.0 Referring documents

- Capalaba Centre Master Plan Project – Enquiry by Design Communications Plan 2008 (RCC)
- Capalaba Master Plan Community Engagement and Communications Plan 2008 (Urbis)

3.0 Background

3.1 **Start Date** – March 2010

3.2 **Geographic Area** - Capalaba central business district [Master Plan Area]

3.3 **What are the project goals?**

This engagement provides RCC an opportunity to:

- Provide feedback to stakeholders who have participated in the masterplanning process on how their contributions have informed the draft Capalaba Centre Master Plan and highlight opportunities for further comment;
- Seek input from key stakeholders who did not take part in the engagement process but who will be affected by the implementation of the Master Plan
- Engage key landowners on how the new Capalaba Centre Master Plan could be implemented
- Engage relevant State Government agencies on the outcomes and draft Master Plan for the Principal Regional Activity Centre
- Create ownership among key stakeholders in delivering the new Capalaba Centre Master Plan

3.4 **Which drivers are associated with the project?**

Why is RCC preparing the Capalaba Centre Master Plan?

The preparation of the Capalaba Centre Master Plan responds to number local and regional planning objectives. These include:

- the Redlands Planning Scheme (RPS) identifies Capalaba as a major centre accommodating key concentrations of higher order retail, commercial, residential, administrative, community and entertainment uses, and employment mix:
- a key strategy of The Vision 2005 – Redland Community Plan was to increase the number and diversity of businesses in the local economy providing greater local employment opportunity and reducing the reliance of the local workforce on

employment areas located outside the Redlands. The Master Plan will assist in creating local jobs by supporting the growth of existing strong employment sectors in the centre such as retail and developing employment opportunities in sectors that include professional business services, health and education, and administration;

- the SEQ Regional Plan 2009-2031 continues to identify Capalaba as a Principal Regional Activity Centre. A Principal Regional Activity Centre is the second highest order centre in SEQ serving catchments of regional significance and accommodating key employment concentrations, major retail, commercial, administrative and recreational uses. They also provide a focus for high quality public transport and for infill residential development;
- investigations undertaken for the Eastern Busway identified the need to undertake a master plan of the Capalaba centre in order to ensure the location of the future bus way station meets the needs of the centre and wider community.

The Capalaba Centre Master Plan integrates these local and regional planning objectives to provide a detailed land use and infrastructure plan to guide the revitalisation of the centre into an attractive, vibrant, liveable and sustainable transit orientated centre that meets the needs of the Redland's and SEQ's growing community.

It should be noted that the Capalaba Centre Master Plan is not a statutory document. Amendment to the Redlands Planning Scheme to reflect the outcomes of the Master Plan will be required to provide a statutory basis. These consequential amendments to the RPS will be undertaken under the provisions of the Sustainable Planning Act 2009.

3.5 Previous Research & consultation

The preparation of the Capalaba Centre Master Plan has been informed by a number of technical studies. These include:

- Land Use Analysis Report – June 2006;
- Bus Station Options Analysis – June 2006;
- Urban Context Analysis – October 2008; and
- Gap Analysis – October 2008.

The Master Plan has also considered and integrates with a range of other studies and plans. Key studies and plans include:

- SEQ Regional Plan 2009-2031
- Redland City Centres and Employment Review - 2007
- Capalaba Transport Study – February 2009;
- Eastern Busway – Approved Alignment Map;
- Building Strong Communities – Redlands Social Infrastructure Strategy – 2009

2009

The Land Use Planning Group and Urbis [project consultants] have conducted the following engagement activities to prepare this draft Capalaba Centre Master Plan:

- A community vision survey
- Enquiry-by-design process consisting of three workshops
- A series of stakeholder/ community newsletters which incorporated a community survey seeking feedback on each stage of the development process
- Static public displays and a number of 'Meet the Planner' occasions at Shopping Centres in Capalaba.

These activities were supported by mirroring internet activities.

3.6 Links with Corporate Plan 2006-2010

The Corporate Plan 2006-2010 is committed to preserving the natural environment and physical character of the City, providing essential services and fostering community health and wellbeing and economic prosperity. The Capalaba Centre Master Plan addresses these priorities by:

- promoting an active town centre through opportunities for retail, commercial and residential redevelopment connected with high quality public spaces including green and shaded streets and boulevards. The style of architecture and public space will blend the unique bayside qualities of the City with the environmental and historic rural aspects of the Capalaba locality;
- providing a focus for civic life within the town centre through the establishment of a town square, which can provide a location for local festivals and events.
- establishing an east-west pedestrian spine to connect the town centre;
- providing opportunity for business investment and local employment;
- connecting and enhancing the existing landscape and environmental assets which surround the town centre. Key concepts include the creation of a park esplanade surrounding the town centre and rejuvenating the Coolwypin Creek corridor;
- preserving the corridor of the planned Eastern Busway and station located under the town centre. A park and ride facility is proposed on Moreton Bay Road;
- recognising the link between the town centre and the business activity that occurs to the south along Redland Bay Road.

4.0 Issues identification

The Redlands Community Engagement Tracker identifies the objectives and issues of a project and the recommended level of community engagement prior to the project engagement being undertaken. For each project there are a series of internal external expectations which are ranked from 'Very Low' to 'Very High'. A suggested level of engagement is provided - Inform, Consult, Involve, Collaborate or Empower.

The Capalaba Centre Master Plan project was evaluated using the Community Engagement Tracker as follows.

4.1 Internal expectations rating (from tracker)

Score 22 [Average 3.14] - collaborate

4.2 External expectations rating (from tracker)

Score 25 [Average 3.57] – collaborate

4.3 Identify the non-negotiables and negotiables for the project.

Non-negotiables	Negotiables
Footprint of Capalaba CBD [Master Plan Area]	Various elements of the Implementation Plan
Overall CBD design concept – connected centre with its centre or 'heart' defined by a public square and relatively more intense built form.	Design elements of the draft Master Plan – i.e. fine tuning of pedestrian connectivity
Centre planning responsibilities of the SEQ Regional Plan	
Eastern Busway Alignment and Park 'n' Ride Facility on Moreton Bay Road	

Internal Planning Document

4.4 Issues analysis

Provide details of the main community issues associated with the project (identified from previous engagement records, other sources or prediction).

Issues and concerns (?)	Key Stakeholder/ Stakeholder cluster	Source	Level of concern 1 low 2 med 3 high	Level of impact 1 low 2 med 3 high	Engagement Activity	Timing (2010)
The Capalaba CBD masterplan process was undertaken in mid 1990s. This plan has been partially implemented however some opportunities were not taken by the market. The masterplan was reviewed as part of the RPS preparation and drafted into the existing zone code for the Major Centre Zone. How does the new masterplan differ in its implementation plan?	Qld State Government Major Retailers Other business associations BCC	Internal stakeholder meeting	High	High	Individual stakeholder meetings Peer review of Capalaba CBD masterplan by Urban Design Alliance Discussion is focused on how to implement CBD masterplan	February – June
General apprehension to higher rise development by Redlands community and general acceptance of specific locations for such development in the City especially in Principal Activity Centres.		Redlands 2030 community plan	High	Med – High	Newsletter Attended interactive displays Other communication activities linking outcomes of Capalaba CBD masterplan to Redlands 2030.	March to June
Partial closure of Redland Bay Road to vehicle traffic.	Other business associations	Council Workshop.	High	High	Newsletter Attended	March to June

Issues and concerns (?)	Key Stakeholder/ Stakeholder cluster	Source	Level of concern 1 low 2 med 3 high	Level of impact 1 low 2 med 3 high	Engagement Activity	Timing (2010)
<p>other than buses, service and emergency vehicles, and its impacts on vehicle movement, access to smaller businesses located outside the shopping centres, and the loading/unloading of goods to shopping centres.</p> <p><i>(the draft masterplan is not just closing Redland bay – it proposes mechanisms for improving flow of traffic through and around the centre)</i></p>					<p>interactive displays</p> <p>Other communication activities linking outcomes of Capalaba CBD masterplan to Redlands 2030.</p>	
<p>Timing of SE Busway is outside of direct RCC control. Current program for completion of Capalaba Section is beyond 2031. Bring forward interim treatments in Capalaba to achieve bus priority movement into and out of the bus station.</p>	<p>Queensland Government BCC SEQ Council of Mayors</p>		High	High	<p>Individual stakeholder meetings and other advocacy initiatives to follow implementation of CBD masterplan (e.g. State agency meeting/briefing.)</p>	
<p>Location and function of the park'n'ride facility with regards to amenity and patronage?</p>		Council Workshop	Med-Low	Med-Low	<p>Inform through key messages in communications</p>	February – June

Issues and concerns (?)	Key Stakeholder/ Stakeholder cluster	Source	Level of concern 1 low 2 med 3 high	Level of impact 1 low 2 med 3 high	Engagement Activity	Timing (2010)
<p>Perception that the master plan removes car parking spaces from Capalaba, and business will suffer – need to convey that private car parking from residential will be accommodated on-site not on public road reserves which would be regulated and timed.</p>	<p>Other business associations</p>	<p>Council workshop.</p>	<p>Med-Low</p>	<p>Med-Low</p>	<p>Inform through key messages in communications materials.</p>	<p>February – June</p>

Appendix 1. Timeline of Engagement Activities for 2010

Timing	Activity	IAP2 rating	Stakeholder/s	Communication channel	Description	Outcomes
March to June	Stakeholder meetings/ workshops	Consult/ Involve	<p>These are held with key stakeholders who have a high potential impact on the outcomes of this project.</p> <ul style="list-style-type: none"> • Capalaba Central Shopping Centre • Capalaba Park Shopping Centre • TransLink • Qld Transport • Dept of Infrastructure and Planning • Dept of Housing • Qld Health • Ed Qld • Westfarmers - Bunnings 	Individual meetings or possible group workshop in case of State agencies	<p>In these meetings stakeholders are reminded/ informed of the issues identified in the enquiry by design workshops and given opportunity to provide comment on the draft masterplan</p> <p>In these meetings RCC also has opportunity to engage these key stakeholders on how the final masterplan will be implemented</p>	<p>Council receives comment from key stakeholders on the draft design</p> <p>Council receives input from key stakeholders on implementing the masterplan</p>
March	Direct mail out 1	Inform/ consult	<p>Businesses, organisations and households resident within the CBD footprint [Master Plan Area]</p> <p>Includes: Redland Community Centre</p>	Direct mail	<p>This explains what has occurred in the enquiry by design process and provides the stakeholder an opportunity to comment on the draft design</p> <p>This mail out should comprise:</p>	<p>Council receives comment from stakeholders directly affected by outcomes of the new Capalaba CBD masterplan.</p>

Timing	Activity	IAP2 rating	Stakeholder/s	Communication channel	Description	Outcomes
			Bayside Respite Care Assoc Inc Full list in attachment 2 – stakeholder analysis.		<ul style="list-style-type: none"> A letter addressed to different stakeholders Accompanying community newsletter that includes an outline of the new master plan A feedback/ submission form for the stakeholder to complete. 	
March	Direct mail out 2	Inform/consult	This is distributed to: <ul style="list-style-type: none"> Residents neighbouring Capalaba CBD Neighbouring businesses. People shopping & working in Capalaba. 	Letterbox drop Customer service centre Libraries Corporate web site Local councillors	This newsletter summarises what has occurred and the outcomes of the enquiry by design process.	Council receives community comment on the draft Capalaba CBD masterplan
March – June	Interactive displays (adaptation of meet the planner sessions)	Inform/consult	People shopping, working, visiting or travelling through Capalaba CBD	Promoted through communication plan Face to face small group meetings	These are set up in a shop front or in casual leasing spaces. A council officer is present at this display to answer questions and seek feedback from the community on the draft design. Interactive displays are used to encourage participants to take part and inform the final plan.	Council receives community comment on the draft Capalaba CBD masterplan through submissions and comments on hard copies of the draft plan. Council officers collate these responses to inform the final plan.

Appendix 2. Stakeholder Analysis

Key Stakeholder/ Stakeholder cluster	Issues/ interest in project	Level of impact on project outcome (high/med/ low)
Capalaba Central Shopping Centre	Business within the Capalaba Master Plan Area	High
Capalaba Park Shopping Centre	Centre Management participated in the enquiry by design process	High
Bunnings	Business within the Capalaba Master Plan Area	High
TransLink	Project partner in the initial stage of the project	High
Queensland Transport	Project partner in the initial stage of the project	High
Department of Infrastructure Planning	Key State agency with interest in project outcome and responsible for coordination of State Agency comments	High
Department of housing	Key State agency with interest in project outcome	High
Queensland Health	Key State Agency to assist in implementation of Master Plan	High
Education Queensland	Key State Agency to assist in implementation of Master Plan	High
Department of Communities	Key State Agency with interest in project outcome	Med
Brisbane City Council	Participated in the enquiry by design process	Med
Redland Community Centre	Business within the Capalaba Master Plan Area	Med

Key Stakeholder/ Stakeholder cluster	Issues/ interest in project	Level of impact on project outcome (high/med/ low)
Bayside Respite Care Assoc Inc	Located within the Capalaba Master Plan Area	Med
Capalaba State College	Neighbours Capalaba Centre	Med
Bayside Christian Church	Neighbours Capalaba Centre	Med
Other businesses neighbouring the Capalaba CBD	Neighbours Capalaba Centre	Med
Residents neighbouring the Capalaba CBD	Neighbours Capalaba Centre	Med
Koala Action Group	Other stakeholder with interest in project	Med
Redlands Tourism	Other stakeholder with interest in project	Med
Property Council of Australia	Other stakeholder with interest in project	Med
Redland City Chamber of Commerce	Other stakeholder with interest in project [changed as they did not attend EBD]	Med
Capalaba Business District (Traders Group)	Participated in the enquiry by design process	Med
Veolia Transport	Other stakeholder with interest in project [changed as they did not attend EBD]	Med
Rural Press	Other stakeholder with interest in project [changed as they did not attend EBD]	Med

Key Stakeholder/ Stakeholder cluster	Issues/ interest in project	Level of impact on project outcome (high/med/ low)
Boystown	Located within the Capalaba Master Plan Area	Low
Bluecare Maybanke Accommodation and Crisis Support Service	Located within the Capalaba Master Plan Area	Low
Lifeline - Bayside Capalaba Senior Citizens Citizen's Association	Located within the Capalaba Master Plan Area	Low
Redlands Multicultural Group Redlands Women's Issues Network	Located within the Capalaba Master Plan Area	Low
Open Minds	Located within the Capalaba Master Plan Area	Low
Craig's Catch	Located within the Capalaba Master Plan Area	Low
Ricky-Against-The-Grain	Located within the Capalaba Master Plan Area	Low
Street Culture	Located within the Capalaba Master Plan Area	Low
Capalaba Park Extra News	Located within the Capalaba Master Plan Area	Low

Key Stakeholder/ Stakeholder cluster	Issues/ interest in project	Level of impact on project outcome (high/med/ low)
Amcal Max	Located within the Capalaba Master Plan Area	Low
Capalaba Football Club	Located within the Capalaba Master Plan Area	Low
Capalaba Rugby League Football club	Located within the Capalaba Master Plan Area	Low
Lara's House	Located within the Capalaba Master Plan Area	Low
Fresh Sensations	Located within the Capalaba Master Plan Area	Low
The Surf Hut	Located within the Capalaba Master Plan Area	Low
Cash Converters	Located within the Capalaba Master Plan Area	Low
Capalaba Music Centre	Located within the Capalaba Master Plan Area	Low
Optus World	Located within the Capalaba Master Plan Area	Low
Muffin Break	Located within the Capalaba Master Plan Area	Low
Sizzling Wok	Located within the Capalaba Master Plan Area	Low
Park Carvery	Located within the Capalaba Master Plan Area	Low

Key Stakeholder/ Stakeholder cluster	Issues/ interest in project	Level of impact on project outcome (high/med/ low)
Urban Development Institute of Australia [Queensland]	Other stakeholder with interest in project	Low
Ausbuild	Located within the Capalaba Master Plan Area	Low
Redlands Institute	Other stakeholder with interest in project	Low
Aerografix	Located within the Capalaba Master Plan Area	low
Rotary	Community organisation	Low

Internal Planning

Appendix 3. Detailed stakeholder database.

As part of project management, consider using an Excel spreadsheet, Access Database or similar and attach to the planner for later reference or give details on accessing the database.

Title and name	
Company	
Postal address	
Actual address	
Phone / fax number	
Lot and registered plan number	
Email address	
How they want to be contacted **	
Record issues through contact and closeout details	

** m=meeting, t=telephone, e=email, f2f=face-to-face, wc=written correspondence

10.1.2 NORTH STRADBROKE ISLAND ACTION PLAN “TOWARD SUSTAINABILITY”

Dataworks Filename:	ED North Stradbroke Island Sustainable Tourism Committee
Attachments:	<u>Towards Sustainability – An Action Plan for North Stradbroke Island</u>
Responsible Officer Name:	Alan Burgess Manager Economic Development
Author Name:	Paula Rathgeber Tourism Development Co-ordinator

EXECUTIVE SUMMARY

In responding to global concern over climate change, Queensland is moving to become a world-leading ‘guilt-free’ destination. Tourism Queensland is working towards building sustainable destinations and supporting global best practice in tourism through its Sustainable Regions program.

Tourism Queensland selected North Stradbroke Island as one of only five regions in Queensland to participate. North Stradbroke Island is at high risk to the impacts of climate change and has a responsibility to deliver sustainable tourism experiences to its visitors and a sustainable lifestyle to its residents.

Tourism Queensland identified three steps in the Sustainable Regions program including an audit and health check on the region, conducting a stakeholder workshop to identify and discuss opportunities, and preparation of an action plan for the region.

Tourism Queensland’s project report (included as an attachment to this report) completed by EC3 identifies 7 short term actions (1-2 years). These will be progressed by the Sustainability Cluster, which was formed as part of TQ project, and where appropriate supported by Council.

PURPOSE

The purpose of this report is for Council to note the outcomes of Tourism Queensland’s project “Towards Sustainability - An action plan for North Stradbroke Island” which was developed by EC3.

BACKGROUND

The project was funded and co-ordinated by Tourism Queensland and prepared by EC3. Redland City Council provided support to facilitate community workshops and meetings. The North Stradbroke Island Aboriginal and tourism community were consulted as part of the process.

ISSUES

The Tourism Queensland report identified the following short term actions (1-2 Years):

1. Establish a North Stradbroke Island sustainability cluster. The community established this cluster as part of the project.
2. *Engage the operators in cluster activities. This will be progressed by the cluster throughout the year.*
3. *Develop a strategic tourism plan for the Redlands. This will be completed in conjunction with the industry by Councils tourism unit, and will encompass the entire city.*
4. *Product development and marketing to address seasonality. This will be progressed by the caring for Straddie taskforce and where appropriate supported by Council through its existing promotional programs.*
5. *Engage the community in the cluster initiatives and 'Caring for Straddie'. These activities will be coordinated by Stradbroke ferries and, where possible, supported by Council.*
6. *Reinvigorate the 'Caring for Straddie' campaign. This will be progressed by a 'Caring for Straddie' task force, which will consult with Council, Tourism Queensland and Brisbane Marketing to develop new material.*
7. *Waste Management for Commercial Operators. The Redland City Council Sustainable Resources Future 'Waste Management Strategy' draft aligns with objectives from the NSI Action Plan*

Redland City Council will support priorities as identified in the Tourism Queensland NSI Action plan, in particular:

- Working with sustainability group and holding quarterly forums and workshops;
- Developing a Strategic Tourism Plan for the Redlands City Council;
- Investigating feasibility of projects identified in the Regional Tourism Investment and Infrastructure Plan (RTIIP) (Moreton Bay and Islands subsection).

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to enhance employment participation and the community's standard of living through encouraging economic development opportunities

FINANCIAL IMPLICATIONS

There are no financial implications for the recommendation 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 not require any amendments to the Redlands Planning Scheme.

CONSULTATION

EC3, Tourism Queensland, Redland City Council and the NSI Tourism operators have been consulted as part of the development of this project. Quandamooka and Minjerribah representatives were approached for input into development of the Action Plan, together with Consolidated Rutile Limited (CRL) and Stradbroke Island Management Organisation (SIMO).

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

Moved by: Cr Murray
Seconded by: Cr Reimers

That Council resolve to note the Tourism Queensland "Towards Sustainability - An Action Plan for North Stradbroke Island" project report by EC3.

CARRIED



Towards Sustainability

An Action Plan for North Stradbroke Island

January 2010



EXECUTIVE SUMMARY

In responding to global concern over climate change, Queensland is moving to become a world-leading 'guilt-free' destination. Tourism Queensland is working towards building sustainable destinations and supporting global best practice in tourism through its Sustainable Regions program.

What is the Sustainable Regions Program?

The Sustainable Regions program starts at ground zero, working with regions and their tourism operators and communities to determine their current performance and then identify and implement actions needed to ensure ongoing sustainable tourism development.

North Stradbroke Island has been selected as one of only five regions in Queensland to participate in the pilot of the Sustainable Regions program. The other regions include Airlie Beach, Magnetic Island, Pioneer Valley / Cape Hillsborough and Winton. North Stradbroke Island was selected as it is a proactive Queensland destination which can deliver innovative solutions to the climate challenge. North Stradbroke Island is at high risk to the impacts of climate change and has a responsibility to deliver sustainable tourism experiences to its visitors and a sustainable lifestyle to its residents.

The key steps in the Sustainable Regions program are:

- i. Conduct a regional audit and sustainability health check on the region which assesses current initiatives, management and reporting of sustainability outcomes
- ii. Conduct a stakeholder workshop with the regional cluster to identify and discuss opportunities
- iii. Prepare an action plan for the region with short, medium and long term actions

This Action Plan reports on the key findings from the regional audit of North Stradbroke Island and presents a series of recommended actions.

CHALLENGES FOR NORTH STRADBROKE ISLAND

- Education and awareness on the natural and cultural sensitivity of Island is low. Visitors are unaware, and therefore do not appreciate, the natural and cultural landscape of North Stradbroke Island. Protection of sensitive natural areas therefore becomes difficult.
- Operators are time poor and struggle to dedicate resources to improving their sustainability. It is not currently a priority for many and initiatives have no longevity. Economies of scale also becomes an issue when there is a low level of buy in.
- Waste management systems supporting sustainable practice (e.g. recycling) are not easily available.
- Operators are confused about the different accreditation programs and what they should do – e.g. offsetting vs. accreditation.

OPPORTUNITIES FOR NORTH STRADBROKE ISLAND

- Address recycling for commercial operators through the Redland City Council Waste Management Strategy.
- Develop a simplified sustainability reporting index linked directly to Council's Corporate Plan.
- Reinvigorate the Sustainable Tourism Committee and the 'Caring for Straddie' campaign to raise awareness of the Island's need to be sensitive to the social and cultural significance.
- Implement a minimal impact code for operators on the Island.

IMMEDIATE PRIORITIES (BY FEBRUARY 2010)

RESPONSIBILITY

1. Engaging Business and Community

- Establish Island Sustainability Forum

Already established through Sustainable Regions project

- Operator specific workshops quarterly

Island Sustainability Forum and Redland City Council

- Recognition of achievement celebration event

Tourism Queensland

2. Recycling

- Community garden

Island Residents

- Commercial recycling

Island Sustainability Forum

- Innovative initiatives such as bio-diesel

Island Sustainability Forum

3. Caring for Straddie

- Establish Caring for Straddie Taskforce

Stradbroke Ferries to Co-ordinate

- Branded recycling stations at access points

Caring for Straddie Taskforce

- Visitor education signage at businesses

Caring for Straddie Taskforce

- Suggested design for a Caring for Straddie brochure and visitor stickers

Tourism Queensland and Caring for Straddie Taskforce



SHORT TERM ACTIONS (1 – 2 YEARS)

1. Establish a North Stradbroke Island Sustainability Cluster	<ul style="list-style-type: none"> I. Establish a North Stradbroke Island (NSI) Sustainability Cluster including existing Sustainable Regions participants and ClimateSmart Business cluster members. This Cluster should appoint a ‘Sustainability Leader’ to facilitate activities and organise meetings II. Identify Priority Action Areas and measurable goals for the cluster to aim to achieve in its first 12 months
2. Engage Operators in Cluster Activities	<ul style="list-style-type: none"> I. Develop calendar of events detailing all Island sustainability meetings and target guest speakers relevant to the core themes of the cluster II. Establish a North Stradbroke Island Operator Code of Conduct
3. Develop a Strategic Tourism Plan for the Redlands	<ul style="list-style-type: none"> I. Develop a Strategic Tourism Plan for the Redlands through consultation with NSI operators and drawing on the recommendations made in this Action Plan
4. Product Development and Marketing to Address Seasonality	<ul style="list-style-type: none"> I. Further investigate feasibility of projects identified in the Regional Tourism Investment and Infrastructure Plan (RTIIP) II. Progress with Brisbane Marketing the Visiting Friends and Relatives (VFR) marketing campaign III. Encourage more sustainable use of open spaces through high standard commercial operators
5. Engage the Community in the Cluster Initiatives and Caring for Straddie	<ul style="list-style-type: none"> I. Local community to be engaged in sustainability initiatives through occasional meetings of the broader local sustainability group currently forming on North Stradbroke Island II. Acknowledge the Indigenous cultural values of the Island in all promotion
6. Reinvigorate the Caring for Straddie Campaign	<ul style="list-style-type: none"> I. Form a “Caring for Straddie” Task Group II. Review the current Caring for Straddie brand, messages, collateral and linkages to Moreton Bay and Islands branding and develop clear brand rules and a communication plan III. Consult with Tourism Queensland, Brisbane Marketing and Redland City Council in the development of new marketing material and develop video presentations for use on ferries and buses in partnership with a television partner IV. Work with industry, media and NSI residents to promote the Caring for Straddie brand and values V. Develop a simple business model for the ongoing funding of the “Caring for Straddie” promotion through operator, corporate and Local Government contributions
7. Waste Management for Commercial Operators	<ul style="list-style-type: none"> I. Commercial organic waste composting program to support the community program II. Commercial waste recycling services to be negotiated with help from Council

LONG TERM ACTIONS (2+ YEARS)

1. Council to Identify KPIs for Sustainability
2. Sustainable Business and Funding Model for Caring for Straddie
3. Green Marketing and Promotion
4. Economic Impact Study of tourism on North Stradbroke Island
5. Corporate Sponsorship of Caring for Straddie
6. Practical Energy Solutions
7. Voluntary Contribution Scheme
8. Recognition of North Stradbroke Island as a UNESCO Biosphere

ACRONYMS

BM	Brisbane Marketing
CPRS	Carbon Pollution Reduction Scheme
EPA	Environmental Protection Agency
FOSI	Friends of Stradbroke Island
NGER	National Greenhouse Energy Reporting
NGERS	National Greenhouse Energy Reporting Scheme
NSI	North Stradbroke Island
QPWS	Queensland Parks and Wildlife Service
RCC	Redland City Council
RTIIP	Regional Tourism Investment and Infrastructure Plan
SIMO	Stradbroke Island Management Organisation
TQ	Tourism Queensland
VFR	Visiting Friends and Relatives





Images Courtesy of Tourism Queensland and M. Dawes (p. 3, 6, 23 and 26)

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INTRODUCTION

“Sustainability is not simply about changing the light bulbs ... it is a mindset, an ethic, which permeates all aspects of thinking about business operations”

Center for Sustainability, East Carolina University



Image courtesy of EcoAustralia

In responding to global concern over climate change, Queensland is moving to become a world-leading ‘guilt-free’ destination. Tourism Queensland is working towards building sustainable destinations and supporting global best practice in tourism through its Sustainable Regions program.

What is Sustainability?

Sustainability requires looking holistically at the various elements of your business operation that determine your business success. These elements include **business profitability**, meeting **visitor expectations**, **engaging local communities**, and protecting the environment for future generations through **environmental performance**.

Three principles underpin Sustainability:

1. It is not a ‘niche market’ or marketing approach.
2. The aim should not be ‘carbon neutrality’ without first looking at impact reduction.
3. Triple-bottom line is the only solution that delivers real benefit

What is included in this Report?

EC3 Global has conducted a desktop assessment of the region’s overall approach to sustainability from a ‘resource efficiency’ perspective backed by stakeholder consultation. That is, looking at overall regional actions in the following areas:

- ✓ Management of Sustainability (focus on tourism)
- ✓ Environmental challenges (focus on energy, water and waste resource use)
- ✓ Social challenges (drawn from stakeholder consultation not primary research); and
- ✓ Economic challenges (focus on tourism related issues)

Areas such as climate change risks (rising sea level), legal compliance, financial viability, population pressures, and town planning issues have not been considered in detail. EC3 Global has also provided an indicative ‘rating’ scheme comparing resource efficiency in the region with available State and National comparisons where possible.



What is the Sustainable Regions Program?

The Sustainable Regions program starts at ground zero, working with regions and their tourism operators and communities to determine their current performance and then identify and implement actions needed to ensure ongoing sustainable tourism development.

North Stradbroke Island has been selected as one of only five regions in Queensland to participate in the pilot of the Sustainable Regions program. The other regions include Airlie Beach, Magnetic Island, Pioneer Valley / Cape Hillsborough and Winton. North Stradbroke Island was selected as it is a high-risk, yet proactive, Queensland destination which can deliver innovative solutions to the climate challenge. North Stradbroke Island has a responsibility to deliver sustainable tourism experiences to its visitors and a sustainable lifestyle to its residents.

The key steps in the Sustainable Regions program are:

- i. Conduct a regional audit and sustainability health check on the region which assesses current initiatives, management and reporting of sustainability outcomes
- ii. Conduct a stakeholder workshop with the regional cluster to identify and discuss opportunities
- iii. Prepare an action plan for the region with short and long term actions to be implemented by a variety of regional stakeholders including Council, Regional Tourism Organisation, industry bodies, etc.

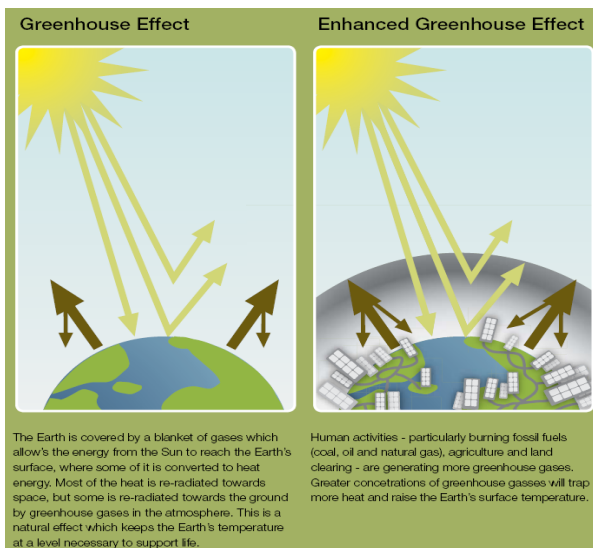
This Action Plan reports on the key findings from the regional audit of North Stradbroke Island and presents a series of recommended actions. The assessment has been completed against a series of agreed state-wide indicators. In addition to the triple-bottom-line (TBL) indicators of economic, social and environment, a fourth level of 'sustainability management' has been added. While a TBL approach has been adopted, the Sustainable Regions program, and subsequently this action plan, has a focus on environmental sustainability and efficient use of non-renewable resources.

RISKS OF CLIMATE CHANGE

We believe that incremental change will not be sufficient to respond to the enormous challenge of climate change and that we need a transformational change of thinking.

We are confident in the human capacity to respond to these challenges by embedding technical, process and partnership innovation in all our new business models.

World Travel & Tourism Council



Australia is recognised as a hotspot for risk exposure through Climate Change. Australia faces a number of significant risks, these include:

- Warmer summers and warmer winters;
- Increased extreme weather events;
- Water scarcity / extended drought;
- Loss of marine biodiversity;
- Sea level rises and increased flooding;
- Rising sea temperatures;
- Reduction in crop yields around tropical and sub-tropical regions;
- Increased disease outbreaks; and
- Increased travel costs affecting longer-haul markets.

North Stradbroke island is at the coal face of many of the risks related to climate change. The tourism industry must respond to the sustainability-related expectations expressed by its customers and ensure it manages health and safety. Corporate governance and participating in socially and environmentally responsible supply chains have also become more important priorities.

“The link between sustainable environment and sustainable business is no longer in doubt.

Environmental costs are business costs.”

Cr Melva Hobson, Mayor, Redland City Council

Issues of direct importance to the community and operators on North Stradbroke Island include:

- Increased operational costs (as price of energy increases and so to do suppliers' costs, etc);
- Travel could very well decrease (due to increased travel costs or voluntary actions by visitors to limit travel);
- Damage to tourism properties and increased seasonality due to severe weather events; and
- Geographically specific risks that could affect the safe and profitable operation of businesses.

CHALLENGES & OPPORTUNITIES

Vision for North Stradbroke Island (2002)

The Island's natural and cultural environment will be conserved and protected, ensuring the viability of the Island's tourism industry in the long term



CHALLENGES

- Education and awareness on the natural and cultural sensitivity of Island is low. Visitors are unaware, and therefore do not appreciate, the natural and cultural landscape of North Stradbroke Island. Protection of sensitive natural areas therefore becomes difficult.
- Operators are time poor and struggle to dedicate resources to improving their sustainability. It is not currently a priority for many and initiatives have no longevity. Economies of scale also become an issue when there is a low level of buy in.
- Measurement and involvement at a community level is preferable but difficult to secure and manage.
- Waste management systems supporting sustainable practice (e.g. recycling) are not easily available.
- Operators are confused about the different accreditation programs and what they should do – e.g. offsetting vs. accreditation.
- Visitation is seasonal and low yielding.
- Tourism businesses are perceived as exploitative and operators struggle to maximise benefits and limit impacts.
- Social impacts such as employment, housing affordability, etc.

OPPORTUNITIES

- Address recycling for commercial operators through the Redland City Council Waste Management Strategy.
- Regional Tourism Organisation to adopt a stronger role in sustainability.
- Develop a simplified sustainability reporting index linked directly to Council's Corporate Plan.
- Reinvigorate the Sustainable Tourism Committee and the 'Caring for Straddie' campaign to raise awareness of the Island's need to be sensitive to the social and cultural significance.
- Consider a range of incentives for tourism businesses who are taking action towards sustainability. This should include incentives for low impact and resource efficient design.
- Conduct an economic impact study of tourism on North Stradbroke Island.
- Implement strategies from the North Stradbroke Island Sustainable Tourism Plan (2003) and Brisbane Regional Tourism Investment and Infrastructure Plan (2008) to address seasonality.
- Implement a minimal impact code for operators on the Island.
- Consider a range of approaches to address housing affordability including planning controls.
- Provide more information on the take up of renewable energy, waste and recycling and pilot and bulk purchase new technologies.
- Consider a food waste program / worm farms
- Work with the Small Business Networks.

OUR VISION

For North Stradbroke Island to be recognised internationally and domestically as a sustainable community, where the very assets that attract visitors to the region are managed for the enjoyment of future generations

Sustainable Regions, 2009

Sustainable Regions Goals:

- Make businesses aware and accepting of the need to respond to climate-related challenges;
- Raise awareness of the Island's delicate social and environmental balance when attracting visitors, residents and investors;
- Reduce the communities reliance on non-renewable energy, reduce town water consumption and reduce the amount of waste going to landfill; and
- Find ways to link existing programs and actions together in a simple way.

Targets for North Stradbroke Island

- Become recognised as a Biosphere or Sanctuary by 2015
- An active local and business cluster who are delivering practical solutions to sustainability
- Reduce energy and water consumption and waste sent to landfill per person
- Reinvigorate 'Caring for Straddie'

Guiding Principles:

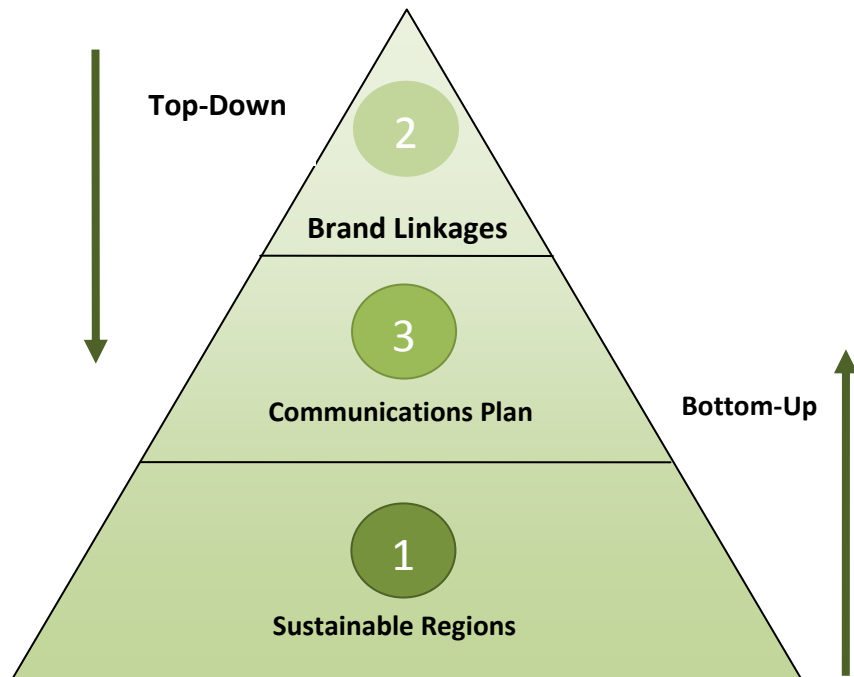
In order to achieve the goals, we must:

- ✓ Adopt a partnership, bottom-up approach;
- ✓ Achieve buy-in from a broad range of tourism and other industry sectors;
- ✓ Recognise and build on existing programs and not 'reinvent the wheel'; and
- ✓ Deliver practical outcomes and advice, not just rhetoric.



INTEGRATED APPROACH TO SUSTAINABLE CLUSTERS

The Sustainable Regions Program is the first step in a three-step 'integrated approach to Sustainable Clusters' being recommended by EC3 Global (see below). The integrated approach recognises that 'bottom-up' initiatives such as those identified through the operator and regional action plans need to meet the 'top down' marketing and communications initiatives of the Council and Regional Tourism Organisations reflected in their Corporate and Strategic Plans. That is, while you can deliver some outstanding projects and initiatives on the ground, the cluster programs rely on consumer marketing and communications to be sustainable.



2. Brand Linkages

- Link to Tourism Queensland and Brisbane Marketing
- Establish Identity and Story for Straddie that enhances the Brisbane's Moreton Bay and Islands story

Supported by:

- a) Creative toolkit and brand rules for Caring for Straddie

3. Communications Plan

- Linking regional tourism plans and the broader community

1. Sustainable Regions

- Clusters & Starter Kit
- Onsite education and action e.g. recycling and posters

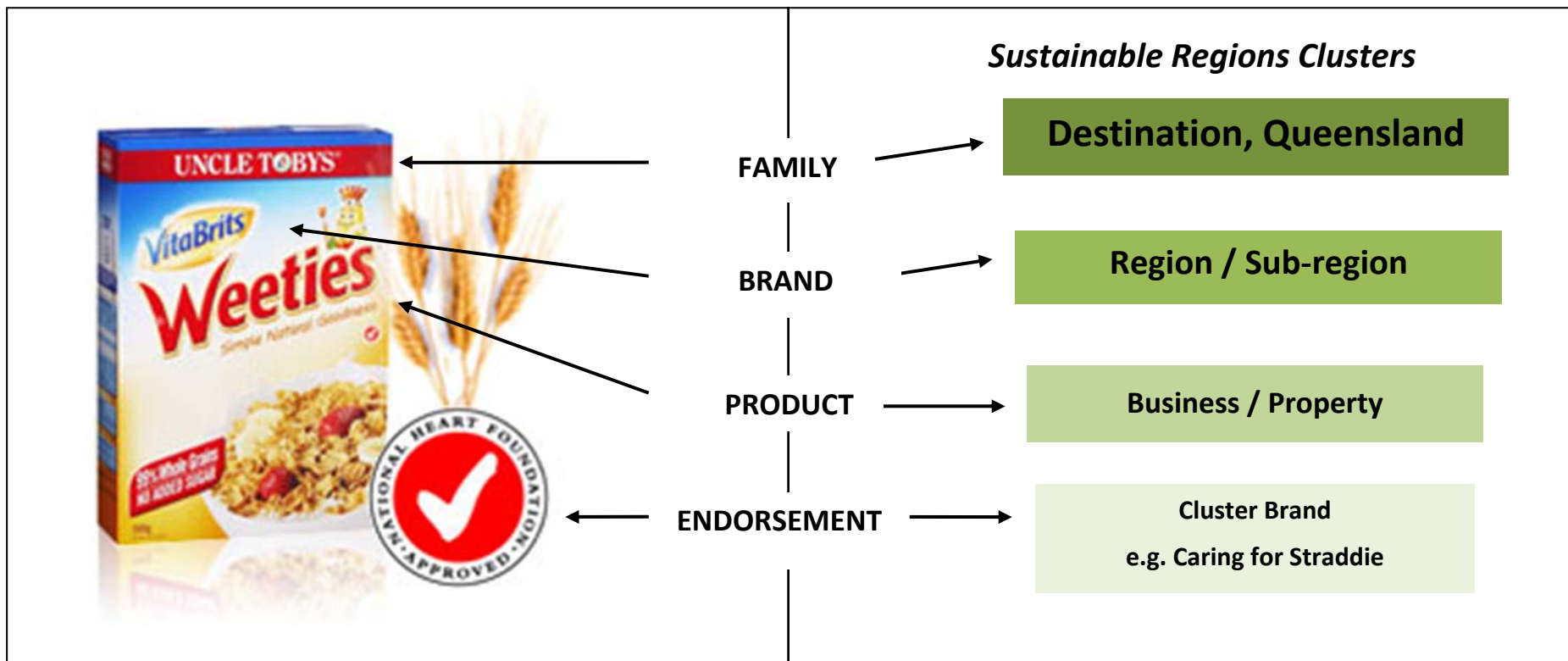
Supported by:

- Operator cluster facilitation including cluster workshops, rules and steps and linkages to the brand and marketing of the RTO

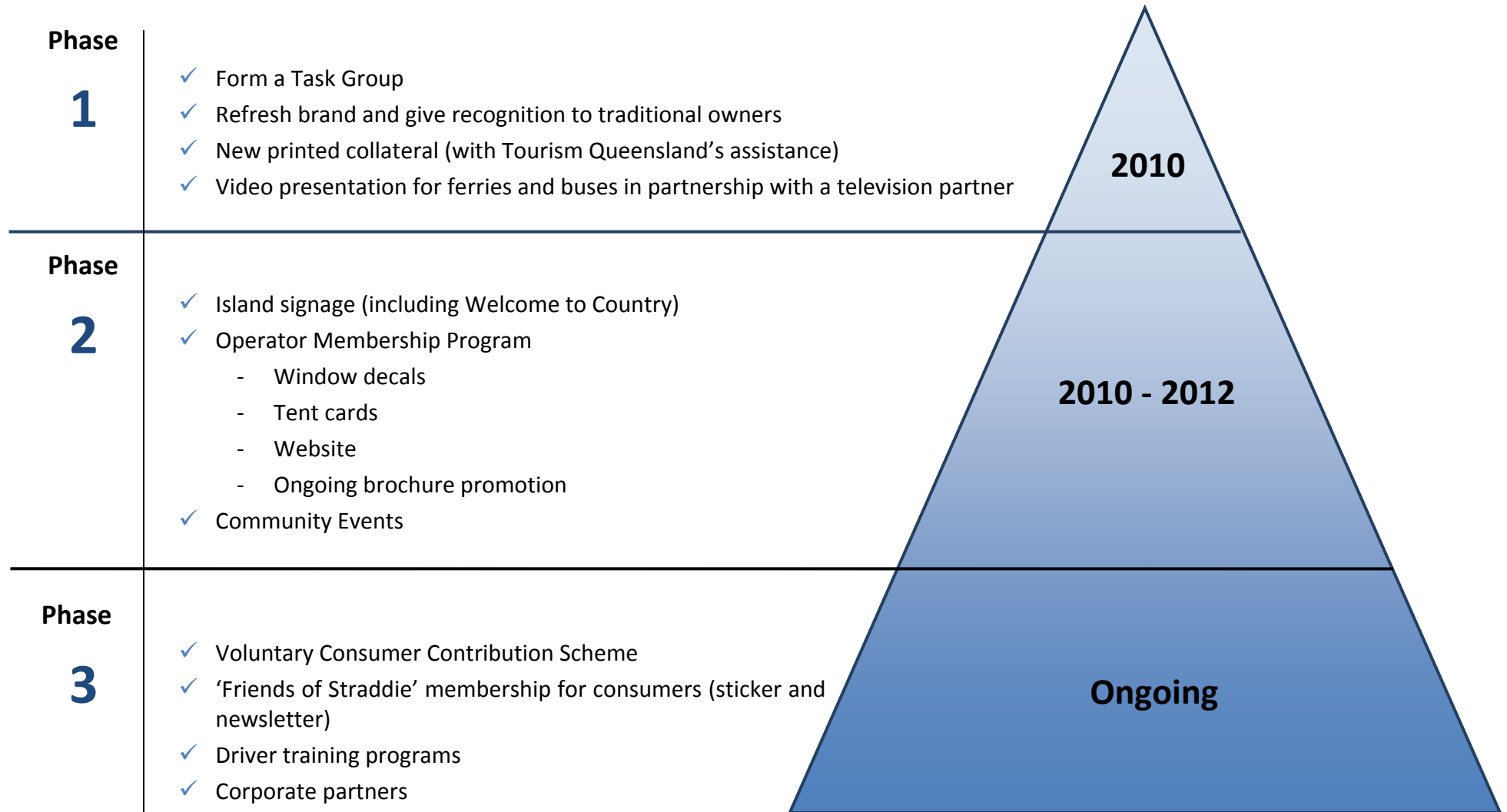
BRAND RULES AND LINKAGES

A clear set of brand linkage tools and guidelines are needed for the development and implementation of the cluster program ('Caring for Straddie'). It is important that operators and Council are clear on the linkages to the Destination and Regional branding when planning the implementation of the cluster branding programs. For this reason it is recommended that development of consumer marketing collateral (such as brochures) be postponed until clear brand rules and a communication plan are in place.

The diagram below demonstrates an example of how the brand rules could be developed and explained.

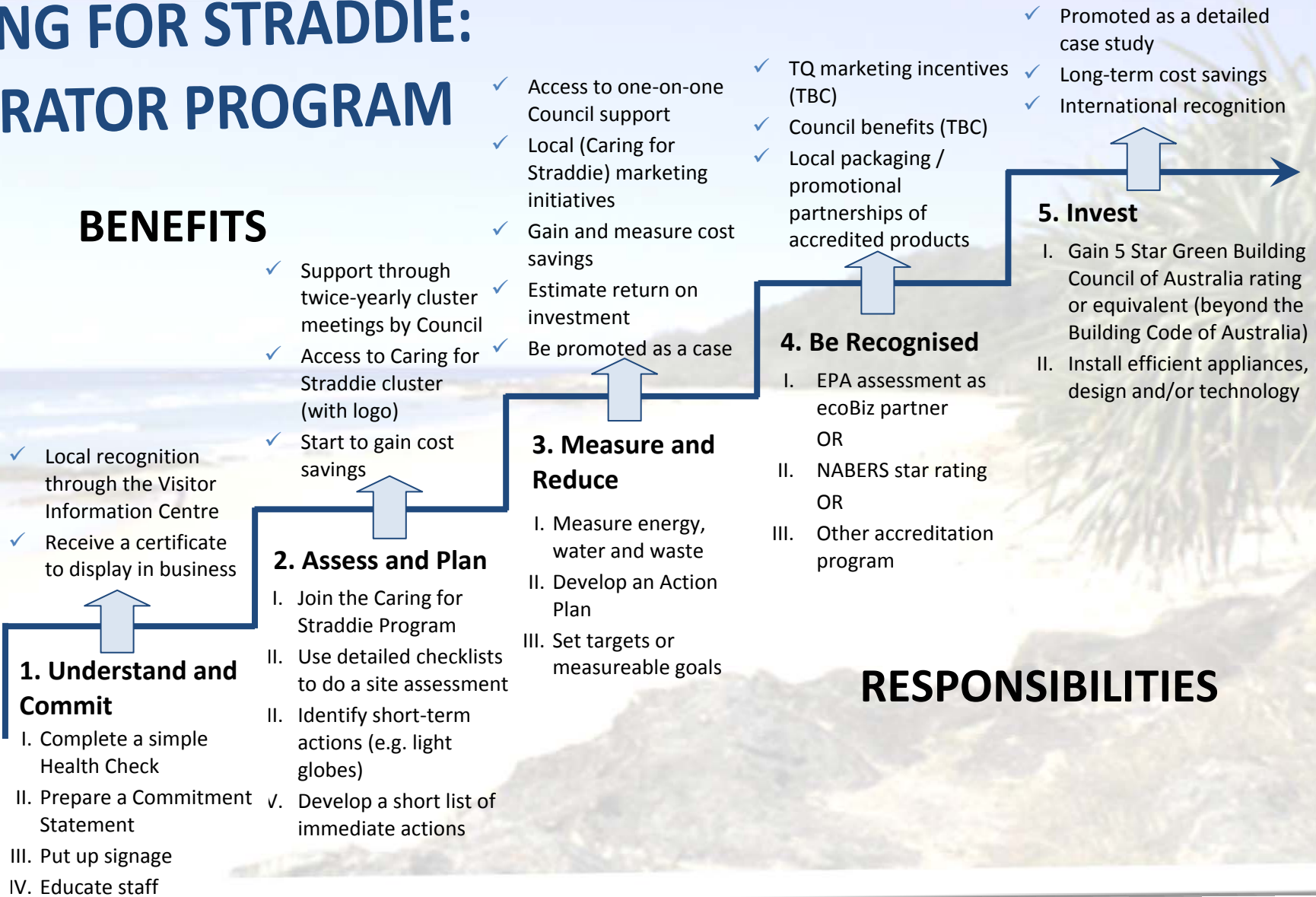


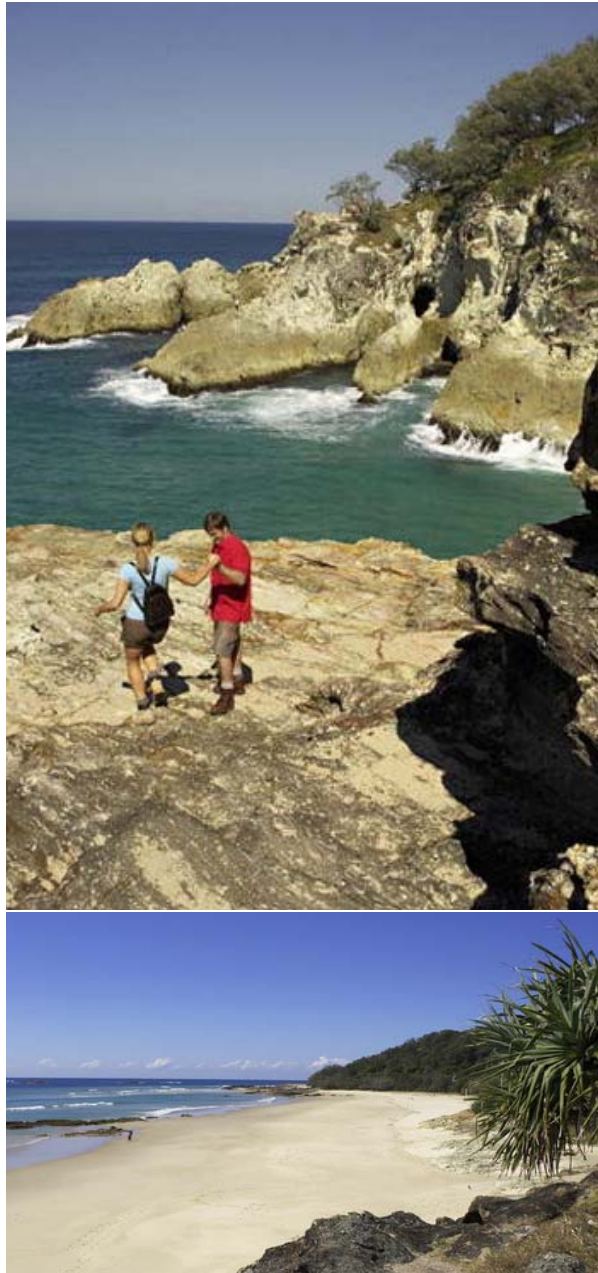
CARING FOR STRADDIE: CONSUMER PROGRAM



CARING FOR STRADDIE: OPERATOR PROGRAM

BENEFITS





FIVE STEPS TO SUSTAINABILITY

Step 1: Understand and Commit

Step One involves understanding and committing to sustainable practices. Responsibilities include completing a short checklist, preparing a one page 'Statement of Commitment', displaying standard messages for customers and educating staff. Council will recognise the businesses that can demonstrate achievement of these practices with a certificate and promote them locally in a cost effective way (e.g. at Council offices, the Visitor Information Centre, etc).

Step 2: Assess and Plan

In Step Two is for operators who want to look for cost savings, work through simple site assessment checklists and find short-term savings. Once completed, support is provided through a 'cluster' facilitated by Council at meetings held twice a year. The cluster should include not only businesses but community groups, schools and Council staff looking for new ideas and sustainability solutions.

Step 3: Measure and Reduce

Step 3 is targeted at businesses that want to understand how much they are saving and be able to participate in schemes like ecoBiz and NABERS to secure government contracts. Those completing Step 3 will get more one-on-one support from Council (e.g. a discount on recycling, free trees or mulch, etc.). Only those reaching Level 3 may also be able to access Local (Caring for Straddie) marketing initiatives.

Step 4: Be Recognised

Those who want to access national and international programs and those with larger carbon 'footprints' will need to get a third party organisation to certify that they are measuring the right things in the right way. Participating in programs such as ecoBiz and NABERS will increasingly become standard for accessing Government grants and contracts. Other benefits for those who get certified will be access to special TQ marketing initiatives, and Council support with additional marketing benefits.

Step 5: Invest in a Sustainable Future

With a longer return on investment timeframe, a small number of businesses will go all the way to Step Five in the next three years. Investing in green design and technologies is vital to long-term sustainability and those operators who do so will be promoted as best practice case studies by the State Government and Tourism Queensland. Council will look at ways to encourage businesses to go beyond the building code and invest in energy, water and waste efficient practices.

HOW TO MEASURE PROGRESS

Sustainable tourism is about meeting the environmental, social and economic goals of a destination or a business.

EC3 Global completed an assessment on the North Stradbroke Island tourism industry's current approach to sustainability against a series of agreed state-wide indicators. In addition to the triple-bottom-line indicators of economic, social and environment, a fourth level of 'management' has been added.

Measures were developed by Tourism Queensland and EC3 Global has rated each indicator along a scale from 'Excellent' to 'Poor' (1 – 5) based on desktop research and consultation with Council. This is not about "passing" or "failing"; it simply shows how North Stradbroke Island compares with other regions in Australia based on available information. This assessment should be reviewed on an annual basis.

Rating Rationale

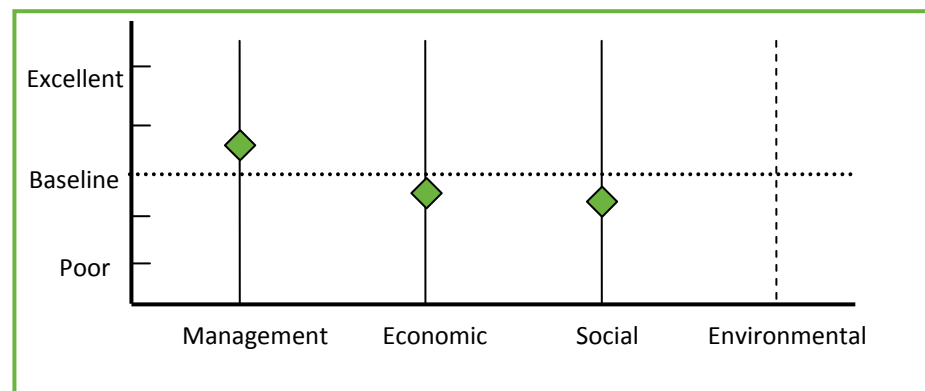
- Excellent **5** Continual Best Practice
- 4** Ongoing Good Practice
- Baseline **3** Baseline Performance
- 2** Awareness Exists but Action is Needed
- Poor **1** Awareness and Action Required
- 0** No Measurement

For many businesses managing for environmental sustainability may be simply a response to managing business inputs and operating costs. But for tourism - the reason for striving for environmental sustainability is that the environment is often the product.

Cr Melva Hobson, Mayor, Redland City Council

The graph below presents the aggregate results for North Stradbroke Island's assessment against the agreed state-level management, economic, social and environmental indicators. North Stradbroke Island is currently below baseline performance in the areas of Economic and Social Sustainability and above baseline in Sustainability Management. EC3 Global is awaiting data in order to make a complete assessment of the environmental performance of the Island.

Included in this report is further detail on North Stradbroke Island's performance against each of the indicators and recommended actions to address key issues.



Focus on... SUSTAINABILITY MANAGEMENT



Tourism Sustainability Management

Tourism at a local level is managed by Redland City Council in partnership with the local tourism industry and community groups. Marketing is under the jurisdiction of the Regional Tourism Organisation, Brisbane Marketing.

Current participation by Local Tourism Organisations and operators in sustainability planning is limited in comparison to its peak in 2004-06. The Island has two strong local environmental groups (SIMO & FOSI) who contribute positively to tourism management.

- 4 *Tourism Sustainability is managed by a number of bodies on NSI*

Commitment to Sustainability

The Council has a documented approach to Sustainability in their Corporate Plan and State of Environment (SoE) Report. Council also has an 'Environment Policy' (Corporate POL-2644) which establishes a framework for environmental management including the SoE Reporting and annual Corporate Reporting.

- 4 *Redland City Council has a clear commitment to sustainability*

Communication of Sustainability

'Caring for Straddie' is a multilayered visitor and community campaign to reinforce the values of the North Stradbroke Island community; create visitor awareness of noise, waste and wildlife protection concerns; and support the amenity of the local community. The campaign is promoted through a number of avenues including the community newspaper, brochure, rental agents and magnets.

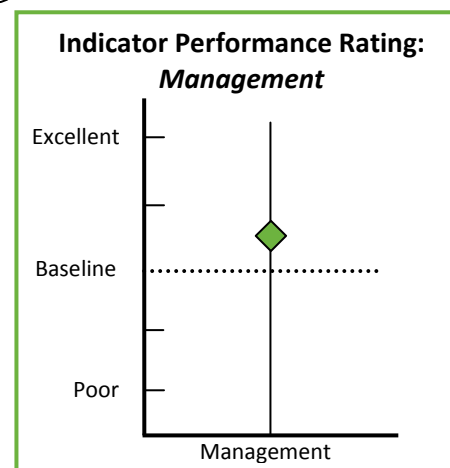
Redland City Council also runs the 'Don't Waste Straddie' campaign which aims to minimise water use and waste generated on North Stradbroke Island.

- 4 *Dedicated campaigns promote sustainable practice on NSI*

Delivery of Sustainability

2002	NSI Tourism Visioning Project: framework and a set of values to guide the future development of sustainable tourism
2003	Redland Shire Sustainable Tourism Development Strategy: sets a 5-year strategic framework for tourism development in the Shire
2004	NSI Sustainable Tourism Committee: developed the NSI Sustainable Tourism Strategy, including a 12 month Action Plan
2005	ecoBiz pilot project and Point of Sale Extension program
2006	Green Globe Communities Program: assessed the Shire against a set of global environmental, social and conservation standards
2009	Sustainable Regions and ClimateSmart Business Cluster

- 3 *Many Queensland destinations have taken a similar approach*



*“Alone we can do
so little,
together we can
do so much”.*

Helen Keller

Action Plan - SUSTAINABILITY MANAGEMENT

SHORT TERM (1 – 2 Years)

ACTION ITEM

1

Establish a North Stradbroke Island Sustainability Cluster

Through the Sustainable Regions program there is momentum on the Island to respond to sustainability. A 'cluster' has formed and while the objective of this group was to provide an environment in which operators could discuss and identify practical sustainability solutions for their business and the Island as a whole, this group is also addressing a broad range of Island issues, outside of the realm of sustainability.

In 2009, a small group of North Stradbroke Island accommodation operators also participated in the ClimateSmart Business Cluster program. The ClimateSmart Business Cluster program, an initiative of the Department of Environment and Resource Management, is an 8 month program to increase efficiency in at least one area of the participating businesses (GHG emissions, energy, water or waste).

In 2010, the Sustainable Regions cluster and ClimateSmart Business cluster should combine to form **one single cluster**. A clear **Terms of Reference** for this Cluster should be developed. The role of the cluster should be to:

- Identify Priority Action Area/s and set measurable goals and targets to be achieved;
- Ensure linkages exist with other sustainability projects and Committees;
- Keep key stakeholders, including Council, informed of progress and maintain enthusiasm.

A 'Cluster Leader' should also be appointed to facilitate meetings and events.

ACTION ITEM

2

Engage Operators in Cluster Activities

The Sustainability Cluster must work to re-engage operators in cluster activities by hosting relevant and innovative events. The Island is already host to a number of sustainability meetings (such as those delivered at the Moreton Bay Research Station) and these should be documented in a **central events calendar**. Guest speakers at events should align to the focus areas of the sustainability cluster and be relevant to Island issues at the time.

In addition, the Sustainability Cluster should develop an **Operator Code of Conduct** which establishes a benchmark for environmental performance of businesses on the Island. A self-assessment checklist, referred to as the 'Health Check Survey', will be a part of the Code of Conduct and used to assist businesses to review their practices and identify areas which need to be improved.

Businesses can show their commitment to sustainability by agreeing to the Operator Code of Conduct. Other industry sectors on North Stradbroke Island will also be encouraged to agree to the Code of Conduct. Engaging other industry sectors will move North Stradbroke Island another step closer to achieving a whole-of-region approach to sustainability.

Action Plan - SUSTAINABILITY MANAGEMENT

ACTION ITEM

3

Develop a Strategic Tourism Plan for the Redlands

In 2010, Redland City Council will develop a **Strategic Tourism Plan** for the Redlands. This process should engage North Stradbroke Island operators and support their efforts to be recognised as a sustainable tourism destination.

The Strategic Tourism Plan should draw on the recommendations of this Action Plan; identify initiatives to assist the Sustainability Cluster to achieve their goals, and support the development and promotion of the Caring for Straddie brand and messages.

SHORT TERM SUPPORTING INITIATIVES

- Establish a NSI Sustainability Cluster including existing Sustainable Regions participants and ClimateSmart Business cluster members. This Cluster should appoint a 'Sustainability Leader' to facilitate activities and organise meetings
- Develop a clear Terms of Reference for the NSI Sustainability Cluster
- Identify Priority Action Areas and measurable goals for the cluster to aim to achieve in its first 12 months
- Develop calendar of events detailing all Island sustainability meetings and target guest speakers relevant to the core themes of the cluster
- Establish a North Stradbroke Island Operator Code of Conduct
- Develop a Strategic Tourism Plan for the Redlands through consultation with NSI operators and drawing on the recommendations made in this Action Plan

LONG TERM (2 years +)

Council to Identify Key Performance Indicators for Sustainability

Through State of Environment reporting, Council currently has a strong commitment to sustainability reporting. Given SoE reporting occurs every four years, Council should identify three Key Performance Indicators for sustainability to be linked to their Corporate Plan. Key Performance Indicators could be related to energy, water and waste, or alternatively could report on other elements of sustainability such as cultural heritage (number of sites of Aboriginal significance), biodiversity (koala population) and human settlements (population growth, housing affordability).

These KPIs would be identified in the Corporate Plan and reported on yearly in the Redland City Council Annual Report.

Sustainable Business and Funding Model for Caring for Straddie

In the long term, the Sustainability Cluster should develop into a self funding not-for-profit group with clear Terms of Reference and responsibilities to members, Council and other partners such as Tourism Queensland and Brisbane Marketing. Funding for Caring for Straddie would be sourced from membership fees and a variety of other initiatives including:

- Corporate Sponsorship of Sustainability Events and Caring for Straddie
- Visitor donations to a Voluntary Conservation Fund

These initiatives are explained in further detail throughout this Action Plan.

Focus on... ECONOMIC SUSTAINABILITY



Contributing to the Local Economy

There is limited information available on the economic contribution of tourism to North Stradbroke Island. The limited research that is available suggests that the Island attracts between 300,000 - 400,000 visitors per annum. At its peak the Island can host 15,000 - 20,000 visitors per week in a range of camping, caravan park, hotel and motel accommodation.

The 2005 Visitor Survey recorded an average length of stay of approximately 4.5 nights with 36% of overnight visitors staying 1-2 nights. Day trippers make up an estimated 34% of visitors to the Island, a 15% increase since 2003.

Despite a drop in domestic and international visitors to Brisbane in 2008, the long-term trend is one of consistent growth of around 2% in domestic and 5% in international. Further population growth in South East Queensland will be a major driver of future visitation to North Stradbroke.

3 Many Queensland destinations are facing similar challenges

High Value Visitation

In 2005 almost half (47%) of Visitor Survey respondents spent less than \$50 per day during their stay on the Island (including accommodation, food, transport and activities). Only 31% spent over \$100 per day.

North Stradbroke Island currently attracts primarily long break and day-trip visitors. Anecdotal evidence suggests these visitors typically bring much of their own food and provisions making only a small economic contribution to the Island. Long stay visitors generally stay with friends and family and have low expenditure.

3 Many Queensland destinations are facing similar challenges

Seasonality

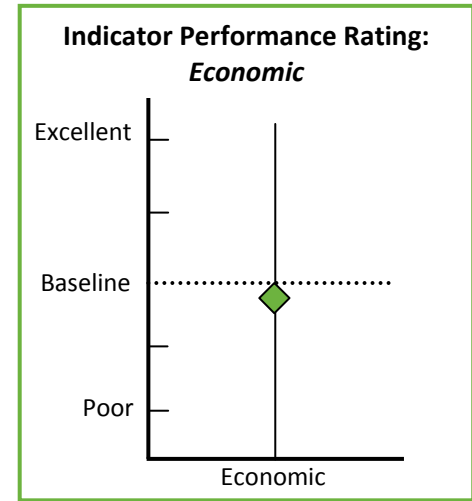
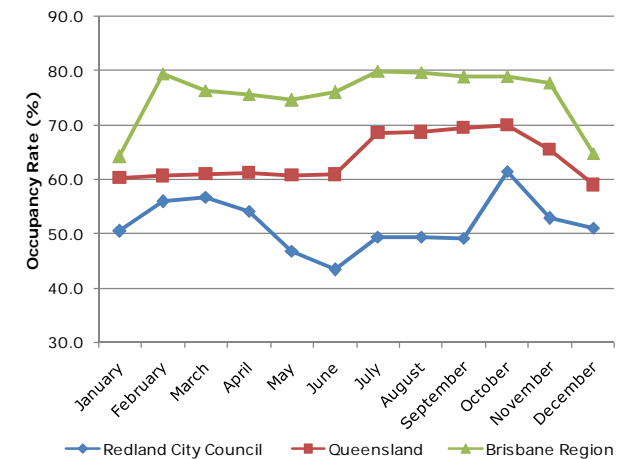
Tourism accommodation providers in the Redlands (dominated by North Stradbroke Island) experience greater seasonal peaks and troughs than Brisbane or Queensland with obvious peaks during the Easter and September school holidays.

The average occupancy for hotels and motels is 52% and 35% for holiday flats (Survey of Tourist Accommodation, 2008).

2 Awareness of the seasonality issue exists and more action is needed



Occupancy Rates
(Hotels, Motels, Serviced Apartments > 5 rooms)



Action Plan – ECONOMIC SUSTAINABILITY

SHORT TERM (1 – 2 Years)

ACTION ITEM

4

Product Development and Marketing to Address Seasonality

Addressing seasonality requires a mix of effective marketing to attract visitation from new or existing market segments outside the traditional times, industry commitment to product development and pricing to meet the needs of new market segments that travel outside peak times, and planning guidelines to encourage year-round tourism developments.

The Brisbane Regional Tourism Investment and Infrastructure Plan (RTIIP) recommends a number of projects to address seasonality that should be progressed. These include an 'Eco-resort at Point Lookout or Amity Point' and 'Redevelopment of marine infrastructure at Toondah Harbour and Dunwich'.

Targeted marketing campaigns aimed at residents of the Greater Brisbane region and the Visiting Friends and Relatives (VFR) market will assist in addressing issues of seasonality.

In order to manage current issues of seasonality, Council should encourage more sustainable use of public open spaces. Council is currently in the process of setting guidelines for the commercial use of over 40 public spaces on North Stradbroke Island and creating a tool to assess site impacts and limitations.

SUPPORTING INITIATIVES

- Further investigate feasibility of Brisbane Regional Tourism Investment and Infrastructure Plan projects
- Progress with Brisbane Marketing the VFR marketing campaign
- Encourage more sustainable use of open spaces through high standard commercial operators

LONG TERM (2 years +)

Green Marketing and Promotion

Having established a response to sustainability and with an active cluster of operators and residents who are engaged in sustainable practice, North Stradbroke Island can start to promote itself as 'green' and 'clean' to key markets. Sustainability initiatives will be visible and communicated to tourists through visitor education at accommodation outlets, arrival and departure points and other tourist hubs on the Island and throughout Redland City.

Green marketing initiatives will be supported by Tourism Queensland and Brisbane Marketing. Green positioning will provide North Stradbroke Island with a comparative advantage against other nearby Island destinations.

Redland City Council should consult directly with Tourism Queensland and Brisbane Marketing on this initiative once their green credentials have been established and an active Sustainability Cluster exists.

Economic Impact Study

An economic assessment of the market segments that make the greatest contribution to the economy while contributing the smallest environmental and social footprint is vital for effective sustainable tourism planning on the Island.

To understand and plan for sustainable growth on the Island a clearer indication of visitor numbers, trends and economic contribution is needed. An economic impact study of tourism is suggested as a tool for both visitor management and addressing social issues associated with the value of tourism against the impacts.

Focus on... SOCIAL SUSTAINABILITY



Crowding and Dispersal

While accurate visitation figures are not available, it is estimated that during peak seasons visitors out-number residents six to one. With limited space to disperse this creates a number of social and environmental crowding issues. As population growth in South East Queensland is expected to drive visitation figures these challenges are likely to increase over the coming decade.

Redland City Council has implemented a number of measures to reduce the impacts of crowding at high visitation sites including a Recreation Open Space Management Plan. Access to commercial permits for open spaces (e.g. weddings) is also under review.

Camping sites near the beach and at the Caravan Parks are at capacity during peak times. Management of this issue is regularly reviewed by Council and the QPWS.

3 Many Queensland destinations are facing similar challenges

Affordability

The Minjerribah Planning and Management Study (2000) identifies affordable housing for residents (including tourism employees) as a significant challenge for the Island. This issue not only impacts on current residents but reduces the attractiveness of the destination for future investment as staff accommodation is vital.

The 2006 Census highlights that 1 in 2 houses on the Island are not permanently inhabited. This figure is up by 10% since 1996.

2 Awareness of the issue exists and more action is needed

Cultural and Environmental Sensitivity

The small population and 'remote' nature of some areas of North Stradbroke Island mean it can be perceived by tourists as a 'playground'. Anecdotal evidence suggests that some visitors arrive with an 'anything goes' mentality and are not respectful of the sensitive natural and cultural environment or show respect to the Indigenous communities on the Island.

2 Awareness of the issue exists and more action is needed



Negative Impacts of Tourism as Identified by Visitors

Aspect	Daytrip	1-3 Nights	4 or more Nights
Rubbish and pollution	79%	76%	73%
Four wheel drives	47%	52%	50%
Sand/dune erosion	44%	49%	44%
Natural habitat degradation	53%	47%	38%
Over-fishing	28%	42%	39%
Other	10%	21%	20%

Base: Daytrip (n=72); 1-3 nights (n=71); 4 or more nights (n=66)

Indicator Performance Rating: Social



Action Plan – SOCIAL SUSTAINABILITY

SHORT TERM (1 – 2 Years)

ACTION ITEM

5

Engage Community in Cluster Initiatives and Caring for Straddie

The North Stradbroke Island community play a large role in making North Stradbroke Island the place that it is. A large portion of the population are long-term residents who have a genuine interest in the well-being of the Island.

While the Sustainable Regions program has its origins in the tourism industry, the broader community should be engaged through occasional meetings of the broader sustainability group currently forming on the Island.

The Indigenous community on North Stradbroke Island also has a strong presence on the Island which is often overlooked by visitors. All promotional material for North Stradbroke Island should acknowledge the cultural values of the Island and the history of the Indigenous people.

SUPPORTING INITIATIVES

- Local community to be engaged in cluster initiatives through occasional meetings of the broader local sustainability group currently forming on North Stradbroke Island
- Acknowledge the Indigenous cultural values of the Island in all promotion

LONG TERM (2 years +)

Corporate Sponsorship of Caring for Straddie

Corporate sponsorship is another possible funding stream for the Caring for Straddie initiative that will assist in enabling the brand and its messages to reach consumers and the local community.

Council should seek corporate sponsorship for the Caring for Straddie program and in particular, community sustainability events facilitated under the Caring for Straddie brand. These events could include Clean Up Australia Day, the 'Koala Count' and Landcare initiatives.

Corporate sponsorship of Caring for Straddie by mainland businesses can be encouraged through Corporate Social Responsibility and the desire to 'give back' to the community.



Focus on... ENVIRONMENTAL SUSTAINABILITY



Energy

Council is active in their approach to energy reduction and is involved in educational programs (e.g. helpful hint sheets) and practical programs (e.g. 2006/07 Home Sustainability Audit) that apply learnings and deliver results. In Australia, initiatives to engage commercial operators are lagging when compared to those for residents. This is also evident on North Stradbroke Island.

Redland City Council reports on their energy use through the SoE reporting system every four years. As a member of Cities for Climate Protection, Council has implemented a number of initiatives aimed at achieving their internal energy use targets. These include purchase of 5% accredited Green Power for its four largest buildings; energy saving lighting, water heating and ventilation control improvements; reduced paper and energy use and, transition to 4 cylinder fleet vehicles and use of ethanol blend. In the period 1998 to 2006, Council reduced energy use by 6.3%.

Carbon

Redland City Council has developed a Greenhouse Local Action Plan to reduce the Redland's greenhouse gas emissions. The Plan is part of Council's ongoing commitment to the Cities for Climate Protection (CCP) program. The purpose of the Action Plan is to outline the actions Council will undertake to meet emission reduction goals. Actions relate to general energy use, water use and waste generation as well as industry, transport, sewage and a number of other areas.

Water

Redland City Council is active in their approach to water management at a residential and commercial level. The Council website includes a dedicated water page with education on elements such as the current water restrictions (as set by the QLD Water Commission), charges, metering and water conservation. In 2006/07 Council undertook a retrofit of many facilities, including Council caravan parks and amenity blocks on North Stradbroke Island. Council requires that commercial accommodation providers meet certain requirements in educating visitors on water restrictions, i.e. signage.

Water meters are installed on all Council properties and some properties operate with a water efficiency management plan. Council's annual aggregate volume of water used is reported in Council's Annual Report. In the year ending 2007/08, Redland City Council used a total of 185ML of water - a 20% reduction from the previous year and a 39% decrease on usage 5 years prior.

In the year ending June 2009 North Stradbroke Island consumed a total of 326,716 KL.

	Total (KL)	KL per person year	Annual change
2007	397,672	76.37	
2008	336,800	64.68	-18%
2009	326,716	62.75	-3%

North Stradbroke Island is performing better than Australian baseline and best practice standards for water use per person year (Earthcheck™ 2009). Baseline consumption is well above 62.75KL per person year and best practice water use is also above 62.75 KL per person year.

Waste

The 2005 Visitor Survey identified pollution as the biggest negative impact of tourism on the Island. Waste minimisation is encouraged by Council through the “Don’t Waste Straddie” campaign, however this campaign has little presence on the Island.

North Stradbroke Island has domestic kerbside waste collection weekly and kerbside recycling collection fortnightly. Excluding the waste transfer station, no commercial waste recycling is currently in place. Public place recycling is available on North Stradbroke Island.

Council reports internally on their waste to the State Government and despite a range of initiatives for waste management and reduction the Council has experienced a significant increase in waste generated. In 2005/06, Council generated 10,013 tonnes of waste. This was 62% (15.5% per annum) more than the amount of waste generated four years prior. This is well above the average population and visitor growth figures suggesting Council’s waste is growing above natural growth rates. The CCP Local Greenhouse Action Plan identifies a series of actions to reduce the amount of waste disposed to landfill.

In the year ending June 2009 North Stradbroke Island generated 1.598M kilograms in uncompacted kerbside waste which equates to 5,328.8m³. Residents and visitors to North Stradbroke Island therefore generated 1.03 m³ per person year or 0.31 tonnes per person year. The Island is therefore performing better than the Australian baseline and best practice standard for waste sent to landfill per person year (note: these figures do not include commercial waste).



IMPORTANT: Reporting

Carbon Pollution Reduction Scheme (CPRS)

The CPRS is the Australian Government’s response to limit carbon pollution while minimising the impact on business and households. There are two distinct elements to the CPRS– the cap on carbon pollution and the ability to trade. The cap achieves the environmental outcome of reducing carbon pollution. The ability to trade ensures carbon pollution is reduced at the lowest possible cost.

At present the Government has only enacted the cap on carbon pollution and is rolling the program out in a staged process through the National Greenhouse Reporting and Energy Scheme (NGRES). The CPRS which involves the buying and selling of ‘carbon permits’ is due to be rolled out in 2010.

National Greenhouse Energy Reporting Scheme (NGERS)

If Redland City Council has operational control over any facility that has direct emissions exceeding 25,000 tonnes of CO₂-e per financial year, it will be a liable entity under the CPRS and Council will have to report under the National Greenhouse and Energy Reporting Act 2007.

The NGERS Online Calculator is an online tool to assist corporations to self assess whether or not they should apply for registration under the National Greenhouse and Energy Reporting (NGER) Act 2007.

Action Plan – ENVIRONMENTAL SUSTAINABILITY

SHORT TERM (1 – 2 Years)

ACTION ITEM

6

Reinvigorate the Caring for Straddie Campaign

Leave only footprints & take only photos

‘Caring for Straddie’ is a multilayered visitor and community campaign that reinforces the values of Island community; creates visitor awareness of noise, waste and wildlife protection concerns; and supports amenity of local community.

Since its inception, Caring for Straddie has lost its presence on North Stradbroke Island. The Caring for Straddie campaign should be reinvigorated and the messages behind it reviewed. New collateral should be developed and the brand should become more visible on the Island, in all NSI marketing collateral and at key arrival and departure points.

A Caring for Straddie Task Group should be established to guide the process. The Task Group should include representatives from Redland City Council, the community (SIMO or FOSI), and the various tourism sectors (including accommodation, tour and transport).

A framework for the Caring for Straddie consumer initiative is provided on Page 12 of this Action Plan. Also refer to Appendix 1 for further information on the initiative.

SUPPORTING INITIATIVES

- Form Caring for Straddie Task Group to manage the process
- Review the current Caring for Straddie brand, messages, collateral and linkages to Moreton Bay and Islands branding and develop clear brand rules and communication plan
- Consult with Tourism Queensland, Brisbane Marketing and Redland City Council in the development of new marketing material and develop video presentations for use on ferries and buses in partnership with a television partner
- Work with industry, media and NSI residents to promote the Caring for Straddie brand and values
- Develop a simple business model for the ongoing funding of the ‘Caring for Straddie’ promotion through operator, corporate, and Local Government contributions

ACTION ITEM

7

Waste Management for Commercial Operators

At present, there are limited waste services available to commercial operators. Opportunities exist for commercial operators in organic waste and recycling.

An organic waste program would be an extension to the community organic waste composting program currently being developed. The commercial waste program would be an initiative of the Sustainability Cluster and supported by Council.

Commercial recycling is another opportunity for North Stradbroke Island to reduce its waste sent to landfill. Operators on the Island must measure and assess current waste practices and supply a baseline assessment to Council. On behalf of North Stradbroke Island commercial operators Council would negotiate with private waste contractors on affordable waste recycling services for the Island based on recycling estimates.

SUPPORTING INITIATIVES

- Commercial organic waste composting program to support the community program
- Operators to work through the ecoBiz program and collect waste data to submit to Council for assessment on feasibility of waste recycling services
- Commercial waste recycling services to be negotiated with private contractors by Council on behalf of North Stradbroke Island commercial operators

LONG TERM (2 years +)

Practical Solutions to Achieve Energy Efficiency

As a cluster, North Stradbroke Island should work to identify practical solutions to achieve energy efficiency across the Island. Often new technologies and appliances will be required and bulk purchasing can reap immense savings. Collaboration on initiatives to be implemented across the Island would provide dollar savings and a unified approach.

Voluntary Contribution Scheme

The Voluntary Contribution Scheme would be a program that enables visitors to make a monetary donation to a conservation project of regional, national or international significance. The program would be managed via a partnership (partners typically include NGOs, banks, large businesses or corporations and government agencies). In addition to money and resources contributed by the partners, including one-off donations or matching guest contributions, donations are made by visitors to the region. These can be made during the visitor's stay, at the point of arrival or departure or online after the visitor has returned home. Visitors would receive a receipt for their donation and regular updates on the progress of the conservation project.

Key outcomes of the *Voluntary Contribution Scheme* include:

- Increased public awareness of a specific conservation issue (e.g. wildlife);
- Assistance with a micro conservation effort (and possibly broader environmental conservation including response to climate change);
- Contributors able to offset their own carbon footprint; and
- Various benefits to the local community and economy.

Caring for Straddie Membership Stream

Once Caring for Straddie has regained a strong positioning on the Island, the brand could be used to front a not-for-profit sustainability group. The group would have a commercial membership stream and fees would go towards conservation programs on North Stradbroke Island. The body would manage the Voluntary Contribution Scheme and Caring for Straddie program.

UNESCO Biosphere Reserve

North Stradbroke Island should become a Biosphere Reserve under the UNESCO Man and the Biosphere (MAB) programme and link the goals of the program to Council planning goals. This will create a collective goal for the sustainability actions and connect North Stradbroke Island to the global effort.



Biosphere Reserves are areas of terrestrial, coastal and/or marine ecosystems, which are internationally recognised for their innovation and commitment to demonstrating approaches to conservation and sustainable development. Becoming a Biosphere Reserve would bolster and build upon the existing initiatives already underway, and provide an agreed focus for the entire North Stradbroke Island community.

Attaining recognition as a Biosphere Reserve can provide numerous benefits. They involve developing quality economies based on local community action and entrepreneurship, sound science, public-private sector partnerships and networking. The concept can be used as a framework to guide and reinforce projects to enhance people's livelihoods and ensure environmental sustainability. UNESCO recognition can serve to highlight and reward individual and regional efforts. Designation of a site as a Biosphere Reserve helps to raise awareness among local people, citizens and government authorities on environmental and development issues and can help attract additional funding from different sources.

NEXT STEPS

IMMEDIATE PRIORITIES (BY FEBRUARY 2010)

WHO

1. Engaging Business and Community

- | | |
|--|---|
| ▪ Establish Island Sustainability Forum | Already established through Sustainable Regions project |
| ▪ Operator specific workshops quarterly | Island Sustainability Forum and Redland City Council |
| ▪ Recognition of achievement celebration event | Tourism Queensland |

2. Recycling

- | | |
|---|-----------------------------|
| ▪ Community garden | Island Residents |
| ▪ Commercial recycling | Island Sustainability Forum |
| ▪ Innovative initiatives such as bio-diesel | Island Sustainability Forum |

3. Caring for Straddie

- | | |
|--|--|
| ▪ Establish Caring for Straddie Taskforce | Stradbroke Ferries to Co-ordinate |
| ▪ Branded recycling stations at access points | Caring for Straddie Taskforce |
| ▪ Visitor education signage at businesses | Caring for Straddie Taskforce |
| ▪ Suggested design for a Caring for Straddie brochure and visitor stickers | Tourism Queensland and Caring for Straddie Taskforce |



SHORT TERM PRIORITIES (1 – 2 YEARS)

WHO

BUDGET REQUIRED

<p>1. Establish a North Stradbroke Island Sustainability Cluster</p> <ul style="list-style-type: none"> I. Establish a North Stradbroke Island (NSI) Sustainability Cluster including existing Sustainable Regions participants and ClimateSmart Business cluster members. This Cluster should appoint a ‘Sustainability Leader’ to facilitate activities and organise meetings II. Identify Priority Action Areas and measurable goals for the cluster to aim to achieve in its first 12 months 	<p>Lead Agency: Redland City Council</p> <p>Supporting Agency: Local tourism bodies</p>	<p>Small budget to support the ‘Cluster Leader’</p>
<p>2. Engage Operators in Cluster Activities</p> <ul style="list-style-type: none"> I. Develop calendar of events detailing all Island sustainability meetings and target guest speakers relevant to the core themes of the cluster II. Establish a North Stradbroke Island Operator Code of Conduct 	<p>Lead Agency: Cluster Leader</p> <p>Supporting Agency: Redland City Council</p>	<p>None</p>
<p>3. Develop a Strategic Tourism Plan for the Redlands</p> <ul style="list-style-type: none"> I. Develop a Strategic Tourism Plan for the Redlands through consultation with NSI operators and drawing on the recommendations made in this Action Plan 	<p>Lead Agency: Redland City Council</p>	<p>Moderate</p>
<p>4. Product Development and Marketing to Address Seasonality</p> <ul style="list-style-type: none"> I. Further investigate feasibility of NSI projects identified in the Brisbane Regional Tourism Investment and Infrastructure Plan (RTIIP) II. Progress with Brisbane Marketing the Visiting Friends and Relatives marketing campaign III. Encourage more sustainable use of open spaces through high standard commercial operators 	<p>Lead Agency: Redland City Council and Brisbane Marketing</p>	<p>Moderate</p>

SHORT TERM PRIORITIES (1 – 2 YEARS) CONTINUED

WHO

BUDGET REQUIRED

<p>5. Engage the Community in Cluster Initiatives and Caring for Straddie</p> <ul style="list-style-type: none"> I. Local community to be engaged in cluster initiatives. Community should be invited to occasional meetings of the Sustainability cluster to identify linkages between commercial and residential 'green' ventures II. Caring for Straddie to acknowledge the Indigenous cultural values of the Island 	<p>Lead Agency: Operator cluster</p> <p>Supporting Agency: Caring for Straddie Taskforce</p>	<p>None</p>
<p>6. Reinvigorate the Caring for Straddie Campaign</p> <ul style="list-style-type: none"> I. Form a "Caring for Straddie" Task Group to manage the process II. Review the current Caring for Straddie brand, messages, collateral and linkages to Moreton Bay and Islands branding and develop clear brand rules and communication plan III. Consult with Tourism Queensland, Brisbane Marketing and Redland City Council in the development of new marketing material and develop video presentations for use on ferries and buses in partnership with a television partner IV. Work with industry to promote the Caring for Straddie brand and values V. Develop a simple business model for the ongoing funding of the "Caring for Straddie" promotion through operator, corporate, and Local Government contributions 	<p>Lead Agency: Caring for Straddie Taskforce</p> <p>Supporting Agencies: Redland City Council, Brisbane Marketing, Tourism Queensland and Channel 7</p>	<p>Moderate. Supported by Tourism Queensland funding for the first year.</p>
<p>7. Waste Management for Commercial Operators</p> <ul style="list-style-type: none"> I. Commercial organic waste composting program to support the community program II. Commercial waste recycling services to be negotiated by Council 	<p>Lead Agency: Redland City Council</p>	<p>Moderate</p>

Appendix 1: Caring for Straddie – A Framework for the Region



10.1.3 PETITION (DIVISION 6) - REQUEST FOR BIKE TRACK BETWEEN MOUNT COTTON VILLAGE AND MOUNT COTTON STATE SCHOOL

Dataworks Filename: RTT: Bikeways/Cycleway Planning General
Attachments: [Location Map with Proposed Path](#)
[Proposed Stage 1 Path Link](#)
Responsible Officer Name: David Elliott
Manager Infrastructure Planning
Author Name: Jonathan Lamb
Advisor Cycling and Public Transport

EXECUTIVE SUMMARY

This report responds to the Council Resolution from the General meeting of 29 July 2009 concerning a petition requesting a bike track between Mount Cotton Village and Mount Cotton State School.

Local residents and school students are currently utilising a cleared easement in favour of Linkwater, which is located on Council owned land at 179-181 Sanctuary Drive (Lot 907 SP145318). There is a large flood way dividing Sanctuary Drive from Mount Cotton Village. This area does not meet the required two (2) year recurrence interval flood immunity (Q2) for a pathway to be built at existing surface level.

It is expected that a bridge or elevated path with piped culverts would be required to cross this floodway to connect with the Mount Cotton Community Park path network adjoining Mount Cotton Village. The design would also require hydraulic and environmental modelling and design to mitigate impacts on the existing floodway.

The report recommends that the construction of a shared bicycle/pedestrian path between Mount Cotton Village and Mount Cotton School be considered in the 10 Year Capital Works Program.

PURPOSE

To prepare a response to a petition from the students of Mount Cotton State School for Council to provide a bike path between Mount Cotton Village and Mount Cotton State School, and respond to Council resolution dated 29 July 2009.

BACKGROUND

On the 29 June 2009 students of Mount Cotton State School submitted a petition to Council requesting Council build a bike track between Mount Cotton Village and Mount Cotton State School. This would allow greater safety of the students and less congestion for the school car park. The petition was tabled at the General Meeting of 29 July 2009 where Council resolved to consider the request and report back to the Planning and Policy Committee.

Mount Cotton State School is located on the south-eastern corner of Sanctuary Drive and Mount Cotton Road. Mount Cotton Road is under the jurisdiction of the Department of Transport and Main Roads and is classified as an Arterial roadway, with speed limited to 80 kph.

Mount Cotton Village Local Centre is located at 101 Valley Way, Mount Cotton, approximately 2800m from Mount Cotton State School via Sanctuary Drive and the Mount Cotton Community Park. Valley Way is classed as a Sub Arterial Road in accordance with Council's Hierarchy of Roads with a speed limit of 60 kph for this section. Valley Way becomes German Church Road after the intersection with Heinemann Rodd. Road access to Mount Cotton State School from Mount Cotton Village is along Valley Way and Mount Cotton Road only.

ISSUES

Road and Path Design

Sanctuary Drive is classed as a Residential Collector street, approximately 2.8 km in length with a cul-de-sac at the eastern end. At the end of the cul-de-sac there is an unformed section of road reserve which links to a 3m wide emergency access path connecting to the recently constructed Sarsenat Circuit. It has an average road reserve width of 18m consisting of a 7.5 m wide sealed carriageway, with an average 5m verge both sides.

Sanctuary Drive and the unformed pathway between Sanctuary Drive and Mount Cotton Village and the Community Park provide the main opportunity for pedestrian and cyclist movement between Mount Cotton School and Mount Cotton Village. Presently walking and cycling road users are using the roadway and/or verge along Sanctuary Drive and cyclists typically dismount to push or carry bikes across the two rock-filled drainage channels in the existing floodway along the unformed pathway.

Sanctuary Drive has a low volume of vehicle usage per day, however, the steep undulating terrain and winding sections add to the risk posed for pedestrian and bicycle users, primary school children.

A shared off-road path along Sanctuary Drive and the unformed pathway would help reduce the risk of incidents for all road users and provide a connection to the existing developer contributed path network at Mount Cotton Community Park and adjoining future land development contributions. This includes linking to Valley Way which forms part of Council's Cycleway Trunk Network. (Refer Attach 1)

Access to Mount Cotton Village

Opportunities to provide a shared use path linkage between Mount Cotton School and Mount Cotton Village, other than via Sanctuary Drive, are limited due to the lack of easements or reserve land under Council control. Surrounding Conservation and Bushland habitat also limit a suitable location for a connecting path.

LinkWater, the new Queensland bulk water authority, have a 20m easement agreement with Council over its land at 179-181 Sanctuary Drive and the remaining unformed pathway to Mount Cotton Village. (Refer Attach 2)

IPG's Stormwater Management Engineer has advised that the unformed pathway section of the proposed pathway could be constructed with only pipe culvert structures to maintain floodway function and comply with the Q2 immunity design levels for a shared use path, and bridge structures are not necessary.

An additional length of path could branch to Sunrise Court and link with the pedestrian thoroughfare through the open space land behind Bohemia Court.

Staging of works

The proposed works could be delivered in two stages, as listed below, with stage 1 being delivered as a priority to provide a suitable connect path along the flood area to Mount Cotton Village and Sanctuary Drive.

Stage 1

The construction of a 2.5m shared path for an approximate length of 300m from 179-181 Sanctuary Drive to the existing path network at Mount Cotton Community Park and continuing on with a connection to Sunrise Court. This section comprising of the 2.5m shared path and pipe culvert connection at two locations is estimated to cost approximately \$70,000.

Stage 2

The construction of a 2.5m shared off-road path for an approximate length of 1920m from Mount Cotton State School to 179-181 Sanctuary Drive is estimated to cost approximately \$300,000.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to provide and maintain water, waste services, roads, drainage and support the provision of transport, cycleways and waterways infrastructure.

FINANCIAL IMPLICATIONS

The estimated total cost of the project is approximately \$375,000 and funding sought as part of the future Paths and Trails (Non-Trunk) Capital Works Program.

Stage 1 at \$75,000 should be a priority for the early part of the 10 year program, Stage 2 at \$300,000 being delivered thereafter.

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

LinkWater were consulted as the easement rights holder over the property 179-181 Sanctuary Drive and the unformed path to Mount Cotton Village. Initial advice received from LinkWater has indicated that they would have no objections to the construction of a shared use path over the easement. An application with proposed plans is required to be lodged with LinkWater for their consent. Council's Cycling and Public Transport Advisor, Jonathan Lamb, also met with Mount Cotton State School Principal, Mr Jeff Bull, and staff to discuss the path request and Active Travel programs.

Internal

Land Development Unit, Parks and Conservation, Property Services and Environmental Management were consulted and support the proposed works.

The Councillor for Division 6 was consulted as the local Councillor for Mount Cotton and supports the proposal.

OPTIONS

PREFERRED

That Council resolve that the construction of a shared bicycle/pedestrian path between Mount Cotton Village and Mount Cotton School be considered in the 10 Year Capital Works Program.

ALTERNATIVE

No alternative is recommended.

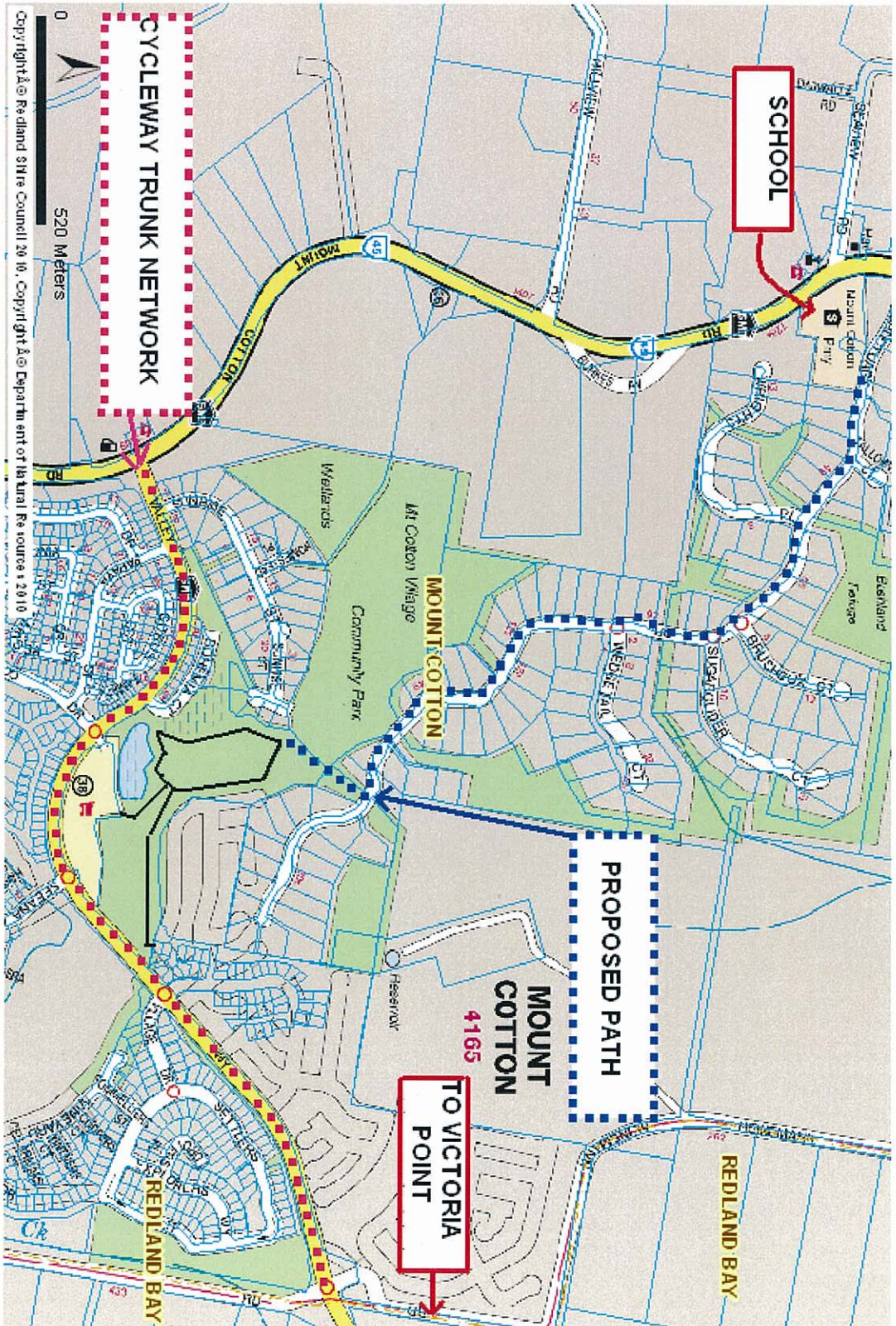
OFFICER'S/COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

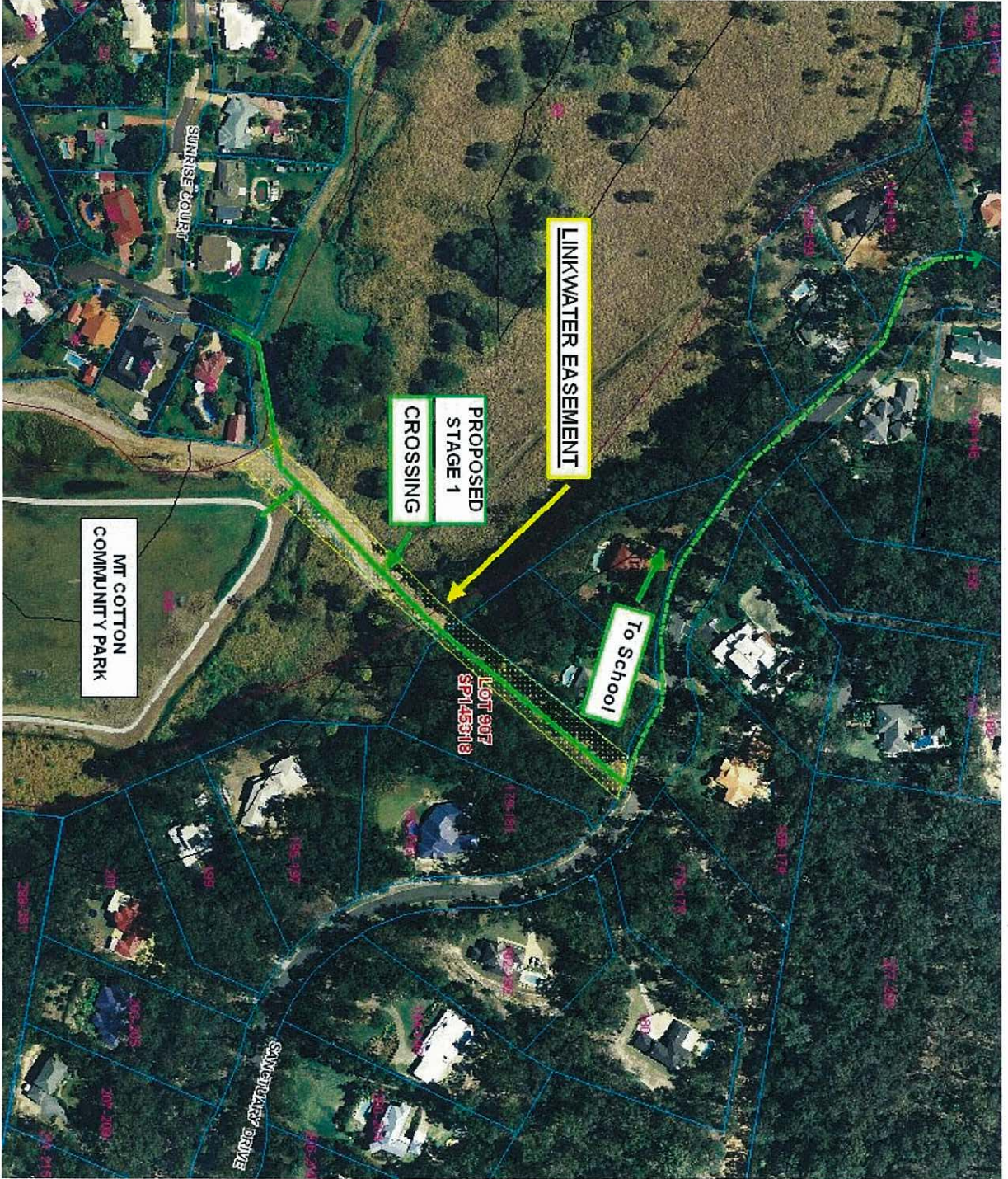
Moved by: Cr Bowler

Seconded by: Cr Elliott

That Council resolve that the construction of a shared bicycle/pedestrian path between Mount Cotton Village and Mount Cotton School be considered in the 10 Year Capital Works Program.

CARRIED





LINKWATER EASEMENT

PROPOSED
STAGE 1
CROSSING

To School

LOT 907
SP145918

MT COTTON
COMMUNITY PARK

SUNRISE COURT

SANGRETT DRIVE

10.2 CUSTOMER SERVICES

10.2.1 PARK NAMING - SKINNER URBAN HABITAT

Dataworks Filename: P&R Parkland
Lot 3, SP116153

Responsible Officer Name: Neil Kesur
Service Manager Parks and Conservation

Author Name: Bill McDowell
Senior Advisor Urban Landscape

EXECUTIVE SUMMARY

The purpose of this report is to provide recommendations on naming requests received by Council based on the Park Naming, Memorials, and Tributes Policy Document – POL-3068 adopted by Council on 26 September 2007 and Local Law No.15 Parks and Reserves. The policy acknowledged that any Council decision, by resolution, will take precedence over any aspect of the policy where exceptional circumstances have been demonstrated.

Local recreation parks tribute naming will only be considered in exceptional circumstances to recognise individuals for their eminence and exceptional endeavours associated with the community.

An alternate approach is to consider a tribute park bench option under Guideline Document GL3068-001 Tribute Park Bench Guidelines.

PURPOSE

To tribute name the park at 1 Poinsettia Way, Ormiston and described as Lot 3 SP 116153 as “Skinner Urban Habitat” for the contribution of the Skinner family to the local community of the Redlands during their time of land ownership and participation in the Redlands Community.

BACKGROUND

A request for park naming was submitted by Mr Robert Skinner on behalf of the existing Skinner family members. Mr Skinner has requested that Lot 3 SP 116153 at 1 Poinsettia Way, Ormiston, be named “Skinner Family Park”. An official application was then requested to be submitted.

This matter was referred to the Manager Environmental Management for further consideration.

Division 1 Councillor was informed of this request and subsequently provided support for the naming of the park as “Skinner Park”.

The application submitted mentions the activities of Charlie Skinner and Geoff Skinner.

Charlie was chairman of the Ormiston School Parents Committee where he helped start the first primary school band in the Redlands district. He led the reformation of the Redlands Brass Band in the late 1940's and was band master for several years. As a saxophonist he formed a dance band, The Redlands Rhythmics, which played at dance halls throughout the Shire.

Charlie helped restart the Cleveland Yacht Club after WW2 and chaired the first meeting. He also helped form and was a foundation member of the Cleveland Bowls Club.

Geoff Skinner was a previous Councillor for Division 1. This position was later filled by his wife Sue Skinner.

The land to be named Skinner Urban Habitat was part of the farm bought by Charlie Skinner in 1944. It stayed in the family until it was sold in 1998 for residential development. This section of the farm was always kept as natural bushland.

There is no other historical connection of the Skinner name in the developed estate.

At a meeting with the applicant on Tuesday 23 February 2010, further information was offered to support this application.

As a young man of about 20 years age in 1924, Charlie received a portion of land in the Callide Valley where he established a farming business. He preserved 5 acres of the virgin scrubland as his initial contribution to the environment.

In 1944, he moved his family to Ormiston where he established another farm. Of the 25 acres purchased, 18 acres were cultivated and the balance preserved as virgin land.

With the sale of the land in 1998, a portion of the original uncleared bushland was designated as protected land and dedicated to Council as public open space. This land represents a legacy of Charlie's good environmental practices when he owned the lots that are now being considered for naming.

It has been asked to be noted that there is no other family name reference in this estate. The family would appreciate the significance of Charlie's contribution to protecting the land by having the bushland appropriately named.

A point to be noted during the land development process was that the family were asked about park naming. While this did not lead to a process of formal park naming at that time, it was the expectation of the family that park naming would proceed. This application is now being made to follow up this matter.

Because the nominated site is currently described as urban habitat to emphasise its conservation value, it was recommended by Environmental Management that the name should retain this emphasis. It was therefore proposed that the name be changed to "Skinner Urban Habitat". This proposal was presented to and supported by the Divisional Councillor and the applicant.

ISSUES

NAMING OF PARK OR RESERVES

The Council may by resolution under the provisions of Local Law 15 assign a name to a park or reserve; or change the name of a park or reserve. In addition, Council adopted the Park Naming, Memorials and Tributes Policy nominates that Local Recreational Parks can be considered for tribute naming or renaming in exceptional circumstances to recognise individuals for their eminence and outstanding endeavour associated with the Redlands community such as:

- Provided extensive community service;
- Worked to foster equality and reduce discrimination;
- Risked his/her life to save others;
- Prior ownership for a significant period of time;
- Made a significant financial or non financial contribution to the park.

This application is for the naming of a local conservation park.

The above application information is considered support for approval by Council on the basis that Charlie Skinner provided exceptional community service and his prior ownership of the land being considered.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to build safe, strong and self reliant communities with access to community services, infrastructure and opportunities for participation in community life.

FINANCIAL IMPLICATIONS

The naming of the parks would involve a financial implication of approximately \$1,500 for the timber sign and metal plaque.

The acceptance of the recommendations provided would need to be funded from the Parks and Conservation Unit's normal operating budget.

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

The Divisional Councillor, Cr Wendy Boglary, and Environmental Management were consulted concerning the naming of this park. Cr Boglary also provided written support to the applicant.

Ongoing consultation has been maintained with the applicant regarding the proposed changes from the original name presented for consideration. The Skinner Family have accepted the proposed change from "Skinner Family Park" to "Skinner Urban Habitat".

OPTIONS

PREFERRED

That Council resolve to tribute name the parkland at 1 Poinsettia Way, Ormiston and described as Lot 3 SP 116153, as "Skinner Urban Habitat", for the contribution to the local community of the Skinner Family during their time of land ownership and participation in the Redlands Community.

ALTERNATIVE

That Council resolve not to approve the tribute naming of the parkland to at 1 Poinsettia Way, Ormiston and described as Lot 3 SP 116153 as Skinner Urban Habitat and resolve to provide a tribute park bench instead.

OFFICER'S/COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Murray
Seconded by: Cr Reimers

That Council resolve to tribute name the parkland at 1 Poinsettia Way, Ormiston and described as Lot 3 SP 116153, as "Skinner Urban Habitat", for the exceptional contribution to the local community of the Skinner Family during their time of land ownership and participation in the Redlands Community.

CARRIED

10.3 COMMITTEE GENERAL BUSINESS

10.3.1 GREENSPACE – SOUTH EAST QUEENSLAND

COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Henry
Seconded by: Cr Bowler

That Council notes that the Mayor will make representations to the State Government requesting that they include the issue of Greenspace in South East Queensland, in the upcoming Population Growth Summit.

CARRIED

10.3.2 PUBLIC HOUSING PROPOSAL - MARY STREET, BIRKDALE

The Mayor tabled a letter from Hon Karen Struthers MP, Minister for Community Services and Housing, in relation to the proposed social housing development at 6 Mary Street, Birkdale, advising that the project was currently on hold until such time as the issues in relation to tree and koala habitat retention had been resolved.

[\(Minister's Letter dated 5.3.10\)](#)

COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Murray
Seconded by: Cr Elliott

That the general business item be noted.

CARRIED

10.3.3 PINKLANDS MASTER PLAN

COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Murray
Seconded by: Cr Reimers

That the review of the Pinklands Master Plan be brought back to Council for further adoption, particularly noting bike paths connectivity.

CARRIED

11 REDLAND WATER COMMITTEE 23/03/10 - RECEIPT AND ADOPTION OF REPORT

Moved by: Cr Henry
Seconded by: Cr Townsend

That the Redland Water Committee Report of 23 March 2010 be received.

CARRIED

11.1 REDLAND WATER

11.1.1 REDLAND WATER BUSINESS UNIT REPORT – FEBRUARY 2010

Datworks Filename: WW Redland Water Committee
WS Redland Water Committee

Attachments: [Business Unit Report – FEBRUARY 2010 Appendix A – Wastewater treatment plants supplementary performance information](#)

Responsible Officer Name: Gary Soutar
General Manager, Redland Water

Author Name: Gary Soutar
General Manager, Redland Water

EXECUTIVE SUMMARY

The Redland Water (RW) business unit report is presented to Council for noting. The report provides the business unit's performance for the month of February 2010 and covers financial and non-financial indicators for water and wastewater.

It is expected that, most of the time the report findings will be "business as usual". Where exceptions occur, these will be highlighted.

The report provides a regular opportunity for Council to consider the RW's performance and to respond to any exceptional reporting.

Council is provided with the option to accept the report or, accept it and request additional information or a review of performance.

PURPOSE

To report on the ongoing performance of the business unit against key performance indicators (KPIs).

BACKGROUND

RW's performance plan identifies KPIs for which performance targets have been agreed with Council. Reporting is done each month through the RW committee.

ISSUES

The report is provided to Council as a means of monitoring the performance of RW for the activities of water and wastewater.

The first part of the report comprises a "snapshot" of the business unit's achievement in meeting KPIs (year-to-date) and financial report card.

The report then provides specific financial report and commentary, capital expenditure (graphically) and a detailed customer overview.

The main body of the report focuses on actual levels of achievement against the KPIs for the month. Where exceptions have occurred and targets not met, an explanation is given as well as action taken to improve performance.

The report closes with a summary of the major issues for each group during the month.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to provide and maintain water and wastewater services to sustain our community.

Providing this report also supports Council's Governance strategic priority to provide a clear organisational direction supported by effective leadership and a framework of policies, plans and strategies that are responsive to the community's needs and which promote accountable and ethical standards of practice.

FINANCIAL IMPLICATIONS

There are no direct financial implications resulting from this report. Financial implications may result where Council requests a performance review or requests an increase in performance standards.

CONSULTATION

Consultation has occurred with:

- Manager Treatment Operations, RW;
- Manager Customer Service & Business Performance, RW; and
- Senior Advisor, Financial Management, RW.

OPTIONS

PREFERRED

That Council resolve to accept the Redland Water business unit report for February 2010, as presented in the attachment.

ALTERNATIVE

That Council accepts the report and requests additional information or a review of performance.

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

Moved by: Cr Henry
Seconded by: Cr Boglary

That Council resolve to accept the Redland Water business unit report for February 2010, as presented in the attachment.

CARRIED



**REDLAND WATER
COUNCIL BUSINESS UNIT
REPORT**

28 February 2010

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7 % of water samples complying with Australian Drinking Water Guidelines	8
8 Number of water main breaks and leaks	8
9 % of unplanned water interruptions restored < 5hrs	8
10 Average response time to water main breaks	9
11 Number of poor pressure complaints (deficient)	9
12 Number of water quality incidents for the month	9
13 Overall number of dry weather overflows	10
14 Number of sewer overflows affecting customers	10
15 Average response or reaction time to wastewater incident	10
16 % service interruptions restored within 5hrs (wastewater)	11
17 Number of wastewater odour complaints per month	11
18 Number WWTP non conformances with EPA licence over compliance year	11
19 % of capital works program practical completion - % of planned project milestones achieved for the month	12
20 LTI hours	12
Summary of major issues for month	
Customer Service and Business Performance Group	12
Treatment Operations Group	12

KPI summary

KRA	No.	Key performance indicator	Freq.	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apri	May	June
COMMUNITY & CUSTOMERS	1	Average residential water consumption per person per day	Monthly	✓	✓	✓	✓	✓	✗	✗	✗				
	2	Nitrogen load from effluent discharge	Monthly	✓	✓	✓	✓	✓	✓	✓	✓				
FINANCIAL	3	Operating costs per megalitre of water treated	Monthly	✓	✓	✓	✓	✓	✓	✓	✓				
	4	Operating costs per property serviced (wastewater)	Monthly	✓	✓	✓	✓	✓	✓	✓	✓				
	5	Operating performance (actual to budget operating expenditure)	Monthly	✗	✗	✓	✓	✓	✓	✓	✓				
	6	Earnings before interest, tax & depreciation (EBITD)	Monthly	✗	✗	✗	✓	✓	✓	✓	✓				
INTERNAL PROCESSES	7	% of water samples complying with Australian Drinking Water Guidelines	Monthly	✓	✓	✓	✓	✓	✓	✓	✓				
	8	Number of water main breaks and leaks	Monthly	✓	✓	✓	✓	✓	✗	✓	✓				
	9	% of unplanned water interruptions restored <5hrs	Monthly	✗	✓	✓	✓	✓	✗	✓	✗				
	10	Average response time to water main breaks	Monthly	✓	✓	✓	✓	✗	✓	✗	✓				
	11	Number of poor pressure complaints (deficient)	Monthly	✓	✓	✓	✗	✓	✓	✓	✓				
	12	Number of water quality incidents per month	Monthly	✓	✓	✓	✗	✗	✗	✗	✓				
	13	Overall number of dry weather overflows	Monthly	✓	✓	✓	✓	✓	✓	✗	✓				
	14	Sewer overflows affecting customers	Monthly	✓	✓	✓	✓	✓	✓	✗	✓				
	15	Average response or reaction time to wastewater incident	Monthly	✓	✓	✓	✓	✓	✓	✓	✓				
	16	% service interruptions restored within 5 hrs (wastewater)	Monthly	✓	✓	✓	✓	✓	✓	✓	✓				
	17	Number of wastewater odour complaints per month	Monthly	✓	✓	✓	✗	✓	✓	✗	✓				
	18	Number of WWTP non conformances with EPA licence over compliance year	Monthly	✓	✓	✓	✓	✓	✓	✓	✓				
19	% of capital works program practical completion - % of planned project milestones achieved monthly	Monthly	✗	✓	✓	✓	✗	✗	✗	✗					
PEOPLE & LEARNING	20	LTI hours (lost time injury hours lost)	Monthly	✓	✓	✓	✓	✗	✗	✗	✗				

	\$ '000 YTD Revised Budget	\$ '000 YTD Actuals	\$ '000 YTD Variations
Operating Revenue			
Rates and Utility Charges	48,192	48,585	393
Fees and Charges	655	567	(88)
Operating Grants and Subsidies	0	0	0
Interest External	214	238	23
Other Revenue	780	700	(81)
Total Operating Revenue	49,842	50,090	248
Operating Expenditure			
Employee Costs	4,225	4,275	50
Goods and Services	12,397	11,676	(721)
Finance Costs Other	0	0	0
Net Internal Costs	1,826	1,738	(89)
Total Operating Expenditure	18,449	17,689	(760)
Earnings before Interest, tax and depreciation (EBITD)	31,393	32,400	1,007
Interest expense	0	0	0
Depreciation	11,764	11,735	(28)
Operating Surplus/(Deficit)	19,630	20,665	1,035
Sources of Capital Funding			
Capital Contributions and Donations	1,600	1,604	4
Capital Grants and Subsidies	135	135	0
Proceeds on Disposal of Non Current Assets	0	0	0
Capital Transfers (to)/from Reserves	(26)	(1,186)	(1,160)
Non Cash Contributions	0	0	0
Adjustment for Asset Corrections	0	0	0
New Loans	0	0	0
Funding from General Revenue	2,917	1,881	(1,037)
Total Sources of Capital Funding	4,626	2,434	(2,192)
Application of Capital Funds			
Contributed Assets	0	0	0
Capitalised Goods & Services	0	0	0
Capitalised Employee Costs	4,562	2,214	(2,348)
Loan Redemption	0	0	0
0	0	0	0
Total Application of Capital Funds	4,626	2,434	(2,192)
Other Budgeted Items	0	0	0
Transfers to Reserve	0	0	0
WDV of Assets Disposed	0	(8)	(8)
Tax and Dividends	(10,362)	(10,859)	(497)
Internal Capital Structure Financing	(9,967)	(9,967)	0

EBITD: Earnings before interest, tax and depreciation is 5% above target.

Operating revenue: \$248K ahead of budget primarily in water consumption \$412K.

Operating expenses: \$760K under budget 4%, primarily water reticulation \$242K & wastewater treatment \$337K

Interest expense: Nil

Depreciation: \$28K under budget, actual depreciation is now being used, a forecast for the remainder of the year will be calculated for Q3.

Capital revenues: \$4K timing variance.

Capital expenditure: \$2195K behind budget.

Significant projects behind target are:

Backlog fire flow \$252K

Amity Pt \$50K

Dunwich \$100K

Sewer maintenance holes \$279K

Pump station \$435K

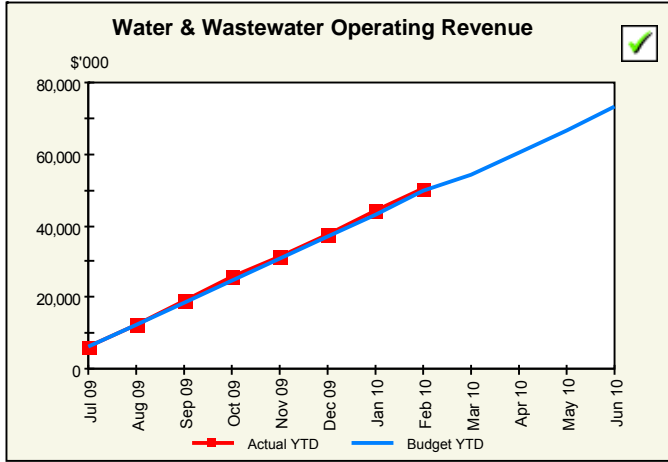
PS 6 Augmentation \$859K

Redland Water Council Business Unit Report

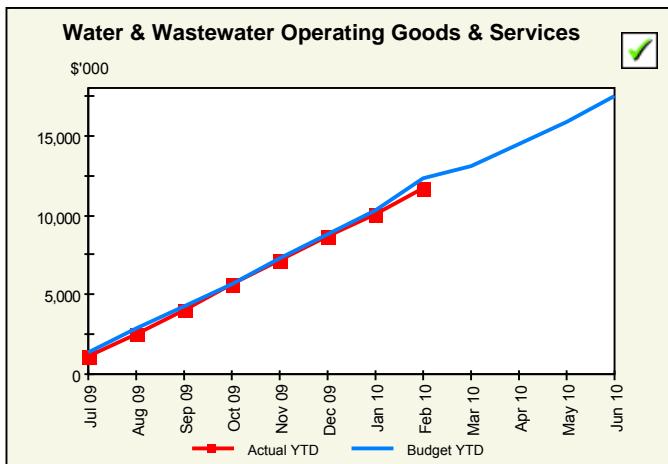
Customer Action Request Type	Current month	Var to prior Month	YTD Total
Water supply			
Quick call	242	(43)	2,973
Burst/break/no water	6	0	75
New water services up to 25mm	6	3	61
Water pressure	5	(4)	75
Water Meters	21	(3)	269
Minor works	18	8	253
Water quality - colour/dirty water	9	1	121
Water quality - bad taste/odour	5	(4)	36
Quotes & Private Works	31	2	253
Water leak offset request	32	(13)	300
Water billing enquiry	81	(152)	922
Splits/Amalgamations	8	2	80
Water billing & rates notice enquiries	6	(2)	60
Check water read	0	0	3
Meter accessibility	1	(20)	44
Search requests	60	(40)	848
Customer Read	5	5	54
Tenant Request	0	0	1
Leaks & Repairs	152	(100)	1,542
Hydrant permits	0	0	0
Compliance Issues - Water Usage/Sprinklers etc	0	(7)	57
Searches	87	(23)	719
Customer Request Complaint	2	(4)	68
Customer Request Compliment	1	(2)	12
WEMP/BWEMP	0	0	0
Other Issues	0	0	0
Total	778	(396)	8,826
	0	0	0
Wastewater			
Quick call	4	(1)	82
Minor works	3	0	40
Trade waste	12	12	15
Pump stations	1	0	13
Overflows	4	(2)	24
Odours	2	(5)	32
Quotes & Private Works	12	1	93
Blockages	2	(7)	56
Building over sewer application	0	0	0
Compliance issues	0	(1)	2
Customer request complaint	1	1	5
Customer request compliment	0	0	2
Other issues	0	0	0
Total	41	(2)	364

Key Performance Indicators

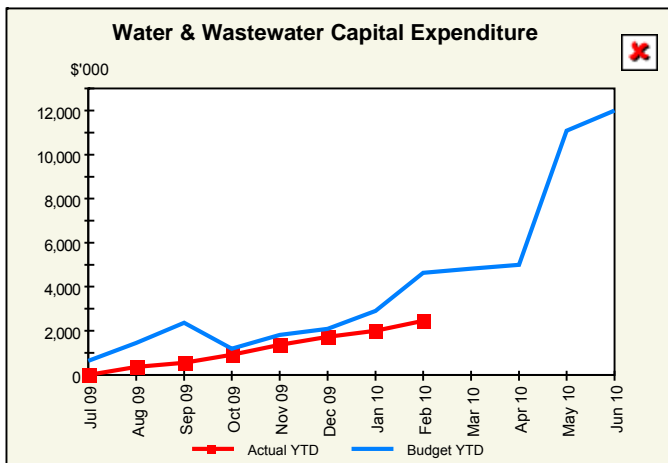
Key Issues



Variance is 1% ahead of budget, primarily due to water consumption

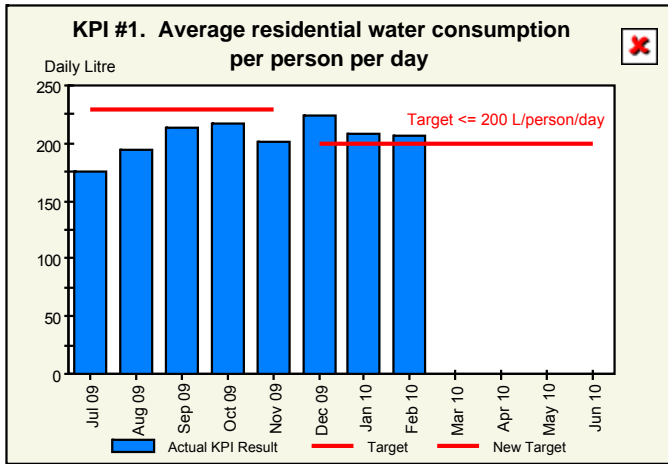


Variance is 6% behind budget, primarily in parts and materials and contractors

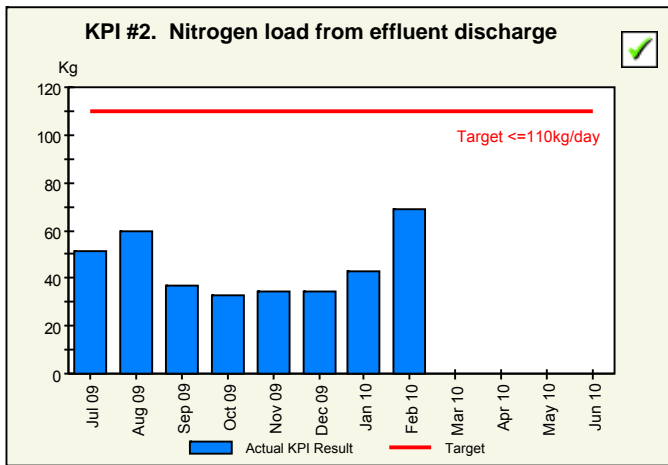


Variance is 47% behind budget, significant underspend in Treatment Operations Capital.

Community and Customers

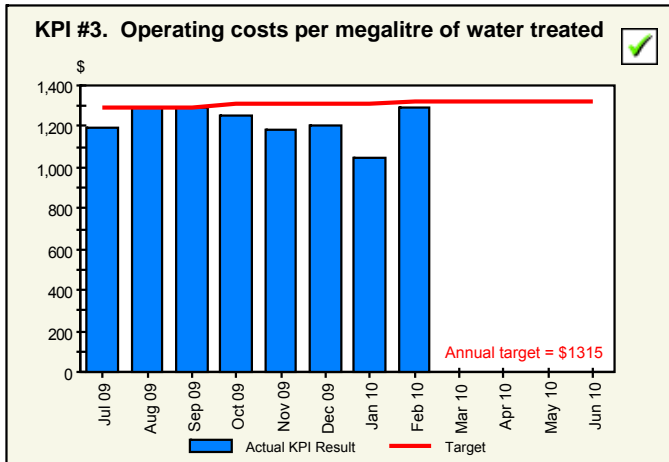


Result for the month is 206.07L per person per day.
Note. new target now 200L per person per day.

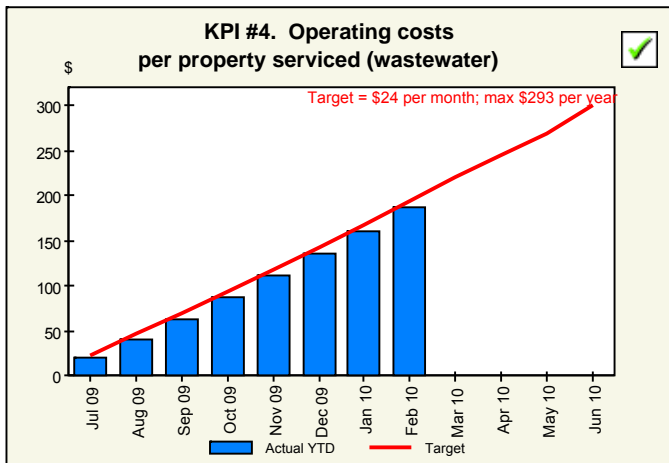


Total Nitrogen for February 2010 was 68.9kg/day

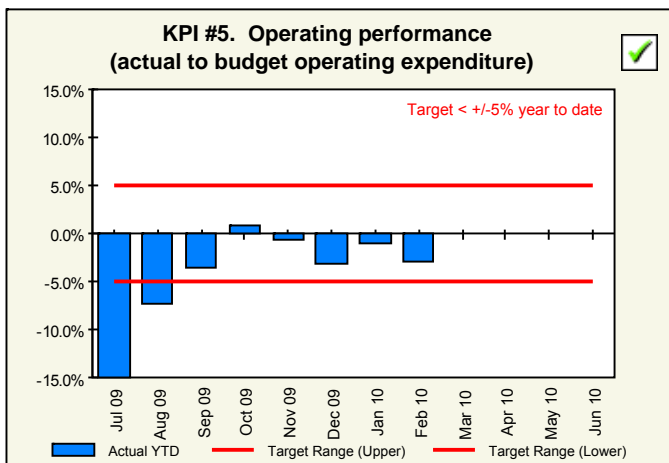
Financial



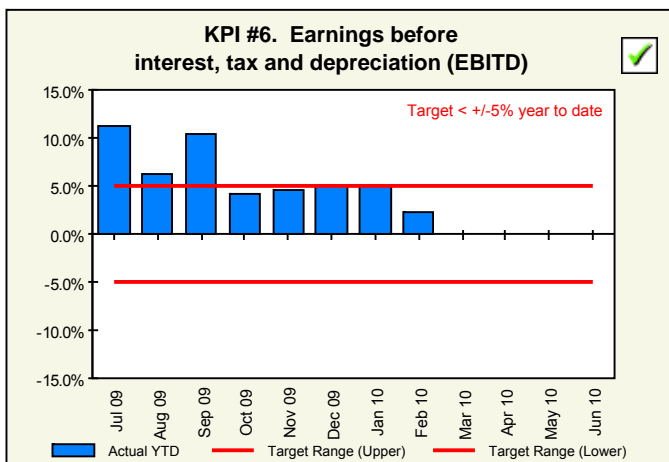
Result for the month is \$1296.96 operating cost per ML of water treated.
Target is \$1319.59



Result for the month YTD is \$186 operating costs per property serviced for Wastewater. Target for the month YTD is \$194.

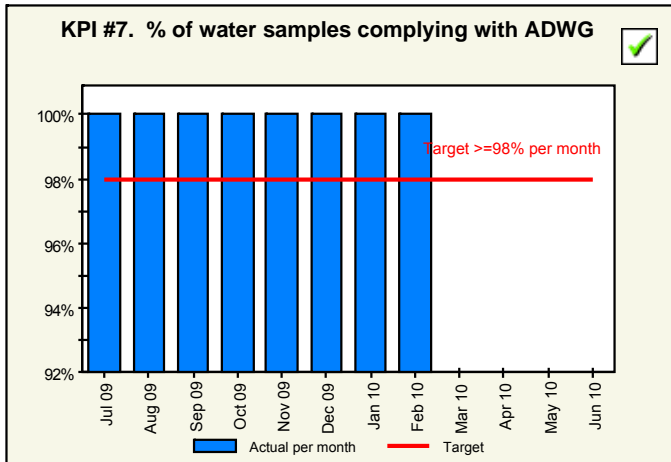


Result for the month YTD is 2.97% behind budget. Expenditure to budget is within target range.

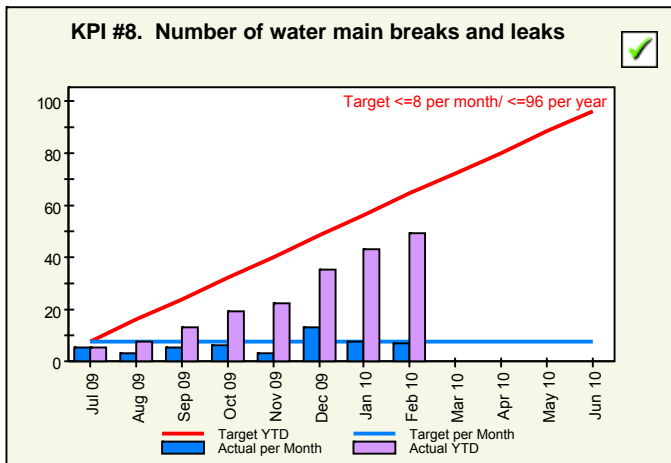


Result for the month is 2.37% ahead of budget. Primarily due to increased revenues in water consumption 1% above target

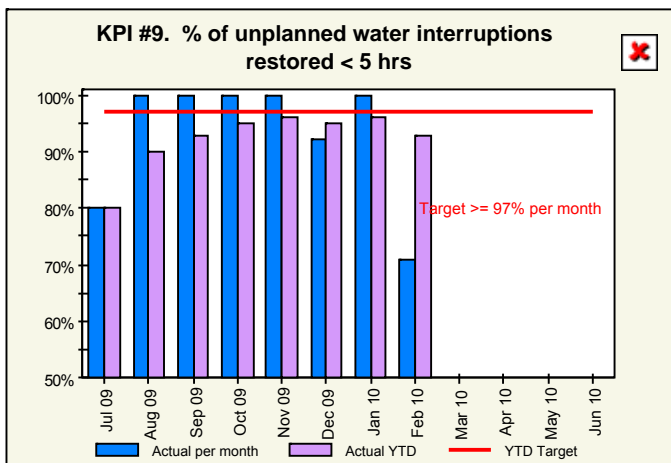
Internal Processes



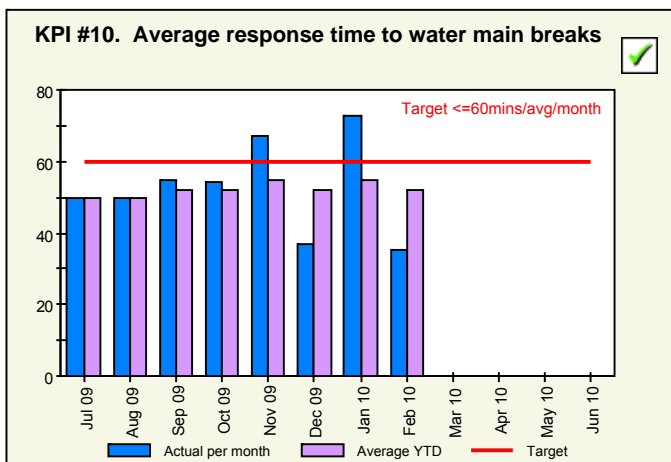
Result for the month of February 2010 is 100% compliance with guidelines. YTD is 100%



7 water main breaks occurred for the month. 5 water main failures 1 each at Redland Bay, Sheldon (300mm), Thorneside, Victoria Point (375mm) and Thornlands. 2 fire hydrant failures 1 at Capalaba and 1 on Russell Island. YTD total is 49.



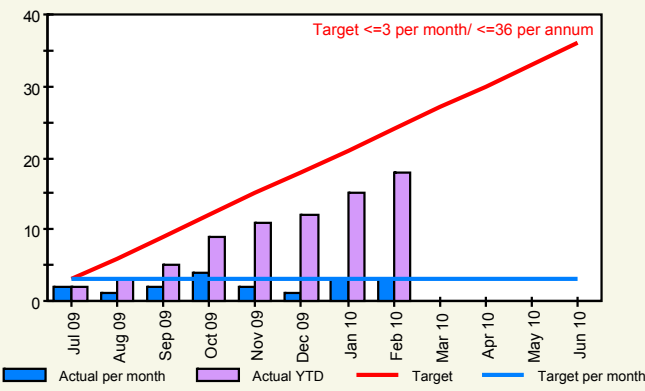
2 unplanned water interruptions exceeded the 5 hour restoration period due to the large size of the water mains (300 and 375mm respectively). Extensive de-watering and excavation/backfill contributed to the period of shut down. YTD average is 93%.



The average response time for all water main breaks was 35 minutes. YTD average is 52 minutes.

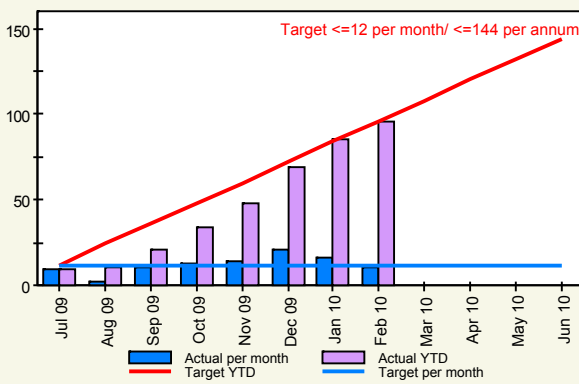
Internal Processes

KPI #11. Number of poor pressure complaints (deficient)



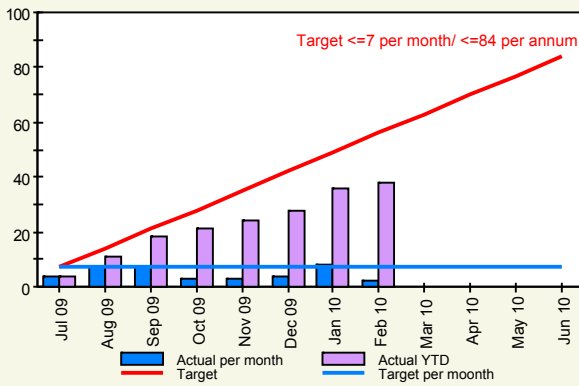
3 of 6 poor pressure complaints were verified as deficient for the month. 1 at Redland Bay required a service upgrade, 1 at Victoria Pt was due to works in the area (main shut down) and 1 at Sheldon was due to a faulty ball valve. All poor pressure complaints were investigated and normal supply restored after rectification works were completed. YTD total is 18

KPI #12. Number of water quality incidents per month



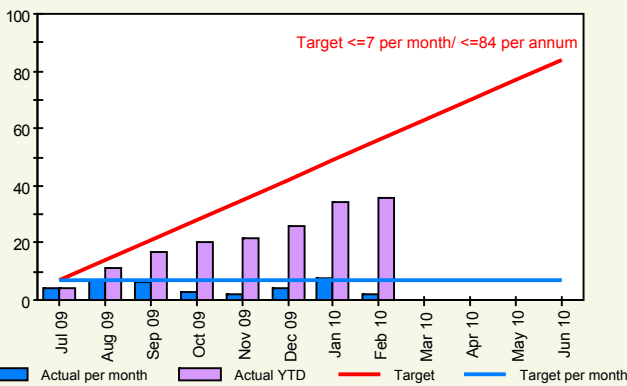
11 water quality incidents occurred for the month. 4 bad taste incidents (1 at Redland Bay, 2 on Russell Island and 1 on Macleay Island), 2 dirty water (Redland Bay and Capalaba), 3 microbiological test result failures (Birkdale, Wellington Point and Thorneside), 1 white water incident relating to a trunk main shut down generated 4 complaints and 1 odour incident at Wellington Point. All complaints investigated and rectified by flushing. YTD total is 96.

KPI #13. Overall number of dry weather overflows



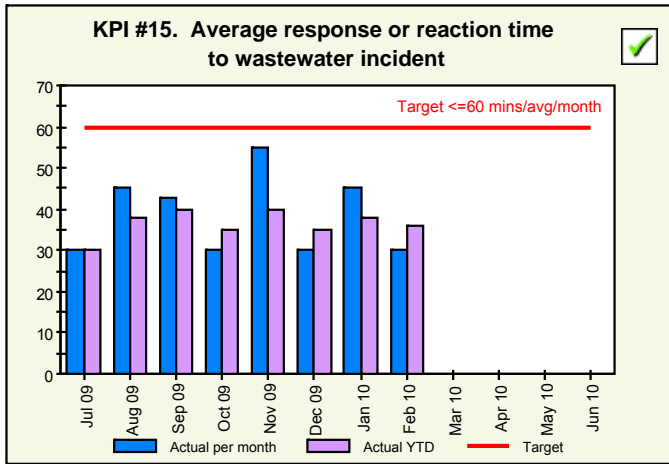
2 dry weather overflows occurred for the month. 1 at Capalaba and 1 at Thorneside with fat found in the line.

KPI #14. Sewer overflows affecting customers

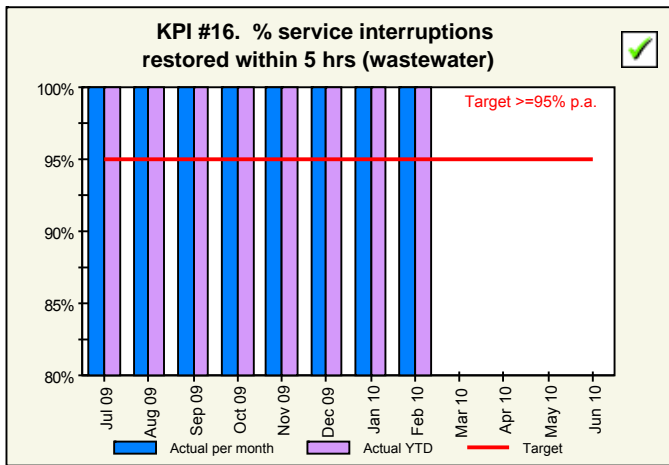


2 wastewater overflows affected customers properties in Feb. YTD is 36.

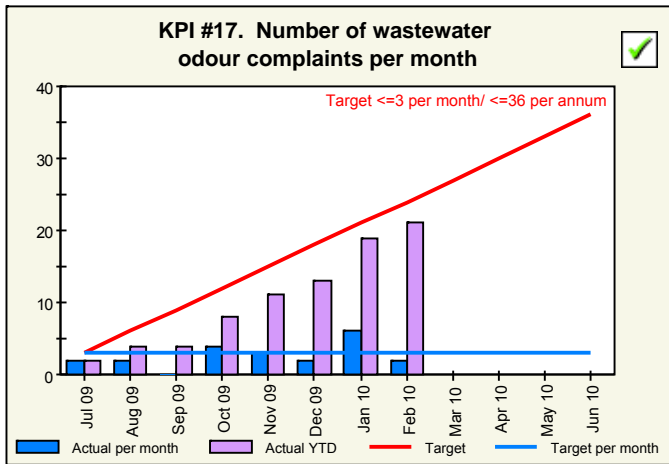
Internal Processes



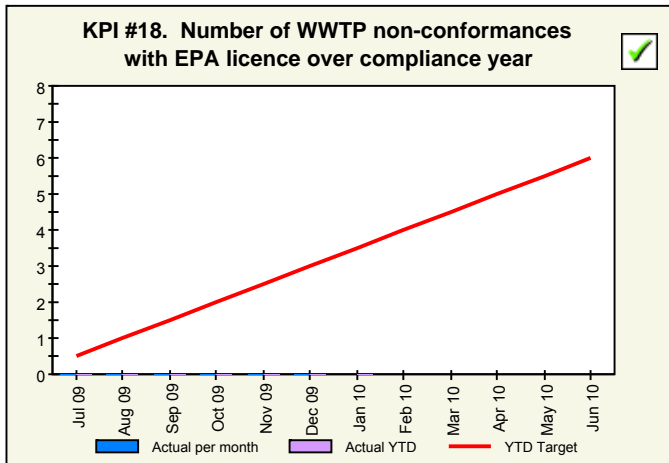
Average response time to wastewater incidents was 30 minutes. YTD average is 36 minutes.



Results for the month is 100 %. YTD is 100%

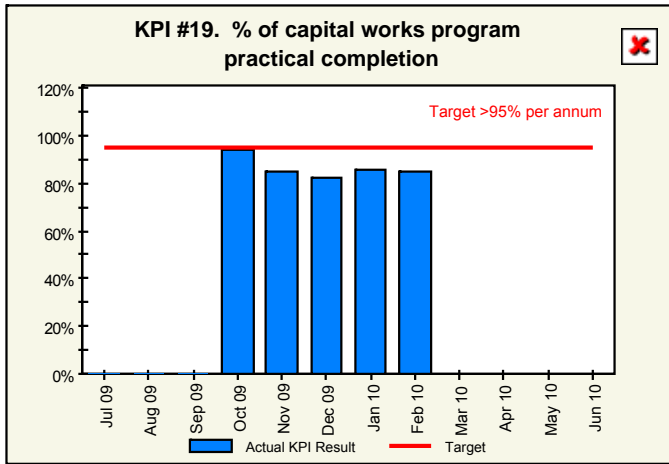


2 wastewater odour complaints were received for the month (Victoria Pt pump station and Birkdale pump station). Both were referred to Treatment Operations.



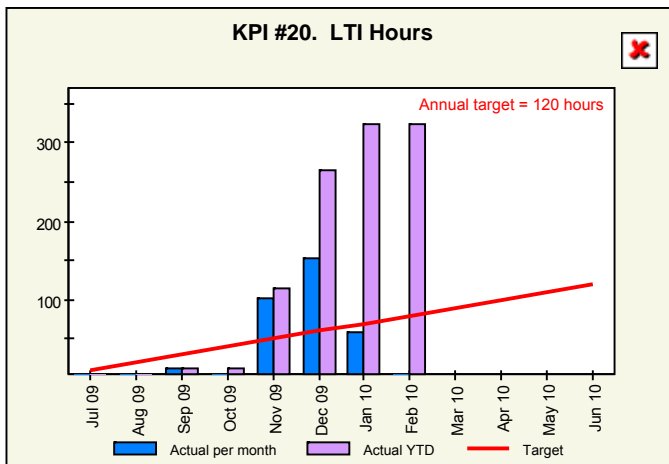
No non-conformances for February 2010

Internal Processes



74 milestones completed out of 87 due achieving an 85% result.

People and Learning



No lost time injuries for February. YTD LTI hours 325.

Summary of major issues for the month

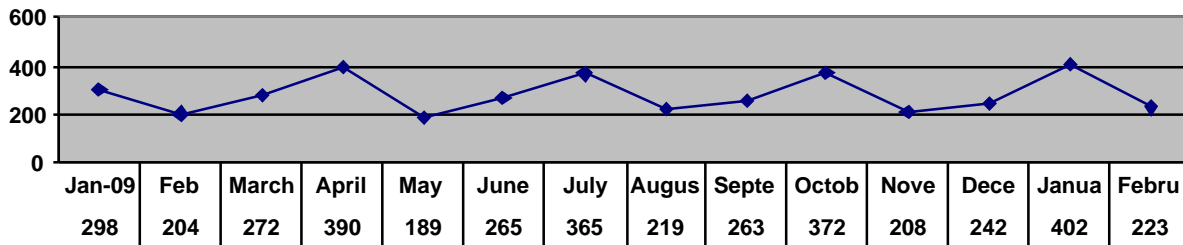
Customer Service & Business Performance

- A major water main failure occurred on 12 February. The failure occurred on the 300mm trunk main. Repairs were completed within 4 hours with approximately 500 customers being affected.
- On 25 February, a leak on the 250mm main at Ormiston was reported in the afternoon. This is the main supply pipe through Ormiston and supplies all Wellington Pt. Following inspection, the situation was controlled in the afternoon and repairs delayed until after the evening demand to minimise the impact on nearby shops and restaurants. The water main was not isolated until approximately 10pm and the repair crews worked extremely well through the night. While this repair potentially affected nearly 1,000 customers, the repairs were completed quickly and residents were without water for less than 4 hours.
- The sewer maintenance hole raising program commenced in Cleveland with approximately 40 maintenance holes completed.

Water billing

- Customer enquiries returned to normal for the month. The quarterly water meter read commenced on 19 February. Consumption figures from this read will appear in the rate notice to be issued in April.

Customer calls relating to water billing



- Meter replacement program continued with 341 meters replaced for the month. YTD total is 7,395. The project is on track and on budget. The meter replacement program will be put on hold during the quarterly meter reading to prevent errors due to meter changeover.
- 31 concealed leak applications were processed in February to the value of \$8,518.
- Water consumption CSO remissions YTD are \$80,608.61.
- 104 searches were completed in February.

Water reticulation

- In the 2nd week of February, a cluster of water main failures occurred requiring repair crews to work through the night on 2 occasions and over the weekend. These events occurred immediately prior to the severe wet weather at the end of the month.
- A large area of Wellington Pt was flushed following a microbiological test failure. The reticulation team is preparing a flushing program for identified areas across the city.
- Work commenced on the water main fire flow augmentation project. RW teams completed a main upgrade in Long Street, Cleveland while the appointed contractor has continued work in Lorikeet Drive, Thornlands and School of Arts Road, Redland Bay.
- The unlined fittings program in Alexandra Hills was completed with 23 fittings replaced during the month.

Customer service

- The recently revised wastewater information brochures being distributed at shopping centres are proving to be very popular and well received.

WH&S

- There were no WHS or LTI incidents in February.

Treatment Operations

Water Quality

- Water provided by SEQWater's Capalaba WTP exceeded Australian drinking water guidelines for trichlormethane's. RW reiterated its previous request for Capalaba WTP to close and all water to be supplied from NSI. The water grid manager finally instructed SEQWater to close the plant down on 26 February. Capalaba WTP was turned off on 1 March for one day only. There has been no further notification of

improvements. The grid manager's employees are co-ordinating an improvement plan. RW had developed a detailed upgrade strategy for Capalaba WTP which would have been completed by now.

Laboratory

- NATA recertification achieved.
- Architect has provided preliminary layouts for a proposed new laboratory. This work has been required as SEQWater has given notice that RW's laboratory can no longer reside at Capalaba WTP. A business case is being prepared to assess other options for the laboratory including moving it to the Logan laboratory or spreading the staff out amongst the WWTP mini-labs. Allconnex CEO is keen to establish a centre of excellence for labs. A preliminary estimate of setting up a new lab at Cleveland WWTP is \$1.4 million. No further work will continue on this option until a final decision is made.

Wastewater

- PS67 at Fir Street has gained funding for a new odour control system. Work has commenced in regard to scientifically analysing the odour and specifying the requirements for quotation.

Gary Soutar
General Manager
REDLAND WATER

Appendix A - wastewater treatment plants supplementary performance information

Testing regime

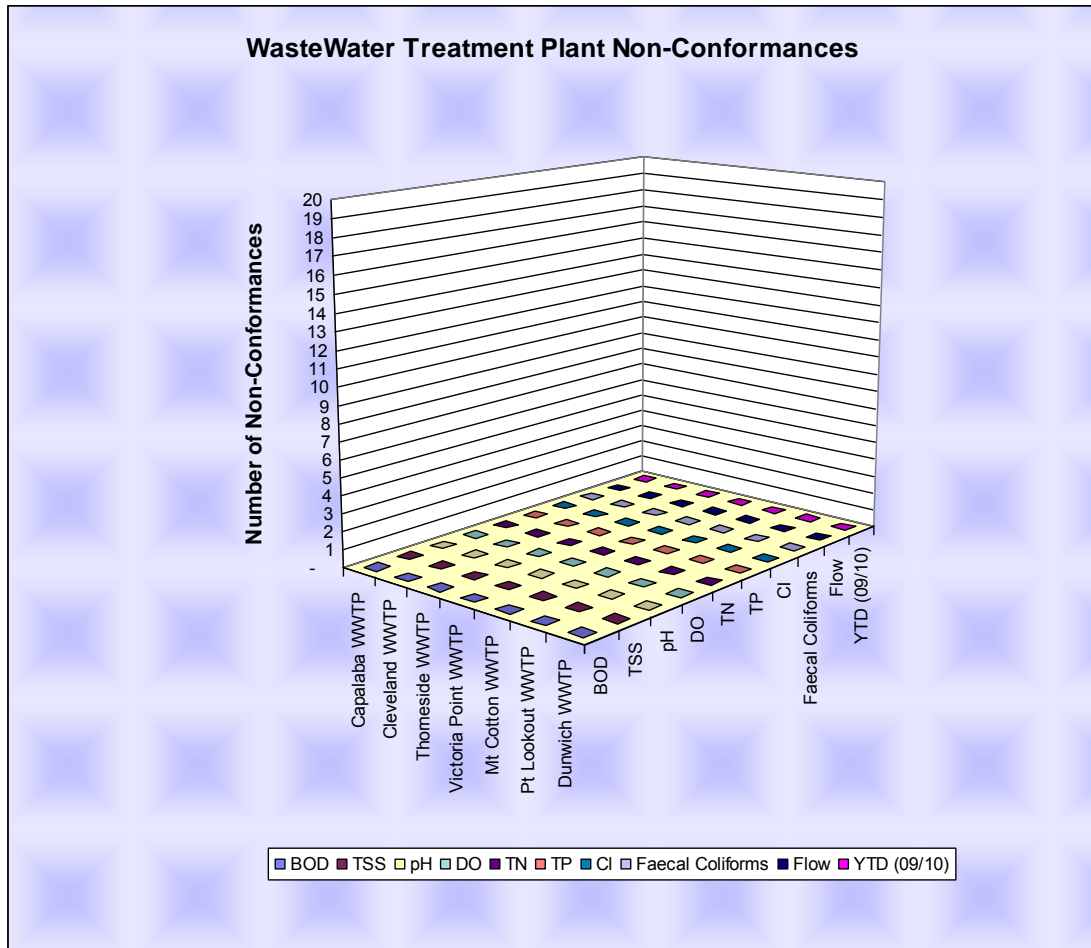
Council's wastewater treatment plants (WWTPs) have a regular testing regime which includes:

- daily testing, performed by treatment plant operators, to monitor plant performance, the exceptions being Dunwich and Pt Lookout WWTPs which are each tested 2 or 3 times a week;
- weekly or monthly laboratory testing by Redland Laboratory depending on the licence conditions for each treatment plant.

All WWTPs, with the exception of Cleveland and Dunwich, are required to sample effluent quality once a week. The licence conditions at both Cleveland and Dunwich specify monthly sampling, however, weekly sampling at Cleveland has continued. This frequency allows weekly confirmation of on-site results, with the aim to maintain plant performance.

Effluent testing non-conformances for WWTP licences

Monthly comment: There were zero licence non-compliances in February 10.



YTD Non-conformances (FY 09/10):

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Potential licence compliance issues: There are no suspected areas of concern with respect to licence compliance.

Definitions

Long term 50 percentile compliance

- Weekly sampling - median of 50 consecutive samples not to exceed licence limit;
- Monthly sampling (Dunwich/Cleveland) - not more than 6 of the last 12 monthly samples may exceed licence limit;

Short term 50 percentile compliance: Median of 5 consecutive samples (3 out of 5) not to exceed licence limit

Long term 80 percentile compliance

- Weekly sampling - not more than 10 out of 50 consecutive samples to exceed the licence limit.
- Monthly sampling – not more than 3 out of the last 12 monthly samples may exceed licence limit

Short term 80 percentile compliance: Not more than 1 out of 5 consecutive samples to exceed licence limit

No Licence compliance & alerts for February 2010

Quality Characteristics	Limit Type	Capalaba	Cleveland	Dunwich	Mt Cotton	Pt Lookout	Thorneside	Victoria Pt
5-Day Biochemical Oxygen Demand (BOD)	Long term 80%	✓	✓	✓	✓	✓	✓	✓
5-Day Biochemical Oxygen Demand (BOD)	Short term 80%	✓	✓	✓	✓	✓	✓	✓
5-Day Biochemical Oxygen Demand (BOD)	Maximum	✓	✓	✓	✓	✓	✓	✓
Total Suspended Solids (TSS)	Long term 80%	✓	✓	✓	✓	✓	✓	✓
Total Suspended Solids (TSS)	Short term 80%	✓	✓	✓	✓	✓	✓	✓
Total Suspended Solids (TSS)	Maximum	✓	✓	✓	✓	✓	✓	✓
PH	Range	✓	✓	✓	✓	✓	✓	✓
Dissolved Oxygen (DO)	Minimum	✓	✓	✓	✓	✓	✓	✓
Total Nitrogen (TN)	Long term 50%	✓	✓	✓	✓		✓	✓
Total Nitrogen (TN)	Short term 50%	✓	✓	✓	✓		✓	✓
Total Nitrogen (TN)	Maximum	✓	✓	✓	✓		✓	✓
Total Phosphorus (TP)	Long term 50%	✓	✓	✓	✓		✓	✓
Total Phosphorus (TP)	Short term 50%	✓	✓	✓	✓		✓	✓
Total Phosphorus (TP)	Maximum	✓	✓	✓	✓		✓	✓
Free Chlorine residual	Maximum	✓	✓			✓	✓	✓
Faecal Coliforms - Organisms per 100mL	Median	✓	✓	✓	✓	✓	✓	✓
Faecal Coliforms - Organisms per 100mL	Maximum	✓	✓	✓	✓	✓	✓	✓
Flow – kL/day	Average (12 mths)	✓	✓	✓	✓	✓	✓	✓
Flow – kL/day	Maximum	✓	✓	✓	✓	✓	✓	✓

Note: 1. Shaded areas indicate there is no licence limit for that parameter. Note 2. Amber coloured cells represent characteristics that may contribute to a non-compliance. Red cells are non compliances

11.2 COMMITTEE CLOSED SESSION

The committee meeting was closed to the public under Section 463(1) of the *Local Government Act 1993* to discuss the following items:

- 11.2.1 *Allconnex Water Service Level Agreement;*
- 11.2.2 *Due Diligence - Water Reform;*
- 11.2.3 *Queensland Treasury Corporation (QTC) Line Of Credit*
- 11.2.4 *Water Reform Update;*
- 11.2.5 *Regulated Asset Base (RAB) For Water and Wastewater Assets; and*
- 11.2.6 *Allconnex Water Equity Determination.*

Following deliberation on these matters, the Committee meeting was again opened to the public.

11.2.1 ALLCONNEX WATER SERVICE LEVEL AGREEMENT

Datworks Filename: GOV WRAD WB3 - Administration/Resources
Responsible Officer Name: Eleanor Bray
Manager Water Reform
Author Name: Eleanor Bray
Manager Water Reform

EXECUTIVE SUMMARY

A confidential report from Manager Water Reform dated 11 March 2010 was discussed in closed session at the Redland Water committee meeting on 23 March 2010, with the Committee Recommendation presented at today's General Meeting for consideration.

COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Henry
Seconded by: Cr Boglary

That Council resolve as follows:

- 1. To continue to provide appropriate services for existing Redland Water and other staff transitioning to Allconnex Water under an appropriate service level agreement;**
- 2. That the Chief Executive Officer of Redland City Council negotiate a service level agreement with Allconnex Water for the provision of services from July 2010; and**

3. That the Chief Executive Officer of Redland City Council is authorised to enter into a service level agreement with Allconnex Water for a period of up to 3 years, commencing July 2010.

CARRIED

11.2.2 DUE DILIGENCE - WATER REFORM

Dataworks Filename: Due Diligence
Responsible Officer Name: Eleanor Bray
Manager Water Reform
Author Name: Michelle Vanyai
Senior Project Officer

EXECUTIVE SUMMARY

A confidential report from Manager Water Reform dated 9 March 2010 was discussed in closed session at the Redland Water committee meeting on 23 March 2010, with the Committee Recommendation presented at today's General Meeting for consideration.

**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr Henry
Seconded by: Cr Boglary

That Council resolve as follows:

- 1. To note this report; and**
- 2. That this report and the summaries attached remain confidential.**

CARRIED

11.2.3 QUEENSLAND TREASURY CORPORATION (QTC) LINE OF CREDIT

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

Responsible Officer Name: Eleanor Bray
Manager Water Reform

Author Name: Eleanor Bray
Manager Water Reform

EXECUTIVE SUMMARY

A confidential report from Manager Water Reform dated 16 March 2010 was discussed in closed session at the Redland Water committee meeting on 23 March 2010, with the Committee Recommendation presented at today's General Meeting for consideration.

**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr Henry
Seconded by: Cr Boglary

That Council resolve as follows:

1. To underwrite 14%, or \$4.9 million, of the total estimated transaction costs of up to \$35 million in establishing Allconnex Water, to enable the entity to obtain a line of credit from Queensland Treasury Corporation;
2. That, subject to a review of the implications of Queensland Water Commission decisions in this regard, any costs deemed unacceptable in establishing Allconnex Water, be absorbed by Council;
3. That the proportion of costs to be underwritten by each Council be adjusted to reflect the proportions of the final participation rights established; and
4. That this report be deemed confidential and be treated as such in accordance with sections 250(2) and 1143(4) of the *Local Government Act* and that the documents remain confidential.

CARRIED

11.2.4 WATER REFORM UPDATE

Dataworks Filename: GOV WRAD - WB3 Administration/Resources
Responsible Officer Name: Eleanor Bray
Manager Water Reform
Author Name: Eleanor Bray
Manager Water Reform

EXECUTIVE SUMMARY

A confidential report from Manager Water Reform dated 11 March 2010 was discussed in closed session at the Redland Water committee meeting on 23 March 2010, with the Committee Recommendation presented at today's General Meeting for consideration.

**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr Henry
Seconded by: Cr Boglary

That Council resolve to note the update on the regional water reform within south-east Queensland.

CARRIED**11.2.5 REGULATED ASSET BASE (RAB) FOR WATER AND WASTEWATER ASSETS**

Dataworks Filename: GOV Allconnex Water
Responsible Officer Name: Gary Stevenson
Chief Executive Officer
Author Name: Gary Stevenson
Chief Executive Officer

EXECUTIVE SUMMARY

A confidential report from Chief Executive Officer dated 22 March 2010 was discussed in closed session at the Redland Water committee meeting on 23 March 2010, with the Committee Recommendation presented at today's General Meeting for consideration.

**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr Henry
Seconded by: Cr Boglary

1. That Council resolve to note this report and endorse action taken on this important issue; and
2. That this report remain confidential.

CARRIED

11.2.6 ALLCONNEX WATER EQUITY DETERMINATION

Datworks Filename: GOV WRAD – PCG Finance / Due Diligence
Stream
GOV Allconnex Water

Responsible Officer Name: Gary Stevenson
Chief Executive Officer

Author Name: Gary Stevenson
Chief Executive Officer

EXECUTIVE SUMMARY

A confidential report from Chief Executive Officer dated 22 March 2010 was discussed in closed session at the Redland Water committee meeting on 23 March 2010, with the Committee Recommendation presented at today's General Meeting for consideration.

**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr Henry
Seconded by: Cr Boglary

That Council resolve as follows:

1. To note the report and endorse the intended actions of the Chief Executive Officer in submitting proposals to the Minister for Natural Resources Mines and Energy; and
2. That the report and attachments remain confidential.

CARRIED

12 PLANNING & POLICY COMMITTEE 24/03/10 - RECEIPT AND ADOPTION OF REPORT

Moved by: Cr Ogilvie
Seconded by: Cr Townsend

That the Planning & Policy Committee Report of 24 March 2010 be received.

CARRIED

12.1 PLANNING AND POLICY

12.1.1 WYARALONG TRAIL BIKE FACILITY BOONAH

Dataworks Filename: GOV Council of Mayors (SEQ) - Trail Bike Taskforce

Responsible Officer Name: Gary Photinos
Manager Environmental Management Group

Author Name: Angela Wright
Principal Advisor Open Space Planning and
CoMSEQ Trail Bike Task Force Member

EXECUTIVE SUMMARY

On the 30 November 2009, the State Government announced that a site in Wyaralong had been identified as a preferred site for the establishment of a regional scale trail bike facility. The State Government investigated a range of sites across SEQ, with the Wyaralong site being the most suitable due to its size, location and proximity to major SEQ urban centres. The Council of Mayors (SEQ) will be partnering with the State Government to develop and deliver the Wyaralong site to the trail bike community.

The Council of Mayors (SEQ) has asked all Councils in South East Queensland to make a proportional contribution to the project to establish the site in order to make it a viable proposition for a third party to operate and manage.

The Council of Mayors (SEQ) will form a separate business entity that includes participating SEQ Councils. The entity will be the lease- holder of the land from the State and will be responsible for the establishment and management of the lease with a selected operator. The entity will have a Board of Directors comprised of SEQ Mayors of participating councils.

PURPOSE

The purpose of the report is to gain Council support to provide proportional funding to assist in the development of a regional trail bike facility in the Scenic Rim Regional

Council area. The Wyaralong Trail Bike Facility will be under the trusteeship of the Council of Mayors who will establish and own the controlling entity.

BACKGROUND

- A report was presented to Council in July 2008 responding to a petition submitted by the Redlands District Motorcycle Club on 19 December 2007. In the petition the Club requested Council to consider providing an appropriate site to establish an off road motor cycle venue.
“Council resolved to:
- 1. *Undertake research on the current impacts of trail bikes on the Redland's natural areas;*
- 2. *Council participate in the State Government's investigation to locate trail bike facilities within South East Queensland; and*
- 3. *That the petitioners be advised accordingly. “*
- Council resolved on the 25 November 2009 to receive, for planning purposes, the report on research of current impacts of trail bikes on the Redland's natural areas.
- The State Government has now identified and secured the Wyaralong Trail Bike Facility in Boonah and with the co operation of the SEQ Council of Mayors is now progressing to the next stage regarding the development of the site.

ISSUES

Trail bike riding is an increasingly-popular recreational activity in SEQ. Councils provide various sporting facilities such as tennis courts and football fields; however SEQ councils have struggled to find land suitable for trail bike riding facilities. Many existing facilities, including some controlled by councils, are facing closure due to redevelopment of their sites, or are under pressure from incompatible land uses.

A lack of accessible and legal riding facilities is contributing to a proliferation of unlawful and often unsafe riding practices in the region, which causes concern for the community over noise, safety, environmental damage and general nuisance. Well managed facilities and events can bring very significant community benefits with minimal impacts.

The Council of Mayors (SEQ) Trail Bike Taskforce was established, in coordination with the Department of Communities, to identify, protect and develop sites that provide legal and safe options for trail bike riding. Redland City Council has been represented on the task force since its inception.

The unprecedented growth of trail bike riding in SEQ has seen numbers increase to over 230,000 riders. Coupled with this growth, safe and legal options for riders have

steadily decreased across the region, leading to more riders choosing illegal and unsafe locations to ride. The State Government and the Council of Mayors (SEQ) have recognised this problem and are focused on creating positive options for riders to enjoy their chosen recreational activity.

On the 30 November 2009, the State Government announced that a site in Wyaralong had been identified as a preferred site for the establishment of a regional scale trail bike facility. The State Government investigated a range of sites across SEQ, with the Wyaralong site being the most suitable due to its size, location and proximity to major SEQ urban centres. The Council of Mayors (SEQ) will be partnering with the State Government to develop and deliver the Wyaralong site to the trail bike community.

Through the Council of Mayors (SEQ) Trail Bike Taskforce, the State and local governments have undertaken research to better understand what trail bike riders need to get them riding legally. This research shows that riders are willing to travel distances of up to 3 hours for good facilities and will pay up to \$40 to ride. The Wyaralong site meets these needs and will be suitable for families, friends and both recreational and competitive riders.

A letter from Sports Minister Phil Reeves stated:

- The site would be declared as a reserve for community purposes (sport and recreation) under the *Land Act* and that individual or multiple local governments be appointed as trustees;
- Councils will undertake a transparent and equitable process to select an appropriate party to develop and operate each facility. It is envisaged that the Council of Mayors (SEQ), relevant local governments and the relevant operator will work together to identify funding sources and progress development approvals and establishment of facilities at the site; and
- Lease arrangements will indemnify the Queensland Government for any death, injury or loss of any kind that may be suffered by any user of the facilities. Lease arrangements should require the operator to secure public liability insurances and require the operator to be affiliated with Motorcycling Queensland, which implements a range of rules, regulations and risk management practices to promote safe and enjoyable participation.

In other decisions, the State Government has agreed to develop a State Planning Regulatory Provision (SPRP) to provide a fast track approval for a trail bike facility for the site. The SPRP will be released for a six week public consultation period in February 2010 and finalised shortly thereafter. The State will also provide \$1 million as a capital contribution towards the development of the site.

The Council of Mayors (SEQ) at its December meeting agreed to the following:

- To broadly agree with the conditions set by the State;
- To establish a specific purpose entity to be the trustee of the site owned by SEQ Councils;

- To invite all SEQ Councils to become shareholders in the entity, with equal voting rights, but with capital contributions based on a function of population and distance from the site;
- To commit \$100,000 to the project management of development of the site, in particular the development and running of the tender process, and the planning and development of Stage 1 infrastructure; and
- To provide SEQ Councils, by the end of January, with a draft business case for making a capital contribution towards the development of the site, with a view to at least matching the State's \$1 million contribution.

The Business Case for the Wyaralong Trail Bike Facility was provided to SEQ Mayors on the 3 February. The information was provided to allow councils to make informed decisions about their level of support for the Wyaralong facility and understand the costs associated with its development.

The proposed funding amounts for each council were based on population and proximity to the Wyaralong site. As such, different councils were asked to contribute different amounts based on their particular circumstances. In total, the financial support breakdown is proposed to be as follows:

- \$1m funding from the State;
- \$1.3m funding from SEQ Councils; and
- An estimated \$500,000 from future operator.

The breakdown for each council is as follows:

Council	Pop. %	Adjusted for Distance from the Facility	Total \$1.3m with \$40k min.
Brisbane	34%	38%	\$509,000
Gold Coast	17%	19%	\$251,000
Logan	9%	12%	\$158,000
Toowoomba	5%	3%	\$40,000
Ipswich	5%	7%	\$100,000
Redland	5%	5%	\$73,000
Somerset	1%	1%	\$8,000
Scenic Rim	1%	2%	\$40,000
Moreton Bay	12%	8%	\$40,000
Sunshine Coast	10%	3%	\$40,000
Lockyer	1%	1%	\$40,000

The financial commitments were developed to match the indicative cost for the initial capital investment provided on the next page. The initial capital investment is all works required to make the site operational.

The costs have been obtained through a variety of means including information from the State, industry representatives, Scenic Rim Regional Council and engineering and water/waste water specialists. These costs are indicative and further design and planning work will help to provide more accurate estimates.

All SEQ Councils have been invited to make contributions on the above basis, and Councils accept that if some decline the opportunity to invest, a slight readjustment of contributions may need to be agreed to between the participating Councils.

The Council of Mayors (SEQ) will form a separate business entity that includes participating SEQ Councils. The entity will be the leaseholder of the land from the State and will be responsible for the establishment and management of the lease with a selected operator. The entity will have a Board of Directors comprised of SEQ Mayors of participating councils.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to build safe, strong and self reliant communities with access to community services, infrastructure and opportunities for participation in community life.

FINANCIAL IMPLICATIONS

Redland City Council has been asked to contribute \$73,000 to the capital investment in order to make the site operational for a lease to an operator. This money would be from general revenue and be put into the 2010 / 2011 budget. The contribution would be subject to normal budget deliberations and adoption by Council.

PLANNING SCHEME IMPLICATIONS

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

CONSULTATION

Discussions and negotiations for this collaborative, regional project have been through the Council of Mayors SEQ and the Council of Mayors Trail Bike Task Force. Cr Wendy Boglary is the Redland City Council representative on the task force.

The issue of providing trail bike and motor cross riders a place to ride has been the subject of a number of previous reports presented to Council. Off road motor bike riders who live in the Redlands have been petitioning for new places to ride for many years.

This site, only 1½ hours drive from Redland City, will add substantially to the quality of places to ride in SEQ, notwithstanding that the number of places to ride within the region is still decreasing.

OPTIONS

PREFERRED

That Council resolve, through the Council of Mayors (SEQ), to make a proportional monetary contribution in the 2010 - 2011 financial year to the regional Wyaralong Trail Bike Facility in the Scenic Rim Regional Council area, subject to Council deliberation and adoption of the 2010 – 2011 Annual Budget.

ALTERNATIVE

That Council resolve to defer any decision regarding monetary contribution to the regional Wyaralong Trail Bike Facility in the Scenic Rim Regional Council area at this time and provides significant in kind support through the provision of technical officers (engineers, water and sewerage, traffic) to assist in the development of the site.

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

Moved by: Cr Boglary
Seconded by: Cr Williams

That Council resolve to make a proportional monetary contribution in the 2010 - 2011 financial year, through the Council of Mayors (SEQ), to the regional Wyaralong Trail Bike Facility in the Scenic Rim Regional Council area, subject to Council deliberation and adoption of the 2010 – 2011 Annual Budget.

MOTION TO SUSPEND STANDING ORDERS

Moved by: Cr Ogilvie
Seconded by: Cr Henry

That Standing Orders be suspended to allow for open discussion.

CARRIED

MOTION TO RESUME STANDING ORDERS

Moved by: Cr Boglary
Seconded by: Cr Ogilvie

That Standing Orders be resumed.

CARRIED

On being put to the vote the motion was declared by the Mayor as **CARRIED**.

12.1.2 VISIT TO CHINA AND KOREA

Dataworks Filename: ED Liaison – Sister City
ED Programs - International Activities

Responsible Officer Name: Alan Burgess
Manager Economic Development

Author Name: Alan Burgess
Manager Economic Development &
Mayor Melva Hobson

EXECUTIVE SUMMARY

At the General Meeting on 27 May 2009, Council resolved to establish a Sister City agreement with Qinhuangdao and to continue to develop the friendly relationship with Yongin (Korea). The report also outlined that this would be progressed by an international visit by the Mayor and a Council officer. The visit was undertaken between 13-24 September 2009, and included attendance at the Asia Pacific Cities Summit, visits to Yongin, Korea, and Qinhuangdao, China.

The Manager Economic Development also made an operational visit to the Trade and Investment Officer in Guangzhou. Council approved the international visit at the General Meeting on 24 June 2009.

At the Asia Pacific Cities Summit, a number of topics were explored which have considerable relevance to Redland City. These issues include:

- importance of a place in the global economy, which involves creating a safe and secure environment, with a vibrant economy, high level of integrity and ethics, valuing talent in all its forms and quality of lifestyle;
 - creative urban governance recognising the need to balance infrastructure, environment, social integration, security and different cultures and religions;
 - creative urban development where Mayors reported on their sustainability achievements related to the 2007 Brisbane Accord and developed the 2009 Incheon Accord;
 - creative economic development, including the use of alternative forms of energy, 'ubiquitous' city design to incorporate modern technology;
 - creative sustainability considered from a 'quadruple bottom line' perspective;
 - the importance of good broadband infrastructure to business and the economy;
 - cyberecture – using technology to increase productivity and improve master planning performance;
 - sustainable city development where city specific opportunities identified included Green Building Codes and systems, cities and carbon, and smart city and building development;
-

- creative innovation in master planning outlined a new urban paradigm shift to the creative city;
- the effect of the Global Economic Crisis, where Australia has fared comparatively well due to a variety of factors such as:
 - emphasis on education;
 - net surplus;
 - broadband infrastructure;
 - government monetary policy; and
 - ongoing sustainability projects.

The major themes expressed during the APCS appear to be reflected in current Council planning and are generally borne out by the draft Redlands 2030 outcomes and Economic Development Strategy (2008-2012). Particularly relevant are the recurring concepts of a safe and secure environment, vibrant economy, good governance, integrated planning and quality of place.

The summit was also an excellent opportunity to network with an international audience of local government representatives, to share ideas and seek innovative approaches/answers to common issues.

The delegation travelled to Yongin to further the friendship relationship and gain a greater understanding of the potential for further economic, social, educational and cultural cooperation. Yongin has a population of over 800,000 and boasts 13 universities, 103 research institutes and 32 training centres. It has 1,500 businesses in the area of digital semiconductor manufacturing, including Samsung. The city also has a strong tourism, culture and art focus.

Discussions in Yongin centred on developing tourism, and economic opportunities, as well as student study tours and cultural exchanges. Student study tours are programmed for August and Council is currently developing reciprocal tourism web sites.

Following the visit to Yongin, the delegation moved to Qinghuangdao. Meetings were conducted with several businesses and the formal signing of the sister city agreement was undertaken. Visits were also undertaken to Beidaihe (the tourist region) and the port at Bohai. Discussions with the Mayor of Qinhuangdao included the possibility of a return Council officer exchange program.

Of particular interest during the visit to Qinhuangdao was the technology intensive region they are calling a 'Data Industrial Base'. The Zone is 6.4 sq kms which will contain an eco-friendly, high-tech functional industrial park focused on the ICT industry.

During the return trip, the Manager Economic Development made an operational visit to Guangzhou to visit the Trade and Investment Officer and review the annual work program and administrative arrangements. Presentations on investment

opportunities in Redlands were also given to two major Chinese development companies.

PURPOSE

The purpose of this report is to provide Council with feedback on the recent visit to Korea and China by the Mayor and Manager Economic Development.

BACKGROUND

Redland City Council has had a Friendship relationship with Qinhuangdao since 2004. This has resulted in several exchange visits and some Redland City businesses are now trading in Qinhuangdao. There have also been some school exchanges and two officers from Qinhuangdao Economic Technological Development Zone (QETDZ) were involved in an exchange program with Redland City Council, working at Council for two months and gaining a valuable insight into the planning and policy, parks and conservation and contract management areas during their time.

Redland City has established a friendly relationship with Yongin City, Korea. The current relationships with both Qinhuangdao and Yongin have already seen some positive outcomes. School exchange programs from Korea and China have been conducted and more are programmed. At least two Redland businesses have lucrative contracts in Qinhuangdao, as a direct result of our friendship relationship. There has also been some interest from Chinese companies seeking to establish a presence in Australia.

At the General Meeting on 27 May 2009, Council resolved to establish a Sister City agreement with Qinhuangdao and to continue to develop the friendly relationship with Yongin. The report also outlined that this would be progressed by an international visit by the Mayor and a Council officer to both Korea and China. Council approved the international visit by the Mayor at the General Meeting on 24 June 2009.

Redland City has operated a Trade and Investment Office in Guangzhou since October 2006. The Trade and Investment Officer program is managed by the Manager Economic Development. The Trade and Investment Officer has now been outsourced to Trade Queensland. While the roles of the officer have largely remained unchanged the administrative and reporting arrangements are different.

ISSUES

The Mayor and the Manager Economic Development visited Korea for the Asia Pacific Cities Summit and to further the relationship with Yongin, and Qinhuangdao to sign the formal Sister City agreement. The general program for the visit was as follows:

13 Sept 2009	Departed Brisbane (via Hong Kong to Incheon);
14 Sept 2009	Arrived Incheon (PM - pre summit functions);
15 – 17 Sept	Asia Pacific Cities Summit – held in Incheon Korea

18 – 19 Sept	Yongin – Official functions and meetings with local business, schools and cultural displays;
20 Sept	Travelled Incheon – Beijing – Qinhuangdao;
21 – 22 Sept	Qinhuangdao – Official functions to sign Sister City Agreement, meetings with local business, and tourism operators;
23 Sept	Travel Qinhuangdao – Beijing – Incheon – Hong Kong;
24 Sept	Manager ED to Guangzhou – meetings with Trade Queensland (TQ) and Redland Trade and Investment Officer (RTIO);
24 Sept	Mayor arrived Brisbane;
25 Sept	Manager ED Guangzhou – Hong Kong – Brisbane;
26 Sept	Manager ED arrived Brisbane.

Asia Pacific Cities Summit

The Mayor and Manager Economic Development attended the Asia Pacific Cities Summit, which was held in Songdo City, Incheon Korea.

Keynote topics included:

➤ **The importance of place in the global economy – Richard Florida.**

- Richard Florida explored the concept of creative cities which require talent, tolerance, territory and technology. This requires a focus on what he describes as the creative pyramid, to establish the right environment for creativity to flourish. The creative pyramid includes:
 1. safe and secure environment for people to live and work;
 2. opportunity – a vibrant economy with opportunities for a wide range of employment;
 3. integrity and ethics – developed through good leadership and corporate responsibility;
 4. an open minded community which values talent in all its forms;
 5. quality of place – lifestyle, clean air/water/environment and thriving arts and culture.

➤ **Creative Urban Governing for Future Development – Jacques Attali**

- Jacques Attali (former advisor to French President Francois Mitterand), spoke of a future where there are more than 200 cities with populations of over 10 million. This gives rise to the following critical issues for city governance:
 1. infrastructure;
 2. environment;
 3. social integration;
 4. security for people; and
 5. ability to welcome people of different cultures and religions.
- These concepts rely on a community with a strong sense of self respect and a deep vision of itself, a long term vision, empathy, resilience, creativity and ubiquity – a city realises the need for change without losing self respect (Attali's principles for cities/city councils).

- Attali suggested governments must recognise the need for drastic change and must resist the internal enemies (small elite groups taking control at the expense of the greater good).

➤ **Mayor's Forum**

At each Asia Pacific Cities Summit, an accord is developed and signed by Mayors. Cities make a commitment to implementing the accord. At the Mayor's Forum, opportunity is provided for Mayors to present a 'report card' on their city's response to the accord.

Brisbane Lord Mayor, Campbell Newman, reported on Brisbane's achievements referring to the 'young professional' forum in Brisbane. He also made reference to:

- environmentally friendly buses;
- bus rapid transport;
- public bike hire;
- cycle infrastructure.

Other Mayors reporting on their achievements as per the Brisbane 2007 Accord included:

- Vice Mayor Kaohsiung City (Taiwan).
- Dr Amy Khor, Mayor of South West District, Singapore.

Dr Amy Khor reported on Singapore's 'growing the economy and protecting the environment via a sustainable development blueprint' which includes:

- preserving a sense of space and comfort in areas of higher density;
- transforming drains into waterways;
- integrating greening into high rise buildings;
- zero energy buildings.

She promoted the World City Summit in Singapore 2009 with themes relevant to the Redlands:

- promote community ownership and participation in building a clean, green and resource efficient community (clean, green and cool);
- sustainable development demands long-term attention and effort.

➤ **Creative economic development**

- Presentations were given on creative economic development decisions, by representatives from Chengdu (China), Dangjin (Korea), Danang (Vietnam), Albay (Philippines) and Banten (Indonesia); as well as Professor Carlo Ratti (MIT), Mr James Law (James Law Cybertecture International), Mr Martin Stewart-Weeks (Cisco Systems).
- Some of the key points of the session were:
 - incorporation of the use of tidal, solar, geothermal and wind energy in master planning and design.

- Ubiquitous (existing everywhere, or seeming to exist everywhere; omnipresent) city. This refers to the latest concept of designing and building cities, wherein all of the major information systems—residential, medical, business, government, etc —are interconnected via a wireless computer network. With data-sharing computers threaded through the city’s homes, streets, and offices. Residential ‘smart-keys’ will be able to do everything from unlock a building, to accessing individual medical records. Songdo City is currently being built along these lines, and it believes the technology will not only set a standard in modern convenience and efficiency, but will also foster an inspired and intelligent lifestyle they term ‘U-Life’.
- Dangjin County, Korea, gave a presentation on how it had re-invented itself from an agricultural area, which was in a depression, in 1997, to a major port (capable of being able to take ships up to 200,000 tonnes) in 2004. This was achieved by generating a common will to move forward with the community. It also required a well organised vision, with economic development as the highest priority, strong leadership and population inflows. Key activities and goals included:
 1. maintaining Dangjins competitiveness as an investment location;
 2. improving living conditions, including bringing more teachers into the area, and adding more facilities for culture and sports;
 3. providing support to companies within the county, to help solve problems, including jobs forums and encouraging up to 200 new companies each year;
 4. promoting the region as a good place for business;
 5. establishing a yellow sea – free economic zone;
 6. ensuring the focus remains on developing an area where the environment and industry can co-exist; and
 7. a goal of 49 slipways and 100 million tonnes of freight per year by 2020.

➤ **Creative innovation in master planning**

What are the urban problems?

Chronic urban problem	New urbanism	Urban Policy Debates	Creative city
Urban sprawl – traffic congestion	Smart growth	Urban consolidation –v- Greenfield (new town policy Korea)	Innovative thinking for changing cities
Climate change (carbon emission)	Knowledge based urban development	Ecology –v- ICTs	Economical and technical changes
Housing affordability	Sustainable development	Space –v- people Australian	Creative space at affordable

(increased
pressure on
infrastructure)

regional balance

prices

Spatial inequity

Culture as a
platform for
action

➤ **Creative sustainability**

ICLEI's Gino Van Begin outlined a number of projects engaging local government such as Local Agenda 21 where 10,000 local governments in 120 countries (i.e. 75% of municipalities) have developed local action plans:

- 1998-2009 Sustainable procurement campaign;
- 2000-2009 ICLEI's Water campaign;
- 2004-2009 ICLEI's renewable initiative;
- 2006-2019 Local action on biodiversity.

Gino Van Begin outlines how creating sustainable communities and cities leads to protection of the common good, which includes:

- viable local economies;
- just and peaceful communities;
- eco-efficient cities;
- resilient communities;
- urban governance that includes citizen participation;
- sustainable management of our own resources;
- sustainable procurement of goods and services;
- consideration of climate and air, water and biodiversity.

Begin referred to initiatives in:

- climate and air pollution in Copenhagen, Barcelona, Friburg (Germany), Masdar (UAE);
- transportation and mobility:
 - London, Stockholm (congestion charging);
 - San Francisco – zero emission vehicles;
 - Singapore – digital congestion charges;
 - Bogota, Columbia – bus rapid transit lanes;
- eco-efficient cities:
 - Helsinki, Finland – renewable energy;
 - Chicago – city space plan – councils – green roofs – LED traffic lights;
 - Toronto – lake water air conditioning.
- food and urban agriculture:
 - Dar Es Salaam – integrated urban agriculture;
 - Havana, Cuba – fresh produce in urban setting.

- just and peaceful cities.

➤ **Broadband – importance of broadband infrastructure**

- In America, \$30 million in infrastructure was expected to generate 950,000 jobs. Most of these jobs will continue long after the infrastructure projects have been completed. It was also suggested that a 1% rise in broadband equated to a 0.2% – 0.3% rise in employment. Digital infrastructure results in increases in productivity which leads to greater competitiveness and in the longer term increased quality of life. Wired networks have a significant impact on attractiveness of location to business. Good broadband provides a significant boost to disadvantaged business.

➤ **Designing 21st Century cities (Cybertecture)**

- By 2025 35% of the world's population will be living in Cities. By 2050, this could be 50%. This raises some important issues including energy consumption and retaining sustainability.
- Planners must incorporate the use of technology to increase productivity and improve master planning performance, including such features as:
 1. Nodal communication points with wireless connectivity to collect information on weather, pollution, traffic and population movements.
 2. Using bus stops/shelters to provide information and collect data.
 3. Life cycle planning for all products, including supply chains and disposal (recycling).
 4. New technology, designed and built into mega structures based on the earth biosphere model. These would use 30% less energy, be built using less material, include rain forests to provide clean water and oxygen, and generate their own energy.

➤ **Sustainable city development**

This business forum considered:

- global trends in design aligned to the US Green Building Council. The mission of the Council is to transform the way buildings and communities are developed. A 'green building' considers:
 - site planning;
 - indoor environment;
 - materials used;
 - energy use;
 - water use.
- Tom Hicks, Vice President of LEED, the US Green Building Council outlined the four levels of LEED (basic, silver, gold and platinum). There are some 47,500 projects pursuing LEED certification around the world, in 150 countries and it has been adapted for use in Canada, Italy, Brazil and Scandinavia.

- Professor Jae Joon Lee discussed citizen participation in creating a low carbon city and outlined the IPCC scenarios being seen in Korea. Examples given of low carbon green parts of cities from Masdar (UAE), Bedzed (UK), Rein (Germany), Hammaby (Sweden), Dongtan New Town and Geomdan New City (Korea). Professor Lee outlined characteristics of green urban structures as:
 1. Green structure – compact city, multi functional and pedestrian/cycle friendly, open space;
 2. Green transportation – mass transit, car pooling and sharing;
 3. Green industry – proximity;
 4. Green architecture – energy efficient building materials;
 5. Green energy – renewable energy;

Common themes and case studies revolved around these themes and topics. This theme was drawn together under the topic of “Building a smarter planet” or “going smarter”.

- Building a smarter planet – going smarter – Dr Thomas Li
 1. Essential metrics of a smarter city:
 - a. Economy;
 - b. Environment;
 - c. Culture;
 - d. Politics.

Smarter:

- Resilience;
- cost performance;
- long term sustainability;
- technical innovation with human aspect.

2. Challenges of building a smarter city:

- metrics treated as disjointed and independent;
- better and smooth coordination required among metrics e.g. a self sufficient GDP growth and good education versus isolated environment and low living cost;
- coordination and integration needed;
- holistic view and clear objectives needed.

3. Smart coordination:

- Government services;
- energy management;
- communities and transport;
- education;
- energy and utilities;
- infrastructure and health care.

➤ **Global Economic Crisis and its Effect**

A Business forum was held on 17 September at the Summit, key issues from the business forum were:

- Global Financial Crisis general effects on the region;
 - Korea is well placed, due to a high emphasis on education, high quality broadband, strong growth and net surplus. Australia and South Korea are the only two countries which have avoided a recession out of top 20 OECD;
 - There have been downturns in China, India, Vietnam, Indonesia, Philippines.
- Factors mitigating the effects of the GFC include:
 - monetary policy, government spending (Australia 5%, Thailand 18%).
 - major infrastructure projects in Beijing, Delhi, Shanghai, Chongjing, Shanghai, Tokyo, Singapore, Beijing, Chendo and Seoul.
 - major events:
 - Commonwealth Games in Delhi;
 - Asia Games in Guangzhou;
 - Singapore night F1;
 - World Expo Shanghai;
 - Beijing world games.
 - Sustainability:
 - Singapore - 80% buildings green;
 - Delhi - 67 million square feet of green building;
 - Brisbane - carbon neutral by 2026;
 - Japan - low carbon initiatives.

➤ **Invest Brisbane Breakfast**

On Wednesday 16 September at the Summit, Redlands was included in a breakfast hosted by Brisbane Marketing. Also in attendance were representatives from Jakarta, Kobe, Kaisheng, Manila and Abu Dhabi. Various topic of mutual benefit were discussed. Abu Dhabi suggested it would consider hosting the 2013 APCS. The Mayor provided a briefing on the opportunities within Redland City.

➤ **Incheon Free Economic Zone (IFEZ)**

The Asia Pacific Cities summit was held in Incheon. One of the major drivers for economic development in Incheon is the Incheon Free Economic Zone (IFEZ). This has been designed to create an economic and cultural hub of Northeast Asia. The IFEZ will create 4.84 million jobs (contributing to a 1% growth in annual GDP for Korea and a reduction in unemployment of 0.2-0.3%).

One of the major projects of the IFEZ is Songdo Business City. Songdo City is a 53.4km² project which will eventually house 253,000 people. Projects included as part of the Songdo City IFEZ program include:

- Songdo landmark City (Incheon Tower), a 151 story, landmark, global business tower;
- North East Asia Trade Centre, Hotel and business centre;
- Songdo Convensia, convention centre (where the APCS was held);
- International School;
- Tomorrow City, U-City (promotion experience centre);
- Art Centre U-IT Cluster;
- University Campuses (x3);
- Science Village, Songdo Techno park expansion complex;
- Jack Nicklaus Golf Club;
- Apartments and Retail Store buildings;
- Hotels (including Incheon Sheraton, the APCS hotel).

Linking Songdo with Yeongjong Island (Incheon Airport and regional logistics hub) is the Incheon Bridge. A visit was made, by all the delegates of the APCS, to the Incheon Bridge. The bridge is nearing completion and is a 'private participation in infrastructure' project. The bridge has a 12.343km long, 6 lane expressway and the main span is 800m long. The project cost KRW 1.5914 trillion (approx \$1.59 billion) and will operate as a privately owned bridge for 30 years. The Incheon Bridge is the largest cable stayed bridge in Korea and has the fifth largest bridge main span in the world.

The Incheon Bridge links the Korean mainland with Yeongjong Island. The island is 138.3km sq and will eventually have a population of 169,000 people. It has been designed to be North-east Asia's biggest hub for logistics.

Yeongjong will also include:

- international airport;
- free trade zone;
- Medi City – world class medical complex;
- cultural and performance arts centre;
- accommodation;
- Woonbuk leisure complex;
- Fiera Incheon Complex (IFEX) – the largest exhibition centre in Asia and fifth largest in the world;
- tourist resort.

The major challenges with the IFEZ project have been:

- interdisciplinary cooperation;
- information and communications technology;
- design and architecture;
- environmental issues.

Summary of Asia Pacific Cities Summit

The major themes expressed during the APCS appear to be reflected in current Council planning and are generally borne out by the draft 2030 outcomes and Economic Development Strategy (2008-2012). Particularly relevant are the recurring concepts of a safe and secure environment, vibrant economy, good governance, integrated planning and quality of place.

The summit was also an excellent opportunity to network with an international audience of local government representatives, to share ideas and seek innovative approaches/answers to common issues.

Yongin City

Following the APCS the Mayor and Manager Economic Development travelled to Yongin to further the relationship and gain a greater understanding of the potential for further economic, social, educational and cultural cooperation.

Yongin is situated 40km to the south of Seoul and is considered a multifunctional city of industrial and agricultural features. Its overall size is 591km², with 56% forest area, 21% farmland and 6% residential. General features are:

- population : 835,427;
- annual average population growth rate over the latest 5 years : 8.8%;
- number of households : 301,849;
- government organization, 5 bureaus, 28 departments, 4 affiliated institutions, 6 business centres;
- number of public servants : 1,969 persons;
- 1,521 businesses, 13 universities, 103 research institutes, 32 training centres;
- 1,500 businesses in the areas of digital, semiconductors, manufacturing including Samsung Electronics;
- tourism - entertainment facilities:
 1. Everland the 4th most popular theme park in the world;
 2. Korea Folk Village : traditional folk culture;
 3. Golf courses(26);
 4. Ski resort (1);
 5. Fire condominium(5);
 6. Namjune Baik ART Centre, Gyeonggi provincial Museum.
- Major projects in progress:
 1. Yongin citizens' sports park and Giheung lake park;
 2. Yongin Light Rail Transit;
 3. I-dong industrial estate and digital valley IT integrated facilities in Jukjeon.

The program in Yongin included:

- visits to some of the major tourist attractions;
- official functions with Mayor and senior public servants;
- tour of Council buildings;
- visits to major businesses including Samsung, Vatech and Vissem.

Like the Redlands, Yongin is also a major tourist area for Korea. Discussions were held with the Mayor of Yongin about continuing to develop the tourism ties between the two cities and the possibility of a council officer exchange program.

A meeting was also held with the Digital Industry Promotion Agency, and various ICT industry companies. The Mayor provided a brief on the Redlands and discussions were held on possible projects for mutual support.

Qinhuangdao

Following the visit to Yongin the delegation moved to Qinhuangdao. Meetings were conducted with several prominent businesses and the formal signing of the sister city agreement was undertaken. Discussions with the Mayor of Qinhuangdao included the possibility of a return Council officer exchange, with the areas of environmental management, tourism and town planning considered highly appropriate.

Qinhuangdao is located in the Hebei province, which is in the north-east of China. Beijing is located in the middle of the province. Hebei is made up of 11 prefecture-level divisions/ cities including Qinhuangdao.

Qinhuangdao City has three urban districts, namely, Haigang district, Beidaihe district and Shanhaiguan district, and four counties, namely, Funing, Changli, Lulong and Qinglong, under its jurisdiction. The city covers a total area of 7812km² with a population of 2.7046 million. The urban area is 363km² with a population of 720,100.

Qinhuangdao is a coastal city located on the Bohai Gulf. It is a key port city for energy export and a base of building materials industry in China. Qinhuangdao is located in the centre of the "Bohai economic ring" and is known as a juncture between North China and North east China economic areas. It is also an important port city handling over 127 million tonnes of cargo per year.

The city receives approximately 6.5 million tourists every year. Beidaihe Beach and Old Dragon Head in Shanhaiguan are nation-wide well-known scenic spots and are among the Top 40 tourist attractions in China. Qinhuangdao is one of China's first "First-call Tourism cities" and has a range of historical and cultural relics. Approximately 250 kilometres of the Great Wall is located in the city (The wall starts on the coast at a point known as the "Dragon's head"). The city has 126 kilometres of coastline, which includes Beidaihe, a major attraction for the city and is the closest coastal resort to Beijing.

Qinhuangdao City has eight higher educational institutions, including Yanshan University, Northeastern University, and 16 vocational colleges, and 15 vocational schools. It has 120,000 professionals in specific fields. Every year about 3,000 students graduate from colleges and universities and another 3,000 students graduate from technical and professional schools.

The main industries in Qinhuangdao include metallurgy, building materials, textile, chemistry, electronics, machinery, and cereals, oils and food stuffs processing. Qinhuangdao is well known as the "City of Glass Industry", with the production of flat

glass, produced by Yaohua Glass Group, accounting for one tenth of the nation's output.

Companies, such as Jinhai Cereals and Oils Co. Ltd., Jinhai Foodstuffs Co. Ltd., Capital Steel Plate Co. Ltd., Bohai Aluminum Co. Ltd., Qinhuangdao Acrylic Fiber Plant, Dicastal Wheel Manufactory Inc. Ltd., Qinhuangdao Asano Cement Co. Ltd., Qinhuangdao Chia Tai International Co. Ltd., Sino-Arab Fertilizers Co. Ltd., Shangaiguan Shipyard and China Railway Shanhaiguan Bridge Building Group are also located in the city.

Qinhuangdao was one of China's first 14 coastal cities opened to the outside world at the time economic liberalisation commenced. The Qinhuangdao Economic and Technological Development Zone is the only State level zone in the Hebei province. The zone provides a range of incentives to attract investment.

During the visit to Qinhuangdao visits were made to port of Qinhuangdao and the Beidaihe and Shanhaiguan tourist regions, and the Qinhuangdao Data Industrial Base.

Port of Qinhuangdao

Port of Qinhuangdao is the world's largest coal export port as well as bulk cargo handling port. The main business of the port is the transportation of coal petroleum, general cargo and container ships. Located on the north coast of Bohai Bay and the east of Hebei province the port has a broad harbour area, and deep water channel. It is situated on 12.2km of coastline and has a land area of 11.3km sq. It contains 45 operational berths and is designed with an annual capacity of 223 million tons. Vessels of up to 150,000dwt and above can be handled in the port. The port is connected to the national rail network via its own self run railway. There is a logical connection and distribution system which connects via railway, road, pipeline and the airport.

Beidaihe

The district of Beidaihe is the Chinese 'Summer Capital' where senior Political and Government officials move to escape the Beijing heat during the period from June to September. A range of government offices and accommodation facilities have been established for use for three months each year. The fact that it therefore contains the Chinese capital during this period is symbolically an important feature of Qinhuangdao.

Beidaihe has a population of 62,768. With Bohai Sea on its south and Yanshan Ranges on its north, Beidaihe is considered a vital gateway to the North China area and Beijing. Beidaihe is renowned as a leisure and holiday tour city for its mild climate, natural beauty, and ancient history and is rated among the four top tourist summer resorts in China together with Lushan, Dalian, and Qingdao. As early as 1898, Beidaihe was classified as a special summer resort for the royalty and became the summer capital of China in the early 1950s. In 1999, it was accredited as one of the "First-class Tourist Cities" and "Garden Cities" in China. Beidaihe is also the first

recognised national migratory birds preserve and has long been one of the optimum migratory birds observation places worldwide.

Qinhuangdao Data Industrial Base

QETDZ is currently working to develop a data technology intensive region they called a Data Industrial Base. The Zone is 6.4 km sq starting with 1.4 square kms featuring an eco-friendly, high-tech functional industrial park focused on the ICT industry, and in particular data companies, data services, call centres, digital technology, digital networks, data management, new media and creative technology.

The data industry will be supported by government through national incentives, preferential policies on land use, taxes, finance, and other business services provided by QETDZ.

Guangzhou

The Trade and Investment Officer Guangzhou (Julia Zhang), has been outsourced to Trade Queensland. During the visit to Guangzhou the annual work program and new administrative arrangements were reviewed by the Manager Economic Development. During the visit by the Manager Economic Development the opportunity was also take to visit two major developers to provide a brief on the opportunities available in Redlands.

Council may consider the following:

- Establishing a display in Council libraries on culture and economy of Yongin and Qinhuangdao;
- supporting national broadband network in view of importance to business continue to advocate for best practice broadband;
- integration of broadband issues into planning scheme;
- integration of 'ubiquitous city' concept into long term planning;
- potential for tourism exchange project with Yongin;
- potential for a council officer exchange project with Qinhuangdao;
- business opportunities with both Korea and China;
- follow up investment attraction with Guangzhou;
- education exchanges;
- cultural exchanges and displays of Aboriginal art for both Korea and China;
- business opportunities including:
 - sustainable water treatment;
 - low power lighting (LED lights and lamps, and display boards);
 - advanced medical diagnostic equipment;

- retirement villages;
- marketing of electrical equipment;
- Tourism.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to enhance employment participation and the community's standard of living through encouraging economic development opportunities.

FINANCIAL IMPLICATIONS

The total cost for the trip to Korea and China, including attendance at the Asia Pacific Cities Summit was \$7,843.41. This includes: airfares \$4,120.47, hotels \$2,154.03, and other expenditure (meals, taxis, gifts, visa applications) \$1,568.91. This was significantly below the original budget.

CONSULTATION

The Mayor was consulted and provided input into the development of this report.

OFFICER'S/COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Hobson
Seconded by: Cr Bowler

That Council resolve to note the report as presented.

CARRIED

12.2 GOVERNANCE

12.2.1 RESTRICTED DOGS

Datworks Filename:	L&E Local Law No.02 -Keeping and Control of Animals
Responsible Officer Name:	Luke Wallace Manager Corporate Planning, Performance and Risk
Author Name:	Trevor Green Senior Advisor Environmental Health

EXECUTIVE SUMMARY

At the General Meeting of 24 February 2010 (Item 10.3.1) Council resolved that a report be prepared regarding Council's laws on prohibited dogs. There are five restricted dog (prohibited dog) breeds: (a) dogo Argentino; (b) fila Brasileiro; (c) Japanese tosa; (d) American pit bull terrier or pit bull terrier; and (e) Perro de Presa Canario or Presa Canario.

The keeping of restricted dogs is controlled through federal, state and local government legislation. Under Redland City Council Local Law No. 2 (Animal Management) the keeping of restricted dogs (including a crossbreed, or the offspring of a restricted dog, whether or not the dog appears to be a dog of that type or breed) is prohibited.

PURPOSE

To provide an overview of the federal, state and local government legislation that relates to the keeping of restricted dogs in the Redlands.

BACKGROUND

At the General Meeting of 24 February 2010 (Item 10.3.1), Council resolved that a report be prepared regarding Council's laws on prohibited dogs.

ISSUES

The laws associated with the keeping of restricted dogs (prohibited dogs) are:

1. *Commonwealth Customs Act 1901*;
2. *Queensland Animal Management (Cats and Dogs) Act 2008*; and
3. Redland City Council Local Law No. 2 (Animal Management) 2007.

Commonwealth Customs Act 1901

Under this Act the importation of the following breeds of dogs is prohibited:

- (a) dogo Argentino;
- (b) fila Brasileiro;
- (c) Japanese tosa;
- (d) American pit bull terrier or pit bull terrier;
- (e) Perro de Presa Canario or Presa Canario.

The Animal Management (Cats and Dogs) Act 2008 and Council's Local Law No. 2 (Animal Management) 2007 define these breeds as restricted dogs.

Queensland Animal Management (Cats and Dogs) Act 2008

Under this Act, a local government may make a local law prohibiting anyone in its local government area, from possessing a dog of a particular breed. If a local government does not prohibit the keeping of restricted dogs, the Act provides conditions which must be met for the keeping of these dogs. The Act also provides provisions for a local government to take action should these dogs be found in its area, either in contravention of a prohibition or otherwise not in compliance with the conditions as prescribed under the Act.

Redland City Council Local Law No. 2 (Animal Management) 2007

Redland City Council Local Law No. 2 (Animal Management) prohibits the keeping of restricted dogs (including a crossbreed, or the offspring of a restricted dog, whether or not the dog appears to be a dog of that type or breed).

Overview

The five restricted breeds (including crossbreeds) are prohibited in Redland City. Should a restricted dog be found in the Redlands, action is taken in accordance with the *Animal Management (Cats and Dogs) Act 2008*. To identify a restricted dog, Council officers use a template developed by the Local Government - South East Queensland Regional Animal Management Group. Officers are trained in the use of the template and in cases of dispute, external experts are used.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to build safe, strong and self reliant communities with access to community services, infrastructure and opportunities for participation in community life.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

PLANNING SCHEME IMPLICATIONS

There are no planning scheme implications associated with this report.

CONSULTATION

Council's Regulatory and Health Services Group was consulted in preparing this report.

OFFICER'S/COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Ogilvie

Seconded by: Cr Elliott

That Council resolve to note the report.

CARRIED

12.3 COMMITTEE GENERAL BUSINESS

12.3.1 GENERAL BUSINESS ITEMS

Cr Elliott requested an update on a report with respect to a T2 Lane on Rickertt Road. General Manager Planning and Policy advised that he will follow this up with officers.

Cr Burns raised the issue of the Thornlands Master Plan, in particular the inclusion of bikeways and walkways within this Plan. General Manager Planning and Policy advised that this matter was dealt with in the South East Thornlands Structure Plan, which will be presented at the next General Meeting of Council scheduled for 31 March 2010.

COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Ogilvie
Seconded by: Cr Elliott

That the general business items be noted.

CARRIED

12.3.2 GRAFFITI REMOVAL

COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Henry
Seconded by: Cr Bowler

That Council review its existing Graffiti Policy – (POL-3022) to be consistent with the new State Government *Summaries Offences Act*.

CARRIED

12.3.3 TRAFFIC HANDLING – MOUNT COTTON ROAD, CAPALABA**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr Ogilvie
Seconded by: Cr Elliott

That a report be presented to a future Planning and Policy Committee meeting to address the following:

- 1. What is Council’s longer term plan for handling traffic on Mount Cotton Road, Capalaba, including:-**
 - a. Noise attenuation;**
 - b. Access for residents to and from local collector and sub-arterial streets;**
 - c. Load and length limits on Mount Cotton Road (between Moreton Bay Road - Broadwater Road); and**
 - d. Status of traffic monitoring and use of quarry trucks.**

CARRIED

12.3.4 REDLANDS PLANNING SCHEME – PROPOSED AMENDMENTS**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr Ogilvie
Seconded by: Cr Elliott

That a report be presented to a future Planning and Policy Committee meeting with the following points to be considered in amending the Redlands Planning Scheme:

- 1. The issue of overshadowing by MDR1 in Redlands Planning Scheme be assessed from "Probable Solutions" to "Specific Outcomes";**
- 2. The possibility of implementing buffer zones between MDR1 and MDR; and**
- 3. Overshadowing in any other residential area.**

CARRIED

13 FINANCE AND CORPORATE MANAGEMENT COMMITTEE 24/03/10 - RECEIPT AND ADOPTION OF REPORT

Moved by: Cr Townsend
Seconded by: Cr Boglary

That the Finance and Corporate Management Committee Report of 24 March 2010 be received.

CARRIED

13.1 OFFICE OF CEO

13.1.1 EXPENSES REIMBURSEMENT AND PROVISION OF FACILITIES FOR COUNCILLORS

Dataworks Filename: GOV Councillors - Expenses Reimbursement Policy
Attachments: [Amended POL-3076](#)
Responsible Officer Name: Gary Stevenson
Chief Executive Officer
Author Name: Nick Clarke
General Manager Governance

EXECUTIVE SUMMARY

The recommendation in this report is in response to the request from councillors to be provided with the technology to remotely access Council's systems whilst using their laptop computers from locations outside of Council buildings.

In order to meet this request, an amendment to the current *Expenses Reimbursement and Provision of Facilities for Councillors* Policy is recommended. The current policy can be read as restricting councillors' use of their laptop computers to their offices.

PURPOSE

The purpose of this report is to present POL-3076 *Expenses Reimbursement and provision of Facilities for Councillors*, as amended, to Council for approval.

BACKGROUND

Given the increasing reliance upon electronic communication, councillors have found that their needs are not being met by office-based computers and Blackberry devices alone. Most councillors have asked for the ability to use their laptop computers remotely, i.e. having the capability to wirelessly connect to Council's systems from

their Council laptops when they are working away from a Council building. This functionality is currently provided to Council managers.

In order to action this request, Council will purchase software licences, data cards and download plans. Internal charges will also apply to provide service and support to the users.

Attachment A to the policy relating to the provision of facilities to councillors (POL-3076) currently reads as follows:

“2.1.3 Computer for Business Use

Councillors are provided with a desktop or laptop computer for Council business use at the councillor’s office.

The standard of computer shall be similar to that available to council managers.”

The current policy is clear that councillors are entitled to the same computer equipment as managers. The current restriction on the locations at which that equipment can be used is neither consistent with that entitlement, nor is it conducive to effective and efficient communication. This is particularly important given the inability of handheld communication devices to display large documents effectively. This can prevent councillors being able to access important information when away from their offices.

The proposal in this report is that the words “at the councillor’s office” are removed from the policy. The restriction relating to Council business use remains.

ISSUES

The current policy was adopted by Council on 17 December 2008. Before Council can resolve to amend this policy, prior approval of the Director-General of the Department of Infrastructure and Planning is required under section 250AR *Local Government Act 1993*. The Council’s Chief Executive Officer has written to the Department seeking that approval be granted prior to the Council meeting on 31 March 2010. A further report will be submitted once that decision has been notified.

RELATIONSHIP TO CORPORATE PLAN

The recommendation supports Council’s strategic priority to provide effective organisational leadership and communication.

FINANCIAL IMPLICATIONS

There is no additional cost to amend the policy. There are costs associated with the purchase of the software licences and data cards (one-off purchases); and download plans and support services (ongoing expenses).

PLANNING SCHEME IMPLICATIONS

There are no implications from the recommendations in this report that would require any amendments to the Redlands Planning Scheme.

CONSULTATION

Consultation has taken place with councillors, managers and staff in Council's Information Management Group.

OPTIONS

PREFERRED

That Council resolve that the amended *Expenses Reimbursement and Provision of Facilities for Councillors* (POL-3076) as attached be adopted.

ALTERNATIVE

That Council resolve to leave the *Expenses Reimbursement and Provision of Facilities for Councillors* (POL-3076) unchanged.

OFFICER'S RECOMMENDATION

That Council resolve that the attached amended *Expenses Reimbursement and Provision of Facilities for Councillors* (POL-3076) be adopted.

ADDENDUM

It is noted that the Director-General's delegate had subsequently written to Council's Chief Executive Officer approving the recommended amendment to the policy.

An amended Officer's Recommendation, in accordance with the Department of Infrastructure and Planning approval, was presented to Committee for consideration.

AMENDED OFFICER'S RECOMMENDATION/ COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Townsend
Seconded by: Cr Reimers

1. That Council resolve (as required by section 250AS *Local Government Act 1993*) that the amended *Expenses Reimbursement and Provision of Facilities for Councillors Policy* (POL-3076), as attached, be adopted;
2. That Council resolve (as required by section 236B of the *Local Government Act 1993*) to authorise the provision of remote access for Councillors' computers according to the amended *Expenses Reimbursement and Provision of Facilities for Councillors Policy* (POL-3076); and
3. That Council resolve (as required by section 250AT of the *Local Government Act 1993*) to issue a public notice regarding Council's approval

of the amended Expenses Reimbursement and Provision of Facilities for Councillors Policy (POL-3076).

CARRIED

Expenses Reimbursement and Provision of Facilities for Councillors

Head of Power

Sections 236B, 250AR to 250AU, and 534 of the *Local Government Act (1993)* define the requirements for the reimbursement of expenses and provision of facilities for councillors.

Policy Objective

The objectives of this policy are to:

- Ensure compliance with community expectations and statutory requirements relating to the payment or reimbursement of legitimate expenses and provision of facilities for councillors while carrying out their duties and responsibilities as elected representatives of the Redland City Council; and
- Ensure that all councillors have the facilities and other support necessary to perform their civic duties.

Policy Statement

The payment and/or reimbursement of expenses and provision of facilities for councillors must only be for the actual cost of legitimate business use and only in accordance with the *Local Government Act 1993* (LGA) and the *Guidelines for Councils: Reimbursement of Expenses and Provision of Facilities for Mayors and Councillors* (Guidelines) issued by the Chief Executive of the Department of Local Government, Sport and Recreation.

Council is committed to ensuring that councillors are provided with the facilities required to enable them to perform their duties.

Councillors should not be financially disadvantaged when carrying out the requirements of the role of councillor and should be fairly and reasonably compensated in accordance with statutory requirements and community expectations.

The payment and/or reimbursement of expenses and provision of facilities for councillors:

- is to be open and transparent, prudent, responsible, acceptable to the community and in accordance with statutory requirements;
- based on ensuring economy and efficiency; and
- subject to budget provisions.

Council's annual report must contain a copy of the policy and a copy of any resolution made during the year authorising payment of expenses or provision of facilities to councillors.

The annual report must also include particulars about the expenses incurred by, and the facilities provided to each councillor.

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Spouses, partners and family members of councillors are not entitled to reimbursement of expenses or to have access to facilities allocated to councillors.

For details about entitlements in regard to the payment or reimbursement of councillor expenses and the provision of facilities for councillors, refer to *Attachment A: Guidelines for Councillor Expenses and Facilities*.

Failure to comply with this policy or misappropriation of expenses or facilities may be a breach of the Councillor Code of Conduct and/or an offence under the *Criminal Code Act 1899*.

Scope

This policy provides for:

- payment of expenses incurred, or to be incurred, by the councillors in the course of discharging their duties and responsibilities as councillors; and
- the provision of facilities to the councillors for that purpose.

This policy does not provide for salaries or other form of councillor remuneration.

Definitions

'Authorising person' is the person delegated authority to approve expenditure or reimbursement for councillor expenses and facilities.

'Council business' means official business conducted on behalf of, and/or approved by Council, where a councillor is required to undertake certain tasks to satisfy legislative requirements or achieve business continuity for the Council. Council business should result in a benefit being achieved either for Council, the local government area or the community.

Council business includes functions that are a statutory requirement of the councillor's role or are officially recorded in minutes or other public records. This might also include attending an event or function to perform official duties or as an official council representative, such as -

- ceremonial openings of buildings or facilities;
- fetes and carnivals;
- annual or presentation dinners;
- public meetings;
- private meetings arranged through official council channels (i.e. documented in official records or diary) for the purpose of conducting bona fide discussions of business of council; and
- any other meeting, event or function described in section 239 of the *Local Government Act 1993* under *Insurance of Councillors* for example, attendance:
 - At the meetings of the local government or its committees that the councillor is entitled or asked to attend, or at which the councillor has business for a resident of the local government's area; and
 - At inspections or deputations, conferences and meetings at which the councillor's attendance is permitted by the local government; and
 - At official functions organised for the local government; and
 - With residents of the area for the purpose of local government business;

CMR Team use only

- Gathering of information by a councillor necessary to inform him or her of an incident of interest to Council or which properly falls within the responsibility of Council.

'Councillors' include councillors, the Mayor and Deputy Mayor.

'Civic duties' means Council business.

'Discretionary training' is any training that is not determined by Council as "mandatory".

Examples of Discretionary training:

- Any training, conference, or seminar where RCC representation is not mandatory or defined under Mandatory Training.
- Any study tours or fact-finding missions.

'Expenses' refers to expenses described in the *Guidelines*.

'Facilities' refer to the facilities deemed necessary to assist councillors in their role as shown in the *Guidelines*.

'Mandatory training' is any training that Council resolves that all or specific groupings of councillors must attend.

Examples of Mandatory Training include:

- Council directed training on induction as Councillors following an election.
- Attendance at the annual State LGAQ or National ALGA conferences.
- Council directed training on Councillors' roles and obligations.
- Any training, conferences or seminar where a Councillor is nominated as Council's representative where RCC participation is mandatory.

'Meal allowance' is the daily amount allowed for meals while travelling on Council business.

'Official capacity' refers to activities undertaken while on Council business.

'Public record' is any record created, received or kept in an official capacity.

'Representing Council'. A councillor is representing Council when Council resolves that the councillor is to attend an event or function as a representative of Council.

'Travel advance' is a cash payment paid in advance for anticipated expenses associated with travelling on Council business. A travel advance may include expenses for meals, accommodation and incidentals. All expenses must be reconciled at the return of the travel.

Related Policies/Legislation

- *Local Government Act 1993*
- Guidelines for Councils: Reimbursement of Expenses and Provision of Facilities for Mayors and Councillors, February 2008
- *Local Government Finance Standard 2005*

Reporting Requirements

Disclosure in Council's Annual Report of -

- Details of any overseas travel
- Section 236B of the *Local Government Act 1993* resolutions

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- Council's current Expenses Reimbursement Policy
- Particulars about expenses and facilities provided to councillors under the Policy.

Council reports on domestic and international travel activities.

Purpose of this Document

The purpose of this document is to provide direction about the payment or reimbursement of expenses and the provision of facilities for councillors of the Redland City Council, including the Mayor.

Councillor remuneration is not covered by this document.

Approval and Authorisation

The payment or reimbursement of expenses and the provision of facilities for councillors is subject to budget provisions and the authorisation of the Chief Executive Officer (CEO) or the officer delegated that authority by the CEO.

Wherever practicable, council officers will provide the specified facilities and manage the payment of expenses on behalf of councillors.

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POL-3076 Attachment A

Guidelines for Councillor Expenses and Facilities

**Attachment to
'Expenses Reimbursement and Provision of Facilities for Councillors'
Policy (POL-3076)**

CMR Team use only

Department: Office of CEO
Approved: To be sought at General Meeting 31/3/2010

Effective date: 1/4/2010
Version: 4
Review date: 31/10/2012
Page: 5 of 19

1. EXPENSES

The following expenses refer to actual expenses deemed necessary for Council business. Councillors are only entitled to the expenses contained in the categories listed below.

1.1. Approval and Reimbursement

Council has delegated approval of all expenses for the Mayor and Councillors to the CEO.

The CEO must approve all mandatory and discretionary training and travel accommodation for the Mayor.

The approval of the Mayor is required for attendance by Councillors at discretionary training, including conferences, within Australia.

The approval of the Mayor is required for attendance by Councillors at any mandatory training or conference within Australia.

The approval of the Mayor is required for attendance by a Councillor at any event as a delegate or representative of Council.

Council approval by resolution is required for the attendance and travel by the Mayor or Councillors to any training, conference or event outside of Australia.

1.2. Council Business

Where councillors are attending to Council business (refer to definitions) such as meetings, functions or other activities in an official capacity, Council will pay for the approved expenses associated with that activity.

Council may approve international travel for councillors where Council considers it appropriate to promote or represent Redland City for a local government purpose.

1.2.1. *Representing Council at Events*

Councillors may be required to attend a range of events and functions as part of their role in attending to Council business. Councillors may, for example, be required to attend significant sporting and other community events in an official capacity.

Where the Mayor has approved that a councillor is required to attend an event or conference as a delegate of Council, Council will pay for expenses associated with attending that event.

1.3. Professional Development

There are two categories of professional development for Councillors – Mandatory Training and Discretionary Training.

1.3.1. *Mandatory Training*

Councillors must attend training where the Mayor approves that all councillors or a class of councillors (e.g. newly elected councillors) are to attend training courses or workshops for skill development related to a councillor's role. Council will meet all costs.

Examples of mandatory training may include training for councillor induction, code of conduct, meeting procedures and legislative obligations.

1.3.2. *Discretionary Training*

Where a councillor wishes to attend a conference, workshop or training to improve skills relevant to their role as a councillor (other than mandatory training), prior Mayoral approval is required.

The funding limit for discretionary training is \$5,000 for each councillor during their four (4) year term in office.

1.4. **Travel Costs**

Councillors may incur travel costs for a number of reasons including travelling to conferences, training or workshops.

All councillor travel arrangements must be in accordance with *Attachment B: Councillor Travel and Accommodation Procedures*.

In general, the most cost effective form of travel must be used. Councillors may request to travel using their own private vehicle for business purposes and claim a kilometre allowance based on log book details to substantiate their claim, subject to Section 11 of Attachment B of this Policy.

1.5. **Accommodation**

When attending conferences, councillors must take advantage of any cost savings available from any package provided by conference organisers and, therefore, stay in the recommended accommodation unless prior approval has been granted by the Mayor. In all other cases, Council must decide what are legitimate accommodation costs that will be reimbursed.

Councillors will receive up to \$20.00 per day to cover incidental costs incurred while travelling and staying away from home overnight.

Refer to *Attachment B: Councillor Travel and Accommodation Procedures* for further details.

1.6. **Meals**

Councillors may claim for the reimbursement of each actual cost per meal when travelling for business related purposes.

Alternatively, councillors may be paid a daily meal allowance of:

- Breakfast - \$19.60
- Lunch - \$20.05; and
- Dinner - \$34.55

Where councillors claim for reimbursement, they may be provided with a cash advance for meals while travelling for business related purposes. Any advance must be reconciled with actual costs, supported by receipts.

Refer to *Attachment B: Councillor Travel and Accommodation Procedures* for further details.

1.7. **Hospitality Expenses**

Where councillors incur hospitality expenses while conducting Council business, apart from official civic receptions organised by the Council, the maximum amount that may be paid is:

- \$500.00 per annum for each councillor; and
- \$6,000.00 per annum for the Mayor.

Refer to *Attachment B: Councillor Travel and Accommodation Procedures* for further details.

Where the Mayor has delegated the attendance at a function on the Mayor's behalf to another Councillor, any costs incurred by that Councillor for that function are to be charged against the Mayor's hospitality expenses account.

Hospitality expenses related to official receptions and other functions organised by council officers are met from relevant approved budgets.

1.8. **Cab Charge and Public Transport**

Councillors may claim for cab charge facilities or reimbursement for public transport tickets (rail, bus, ferry) to attend official Council functions only.

An approved function includes any function approved pursuant to sections 1.2.1 and 1.3. above.

Refer to Attachment B: Councillor Travel and Accommodation Procedures for further details.

2. **FACILITIES**

Facilities provided for councillors must be deemed necessary and required to assist councillors in their official capacity. In accordance with statutory provisions, Council may only provide councillors with the facilities listed below.

Council determines the reasonable standard for facilities for councillors. If a Councillor chooses a higher standard of facility than that prescribed by Council, any difference in cost must be met by the councillor personally.

All facilities provided to Councillors remain the property of Council and must be accounted for during annual equipment audits. The facilities must be returned to Council when the councillor's term expires, unless Council agrees to dispose of the facility in some other manner.

2.1. **Administrative Tools and Office Amenities**

2.1.1. *Office Space and Access to Meeting Rooms*

Council provides office accommodation and access to meeting rooms for councillors.

The standard of councillor office accommodation is as approved by Council. In general, rooms provided for councillor contact with Divisional constituents will be located at council offices.

Furniture and fittings for councillor offices will be of a standard to allow councillors to adequately undertake their roles.

2.1.2. *Secretarial Support*

Councillors are provided with two full time Personal Assistants to service the Councillors as a group, under Council's usual terms and conditions of employment. Relief staff will be provided where practical, if a Personal Assistant is on annual leave.

In addition to a Personal Assistant, the Mayor is entitled to a full time Secretary under Council's usual terms of employment and a Manager of the Office of the Mayor. The Manager's position is to manage, co-ordinate and plan the Mayor's workload and resourcing across councillors' and Mayor's support staff in accordance with the allocated budget, as well as supervising other staff.

2.1.3. *Computer for Business Use*

Councillors are provided with a desktop or laptop computer for Council business use.

The standard of computer shall be similar to that available to council managers.

2.1.4. *Land Line (Councillor offices)*

Councillors are provided with a council landline telephone and internet access for business use.

2.1.5. *Fax*

Councillors are provided with a facsimile for business use at the councillors' office.

2.1.6. *Printer, Photocopier, Paper Shredder*

Councillors are entitled to a printer, photocopier and paper shredder for business use. These items will be located in the general councillor area and are available for use by all councillors

2.1.7. *Stationery*

Councillors are provided stationery for official purposes only, including, but not limited to:

- Pens and pen sets
- Paper
- Note paper
- Letterhead
- Business cards
- Envelopes
- 'With Compliments' slips

Council stationery is not to be converted or modified in any way and may only be used for carrying out the functions of the role of councillor.

2.1.8. *Publications*

Councillors can access copies of relevant legislation books and journals considered necessary for undertaking their duties either through approved websites or the Council's corporate library.

2.1.9. *Other Administrative Necessities*

Subject to Council approval, councillors may be provided with any other administrative necessities to meet the business of Council.

2.1.10. *Advertising*

Council will not reimburse or provide funds, services or facilities for the purposes of advertising for councillors.

2.1.11. *Community Consultation*

Councillors may use facilities provided to correspond with community representatives for the purpose of clarifying issues that are relevant to their Division or the City in general.

Where a councillor chooses to undertake further community consultation on a particular matter, in addition to that approved by Council, the councillor is responsible for those costs.

2.2. **Maintenance Costs of any Council Owned Equipment**

Council will cover all ongoing maintenance costs associated with Council owned equipment to ensure it is operating for optimal professional use.

2.3. **Name Badge and Uniforms**

Councillors will be provided with any safety equipment such as overalls, safety helmets or glasses, as required, in their role.

Councillors will be provided with a jacket and a name badge.

2.4. **Motor Vehicles**

Councillors are able to use a vehicle from the Council car pool for business related usage on North Stradbroke Island or the Southern Moreton Bay Islands subject to vehicle availability and in accordance with the existing car pool use procedures.

2.5. **Vehicle Parking**

Council will provide parking facilities for councillors at councillor office locations.

2.6. **Telecommunication Needs**

Councillors will be provided with a mobile telephone and/or a hand held PDA palm pilot device (e.g. Blackberry).

Council will pay for all costs associated with the business use. Any personal calls made by the councillor must be reimbursed to Council.

2.7. **Legal Costs and Insurance Cover**

Councillors will be covered under Council insurance policies while discharging civic duties. Specifically, insurance cover will be provided for public liability, professional indemnity, councillor's liability, personal accident, international and domestic travel insurance.

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2.8. Provision of Meals

Councillors will be provided with light meals and morning and afternoon teas if they are required to attend statutory or other formal Council meetings that extend over these meal periods.

2.9. Councillor Newsletters

At the request of the divisional Councillors, four newsletters per year may be produced on the Council's corporate stationery and distributed within the appropriate electorate. No newsletters will be allowed at Council cost three months prior to a Council election.

2.10. Salary Sacrificing

Councillors will be eligible to salary sacrifice items in addition to superannuation in accordance with relevant Council Guidelines as adopted from time to time.

POL-3076 Attachment B

Councillor Travel and Accommodation Procedures

**Attachment to
'Expenses Reimbursement and Provision of Facilities for Councillors'
Policy (POL-3076)**

CMR Team use only

Department: Office of CEO
Approved: To be sought at General Meeting 31/3/2010

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Page: 12 of 19

1. General conditions - Councillor Accommodation and Travel

All Councillor air travel and accommodation requires prior approval by the Mayor.

All air travel and/or accommodation requirements will be coordinated through the Travel Coordinator, Corporate Acquisitions and Facilities Group subject to authorisation.

Council is committed to ensuring that travel and related services and products are procured as cost effectively and efficiently as possible using the Council's preferred travel suppliers.

Travel related expenses that do not comply with policy provisions will not be reimbursed. Travel and accommodation arrangements will not be booked until the Travel Coordinator receives a completed Travel Request form with all required approvals and travel details.

All requests for travel (including associated registrations) should be made in sufficient time to take advantage of discounts and gain access to the widest range of accommodation and flights. Failure to do so will limit flight and accommodation options.

2. Responsibilities

Councillors are required to:

- process all travel related requests in a timely manner through Council's Travel Coordinator so that available discounts are taken;
- obtain reimbursement for valid out of pocket expenses in a timely manner following completion of the journey;
- complete all necessary registration and travel request forms.

The CEO is responsible for:

- approving expense reimbursements in accordance with this Policy;
- providing a quarterly report to Council on all councillor expense reimbursements.

The Mayor is responsible for:

- approving all councillor accommodation and travel for which reimbursement will be sought.

Travel Coordinator is responsible for:

- identifying 'best deals' and negotiating special rates with Council's preferred travel providers;
- providing advice to councillors in relation to travel services, policies and procedures;
- coordinating all travel requests to ensure bookings are made in a timely manner and that all requests are processed in accordance with Council's policy;
- maintaining information on issues as accommodation, airfares, car hire and other related costs for the purpose of reporting to Council, as required.

3. Preferred Travel Provider

All transport and related travel should be booked through this provider, however, where an alternative provides an overall saving to Council, this alternative may be used with the approval of the Travel Coordinator. Councillors must not negotiate travel rates directly with travel suppliers. All such requests must be processed through the Travel Coordinator.

4. Approval

All Councillor travel requires the approval of the Mayor. All travel requests from a councillor must state the relevance of such event to the Council and as far as practicable indicate the cost of attendance. Upon approval, the councillors' secretary should ensure any necessary registration forms, a copy of the Mayoral approval or Council resolution if applicable, and the Travel Request Form are completed and forwarded to the Travel Coordinator as soon as practicable.

Where Councillors are appointed by the Council as Council's representative on State or Federal committees or Government associations, all travel and accommodation associated with the councillor's fulfilment of that role is deemed as approved without the need for a further report to Council.

5. Processing Travel Requests

A complete Travel Request form, accompanied by the following must be received before a booking is processed:

- Mayoral approval, and
- conference documentation and registration details if applicable.

Verbal or email notification of intention to travel will not be acted on and is not considered valid notice.

Except in genuine emergencies, the Travel Coordinator shall process all travel and accommodation arrangements, including associated registrations.

Unless specifically requested to the contrary, the Travel Coordinator will arrange bookings that best fit the preferred options and are most advantageous to Council. All itineraries will be confirmed with the councillor before bookings are confirmed. No alterations will be accepted after confirmation of bookings, except under extenuating circumstances as approved by the relevant authorising officer.

Requests for travel and/or accommodation must be lodged with the Travel Coordinator within sufficient time to take advantage of "early bird" and advance booking discounts. Confirmation of travel or accommodation cannot be guaranteed for late requests. As a guide, international travel requests should be received no closer than 6-8 weeks to the date of departure, and domestic travel requests should be made no closer than 3 weeks to the date of departure.

6. Air travel

The most cost effective form of air travel will be used.

Council's contracted travel services provider is required to offer the "best fare" available at the time of booking. Therefore flights requested may not always be offered when asked to confirm the booking.

Electronic ticketing (ETicket) will be used for airline tickets where available.

7. Class of Travel

The standard of air travel for councillors travelling on Council business is as follows:

- For domestic air travel of duration 3 hours or less, the class of travel shall be economy;
- For domestic air travel of duration greater than 3 hours, the class of travel shall be business; and

- Economy class is to be used where possible although council may approve business class in certain circumstances.

Councillors may upgrade to a higher class of travel if there is no additional cost to Council.

8. Flexible Tickets

Where flexibility is required for return times or connecting flights, a suitably flexible ticket may be purchased with the approval of the authorising person.

9. Accommodation

Accommodation arrangements for councillors must comply with the provisions of Attachment A of the policy. Conference accommodation packages are to be used where it is economically feasible to do so.

Council may approve alternative accommodation arrangements taking into account the total costs, location, value for money, convenience and traveller safety.

In determining accommodation locations and standards for all councillors, every effort will be made to minimise the total cost associated with attendance at the event. Travel time to the event, taxi costs, convenience and hotel services will be considered when booking accommodation. When practical and available, accommodation will be arranged within close proximity of the event venue.

Accommodation and associated expenses will not be paid for local events such as seminars, conferences etc. held in the Redlands, Brisbane City and adjoining local government areas where it is reasonable to expect the Councillor to travel to and from the event on the same day.

However, the authorising person may approve such costs giving consideration to the home location, driving times and participation requirements of the councillor.

Wherever practical to do so, Council will book and pre-pay all accommodation before departure. Council will not prepay any charges against the room except for accommodation and taxes where applicable.

All expenses incurred at the accommodation venue **other** than accommodation must be settled at the time of departure. It is the *councillor's* responsibility to seek reimbursement of legitimate expenses upon return. Reimbursement will not be approved without original receipts.

Accommodation meeting the general standards applicable for domestic travel will apply to international travel arrangements.

Prepayment of all accommodation is preferred, however, it is acknowledged that some countries do not permit this. In such cases, an increase to the daily travel advance may be made to meet accommodation costs.

10. Use of a Motor Vehicle to Attend Events

It is not permitted to use a vehicle to attend an event where airline travel is the most efficient form of travel.

Unless otherwise approved (e.g. for medical reasons), if a councillor chooses not to use Council provided or arranged travel to attend an event, the councillor is responsible for meeting all travel and accommodation expenses.

11. Hire Cars

The requirement for a hire car should be identified at the time of seeking council approval for attendance. Any subsequent need for a hire car must be approved by the authorising person.

12. Taxi and Cab Charge Vouchers

Cabcharge vouchers are available from the Travel Coordinator. Councillors are encouraged to use this facility as an alternative to seeking reimbursement for taxi costs. Any unused vouchers must be returned to Council's Travel Coordinator immediately upon return to Council. Liability for any misuse or loss of vouchers rests with the traveller.

The use of Cabcharge vouchers for travel between Redland and Brisbane is not permitted unless approved by the authorising person in advance of the travel and shown to be more beneficial than other options available. Similarly, reimbursement of these fares will not be considered unless prior authorisation is given.

Cabcharge must only be used to attend official council functions. Incidental travel while attending an event must be met by the councillor.

13. Meals and Incidentals

Daily allowances or cash advances for meals and incidentals will be paid in accordance with the provisions of the Expenses Reimbursement and Provision of Facilities for Councillors and Mayor Policy.

Domestic Travel

For domestic travel, a daily meal and incidental travel allowance may be paid to councillors in lieu of actual cost reimbursement. Where a daily meal and incidental allowance is paid, the reimbursement of any other expense is subject to approval.

For domestic travel, the daily allowance will be calculated taking account of meals included in the event registration or provided in the travel package. Where a conference dinner or meal (including breakfast or lunch) is included in the registration, the respective allowance for that meal will be deducted from the total daily allowance. If the councillor chooses not to attend a provided dinner/meal, then the full cost of the alternative meal shall be at the councillor's expense.

For conference and course attendance where an overnight stay is required, the following example will be used as a guide.

Example:

A Councillor travels to Sydney for a two-day conference commencing Monday morning and finishing Tuesday afternoon. Travel to Sydney on Monday morning is considered impractical. The Councillor leaves on Saturday and returns on Tuesday night. The conference registration includes dinner on Monday night and lunches for both conference days but no breakfasts. Travel home on Tuesday is on a late afternoon flight departing before 6.00pm. The councillor is required to pay for accommodation on Saturday night and the following allowance will be pre-paid:

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Sunday night dinner

Incidentals for Monday

Monday breakfast

Tuesday breakfast

No further claims for meals or incidentals will be accepted.

A prior night's accommodation shall only be approved where travel to the event on the day of commencement is not practical.

Incidentals will be paid for each full day (overnight) the councillor is required to be away from home. This allowance will include such items as, laundry/dry cleaning, newspapers, phone calls, bus fares and other similar travel related incidental expenses not specifically covered in this policy.

Where a councillor is required to travel but no overnight accommodation is required, the councillor is entitled to reimbursement for the reasonable cost of meals and expenses as determined above. A prepaid allowance will not be made and all claims for part day travel expenses must be made on return from the *event* as an out of pocket expense claim.

International Travel

For international travel, a travel advance will be paid which must be reconciled on the councillor's return. Actual business related costs will be reimbursed on presentation of original receipts.

Where a councillor is travelling on approved international travel, a travel advance of up to \$94.20 per day may be paid to cover eligible business related expenses including meals and incidental expenses.

Acquittal of the cash advance for international travel is required within seven (7) days of travel completion. Councillors must keep a diary of all business related expenses including original receipts. The travel advance must be reconciled against actual business related costs incurred.

Claims without receipts will not be accepted. Any expenses above the travel advance will be reimbursed. Any overpayment must be repaid to Council.

A corporate credit card may be issued in lieu of a travel advance (see section 22 below).

14. Parking

Council will reimburse the cost of parking fees incurred in order to attend an event where councillors attend in their official capacity. Supporting receipts are required for reimbursement. All claims under \$55.00 may be made through petty cash.

Where airport parking is used for the duration of an event, the cost of the parking shall be reimbursed upon presentation of receipts. Use of airport parking facilities shall only be used where it is economical to do so and after all other reasonable methods of transport to and from the airport have been considered. Approved claims for reimbursement shall be presented to the Travel Coordinator for processing.

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15. In-Room Internet Connection for Business Purposes

Where in-room internet connection is required for undertaking council business, reasonable connection costs may be claimed on completion of travel.

16. Hospitality Expenses

Hospitality expenses may only be paid in accordance with the Expenses Reimbursement and Provisions of Facilities for Councillors and Mayor Policy (see Attachment A 1.7).

Councillors must ensure that hospitality expenses are recorded and that their claim for expenses contains the following information:

- the circumstances;
- the form of hospitality:
 - breakfast
 - lunch
 - dinner
 - gift
- the cost;
- original receipts;
- the location;
- a list of attendees; and
- approval by the appropriate *authorising person*.

Expenses **will not** be reimbursed for personal items or costs unrelated to council business; e.g.:

- Alcohol;
- Babysitting fees;
- Kennel fees;
- Airline club fees;
- Toiletries;
- Barber or hair stylist;
- Traffic infringements;
- In flight and in house movies;
- Tourism related costs;
- Mini bar purchases;
- Personal telephone;
- Social events; and
- Reading materials

As a guide, expenses not normally reimbursed at home, will not be reimbursed when travelling.

17. Expenses Reimbursement Process

Where practical, Council will pay all travel and accommodation expenses before departure, however, any claim for allowable expenses not covered by the advance may be made at the completion of travel.

Reimbursement of legitimate business expenses not covered by the incidental allowance must be made on the Out of Pocket Expenses Claim Form with original receipts and submitted to the Chief Executive Officer for approval and processing.

CMR Team use only

18. Travel Insurance

Council has travel insurance arrangements in place, including medical and luggage components that covers all employees and councillors on authorised council business, conferences, course, etc.

19. Accompanying Partners and Personal Travel Arrangements

All travel and accommodation for partners of councillors must be arranged by and paid by the councillor. Personal arrangements may be booked through Council's contracted supplier if desired. The supplier will invoice the councillor prior to departure. Council will not pay for any private travel expenses.

The Travel Coordinator will not arrange private travel for councillors or their partners except where the partner is travelling as an official delegate of council.

20. Credit cards

A credit card may be made available for councillors to meet overseas travel expenses. Credit cards will be issued with the approval of the Chief Executive Officer. The credit card should only be used for extraordinary business expenses directly related to the councillor's attendance at the event.

Examples of extraordinary costs are, accommodation (where council's prepayment is not acknowledged or honoured by the hotel), missed flights (where contact with council's travel services provider is not possible) or where specific instruction is received from Council's Travel Coordinator to use the card to meet business related expenses.

Personal expenses, including those covered by the daily allowance must not be charged to the card, e.g. meals, incidentals, gifts, clothing, tourism or other similar cost.

A Statement of Expenses form (including all receipts) must be used to reconcile all credit card expenditure. This must be approved by the *authorising person* and provided to Council's Travel Coordinator within seven (7) days of completion of the travel.

Credit cards must be returned to the Travel Coordinator for safe storage when not in use.

21. Councillor Reporting Arrangements

Councillors shall, on their return, present a report to a General Council Meeting summarising the conference and course content highlighting areas of interest and/or benefit to Council. The responsibility for submission of the report rests with the Councillor leading any delegation. The report must be submitted to council within thirty (30) days of return from the conference.

13.2 GOVERNANCE

13.2.1 SPONSORSHIP APPLICATIONS – REDLANDS EASTER FAMILY FESTIVAL & REDLAND ART AWARDS 2010

Datworks Filename: G & S Sponsorships and Donations
Responsible Officer Name: Nick Clarke
General Manager Governance
Author Name: Kathy Petrik
Manager Marketing & Communications

EXECUTIVE SUMMARY

Council's Corporate Sponsorship policy was adopted in October 2009, with the policy objective of "seeking to support and promote a strong and involved community through the sponsorship of events, projects, services or other activities in an equitable and accountable way. New application processes were introduced on 1 January 2010.

The definition of sponsorship is defined as "a business transaction in which a sponsor provides a financial contribution or value in kind to support an event, project, service or activity in return for negotiated commercial and other benefits. It is a business transaction because it involves an exchange that has measurable value to each party in commercial, communication or philanthropic terms".

In accordance with the policy and guidelines, all sponsorships over \$5,000 are to be determined by Council. This report provides recommendations from the internal assessment panel about sponsorship of the Redlands Easter Family Festival (\$10,000) and the Redland Art Awards 2010 (\$10,000).

PURPOSE

To provide background and recommendations to Council for sponsorship of Redlands Easter Family Festival and Redland Art Awards 2010 in accordance with its policy and guidelines.

BACKGROUND

Redlands Easter Family Festival

This event is scheduled for Sunday, 4 April 2010 at the Norm Price Park - Redlands Showgrounds. It has been organised by local churches for 11 years and the organisers state it attracts a large audience. The festival provides a full day program of free rides, food and entertainment for the community.

In the past, it has received annual funding from Council of \$10,000 and enjoys reduced charges for venue rental. This year \$15,000 in sponsorship funding is being sought.

The free community event aligns with the strategic priority of Council relating to community health and wellbeing. The organisers state it “assists in bringing together, breaking down social barriers while building partnerships throughout different cultures and religions”.

The benefits being offered to Council in return for sponsorship funding are the provision of a speaker and the opportunity for a sponsor display. There may also be some other benefits not identified in the application, such as branding opportunities and media exposure.

The internal assessment panel representing the areas of community and social planning; customer and community services; economic development, marketing and communications and environmental management have assessed the value of this sponsorship to Council as \$10,000.

Redland Art Awards 2010

This event takes place every two years and is scheduled from November 6 to December 7 2010 in Redland Art Gallery, Cleveland. It is run by Redland Yurara Art Society in conjunction with Council’s Redland Art Gallery. Sponsorship of \$10,000 is being sought this year.

In 2008 the Redland Art Awards received \$9,000 in Council grants funding, made up of \$7,000 from the Mayor’s community benefit fund and \$2,000 for the councillors benefit fund. It also received a further \$8,580 from the Redland Art Gallery which partners in the event.

The event also receives use of the Gallery space as a value in kind donation.

The Awards began in 1964 and since 2006 has operated under a new format, which has provided the awards with a national profile and built significant growth in entries (600) and audience (3,500).

The event is positioned as "a flagship for the burgeoning cultural arts sector in the Redlands". It attracts practising/emerging artists from every state and territory. Audience members include local and regional communities, tourists and arts workers. It encompasses and encourages a broad section of community participation and promotes community pride and involvement.

The event aligns to Council’s strategic priorities of community health and well being and economic prosperity.

The benefits being offered to Council in return for its sponsorship are: prominent exposure, through its co-branding with the Redland Art Gallery; provision of a speaker; a variety of marketing opportunities; media exposure; sponsor display; and an opportunity to actively participate in collaboration with a community group and business sectors.

The internal assessment panel representing the areas of community and social planning; customer and community services; economic development, marketing and

communications and environmental management have assessed the value of this sponsorship to Council as \$10,000.

ISSUES

Redland City Council's Marketing and Communications group will liaise with sponsored organisations to ensure that all benefits agreed to in the sponsorship agreement are delivered satisfactorily.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to build safe, strong and self reliant communities with access to community services, infrastructure and opportunities for participation in community life.

The Redlands Easter Family Festival event aligns with Council's strategic priority relating to community health and wellbeing.

The Redland Art Awards 2010 aligns with Council's strategic priorities of community health and well being and economic prosperity.

FINANCIAL IMPLICATIONS

There is sufficient funding available in the sponsorship budget for 2009-10 to fund both these events.

PLANNING SCHEME IMPLICATIONS

There are no implications from the recommendations in this report that would require any amendments to the Redlands Planning Scheme.

CONSULTATION

Consultation has occurred with Mayor Melva Hobson; internal assessment committee made up of managers Community and Social Planning, Customer and Community Services, Economic Development, Environmental Management, Marketing and Communications and the Director, Redland Art Gallery.

OPTIONS

1. Accept the assessment panel's recommendations to pay \$10,000 in sponsorship funding to both the Redlands Easter Family Festival and Redland Yurara Art Society (Redland Art Award 2010);
2. Decline approval of one or both sponsorship requests from the Redlands Easter Family Festival and the Redlands Yurara Art Society (Redland Art Awards 2010); or

3. Vary the amount of sponsorship funding to either the Redlands Easter Family Festival or the Redland Yurara Art Society (Redland Art Awards 2010).

PREFERRED

That Council resolve to approve the payment of \$10,000 in sponsorship funds to each of the following:

1. Redlands Easter Festival, and
2. Redland Yurara Art Society Inc (Redland Art Awards 2010).

ALTERNATIVE

Amend the amount of sponsorship funding to either the Redlands Easter Family Festival or the Redland Yurara Art Society (Redland Art Awards 2010).

OFFICER'S/COMMITTEE RECOMMENDATION

That Council resolve to approve the payment of \$10,000 in sponsorship funds to each of the following:

1. Redlands Easter Festival; and
2. Redland Yurara Art Society Inc (Redland Art Awards 2010).

COUNCIL RESOLUTION

Moved by: Cr Boglary
Seconded by: Cr Williams

That the Committee Recommendation not be adopted and that Council resolve to approve the payment of sponsorship funds as follows:

- | | |
|--|----------|
| 1. Redlands Easter Festival | \$13,000 |
| 2. Redland Yurara Art Society Inc (Redland Art Award 2010) | \$10,000 |

On being put to the vote the motion was tied at 5-5.

The motion was declared **CARRIED**, on the casting vote of the Mayor.

A division was called for.

Crs Burns, Reimers, Williams, Boglary and Hobson voted in the affirmative.

Crs Murray, Elliott, Bowler, Townsend and Henry voted in the negative.

Cr Ogilvie was absent from the meeting when the vote was taken.

The motion was declared by the Mayor as **CARRIED**.

13.2.2 CORPORATE BALANCED SCORECARD - FEBRUARY 2010

Datworks Filename: GOV Corporate BSC Monthly Reporting to Committee

Attachments: [Corporate Balanced Scorecard February 2010](#)

Responsible Officer Name: Luke Wallace
Manager Corporate Planning, Performance and Risk

Author Name: Benjamin Steel
Project Coordinator Corporate Planning and Performance

EXECUTIVE SUMMARY

The monthly Corporate Balanced Scorecard report, as attached, provides a high level overview of Council's performance in key areas of our business using the four Balanced Scorecard Perspectives – Financial, Customer, Internal/Business Processes and People & Learning.

This report is an important component of the performance management framework. The other main report provided to Council and the community is the quarterly Operational Plan Report that focuses on performance against each of the programs in the Corporate Plan.

The overall rating for February 2010 is Satisfactory, with a weighted score of 2.47.

PURPOSE

To provide Council with the Corporate Balanced Scorecard Report for February 2010.

BACKGROUND

The report shows results against each KPI for the current month and the previous 12 months. Longer term trends and comparisons incorporating the same month last year are included to provide a better understanding of current performance levels.

A summary of this month's results is provided on page two of the report and shows the overall score for Redland City Council, including the rating (the small coloured indicator at the right hand side). An outstanding result is shown as green, above standard and satisfactory shown as yellow and an unsatisfactory result is shown as red. The overall rating for Council and for each perspective is determined by the relative weightings of the performance measures.

The subsequent pages of the report provide details of the performance measures in each perspective. The actual performance results each month are displayed as a graph, with the red and green lines showing the normal expected range for the measure. The red line represents the minimum satisfactory level and the green line represents the outstanding level. The rating for each measure is also shown as a

green tick (outstanding), a yellow line (satisfactory and above standard) or a red cross (unsatisfactory).

The new KPI *Decisions Issued on Development Applications within the month* will replace the KPI *Development Assessment Performance Timeliness Index* in the Corporate Balanced Scorecard as of February 2010. This new KPI has been developed to provide a greater level of detail on the number of development decisions issued during the month against the IDAS timeframes. The KPI has been expanded to show the total number of decisions issued for the month as well as showing the processing time split for the decisions based on:

- i. Decisions completed within 40 days (green)
- ii. Decisions completed within 40-60 days (yellow)
- iii. Decisions completed in greater than 60 days (red)

This KPI provides a more meaningful and accurate indication of the workload and output of the Development and Community Standards department.

Explanation of results is provided by the responsible manager in the commentary each month. Where a significant issue arises from the data that requires further explanation it will be provided in this covering report

ISSUES

Most measures are performing well within the target range. Comments for each measure are provided by managers and are outlined in the attached report. Those measures performing outside the target range are:

Internal Processes Perspective (page 4)

Due to resourcing constraints internal audit recommendations have not been followed up with responsible officers. A project commenced late January to address the outstanding recommendations with management and staff.

As at the end February 2010 90% of outstanding recommendations have been extended. None of the recommendations extended were in the high or extreme risk categories. In all cases assurance was obtained that all recommendations were in the process of being implemented and implementation had been delayed through increased workloads and other pressing priorities.

Given that Internal Audit is now fully resourced, the follow up of recommendations due for implementation will occur on a monthly basis.

People and Learning Perspective (page 5)

Progress against completing items identified in the Workplace Health and Safety Management Plan are well underway. Due to the current workload of the Workplace Health and Safety Unit, some planned items that did not reach completion this month are in the process of being addressed and it is envisaged that completion against the plan will steer back on track within the coming months.

A higher number of workplace injuries over the last 12-18 months continues to be of concern. All injuries are investigated as a matter of course and in the vast majority of cases the injuries have tended to be unavoidable.

Detailed commentary surrounding these measures has been provided by the relevant managers in the attached report.

RELATIONSHIP TO CORPORATE PLAN

The recommendation in this report primarily supports Council's strategic priority to provide a clear organisational direction supported by effective leadership and a framework of policies, plans and strategies that are responsive to the community's needs and which promote accountable and ethical standards of practice.

FINANCIAL IMPLICATIONS

No direct financial implications arise from this report. The report does contain several indicators that either reflects financial performance to date, or which will have had a direct or indirect impact on financial performance.

PLANNING SCHEME IMPLICATIONS

There are no implications for the Planning Scheme arising from this report.

CONSULTATION

The data and components in this report were provided by relevant managers and have been compiled by the Corporate Planning, Performance and Risk Group.

OPTIONS

PREFERRED

That Council resolve to note the Corporate Balanced Scorecard for February 2010 as attached.

ALTERNATIVE

That Council resolve to note the Corporate Balanced Scorecard for February 2010 and request additional information.

OFFICER'S/COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Townsend
Seconded by: Cr Reimers

That Council resolve to note the Corporate Balanced Scorecard for the month of February 2010 as attached.

CARRIED



**Redland City Council
Balanced Scorecard**

February 2010

Corporate Balanced Scorecard

Page		Target	Actual	
Redland City Council Scorecard			2.47	■
Financial Perspective			3.30	■
3	Earnings before interest tax & depreciation savings to budget	2.00%	36.70%	✓
3	Cash levels within targets	5.00	8.84	■
3	Capital works program financial performance	4.00%	2.34%	■
Customer Perspective			4.00	■
4	Capital works program practical completion	97.00%	98.08%	✓
4	Compliance of water quality with Australian Drinking Water Guidelines	100.00%	100.00%	✓
4	Compliance with EPA licence limits wastewater	99.00%	100.00%	✓
4	Decisions Issued on Development Applications	100.00%	93.33%	■
Internal Processes Perspective			.50	✗
5	Asset management plans actions implemented	95.00%	87.00%	■
5	Internal audit actions implemented within agreed timeframes	99.75%	90.00%	✗
People & Learning Perspective			-1.00	✗
6	Workplace Health & Safety Management Plan actions completed	64.00%	35.00%	✗
6	Lost time injury frequency rate	13.00	25.24	✗
6	Workers' Compensation Hours Lost	1,936	2,229	✗

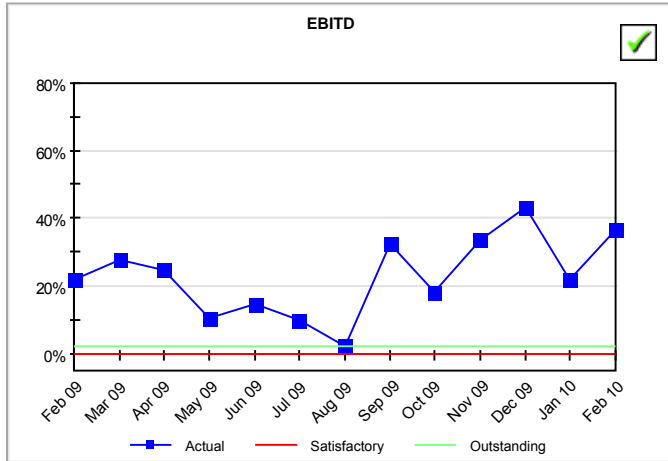
Outstanding ✓

Satisfactory/Above Standard ■

Unsatisfactory ✗

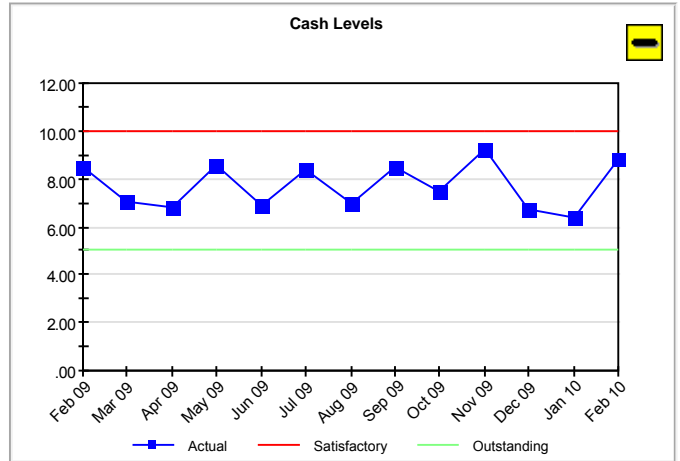
Financial Perspective

Earnings before interest tax & depreciation savings to budget



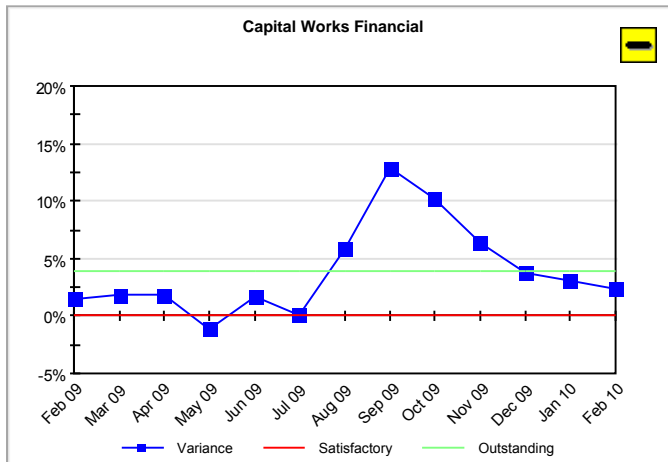
Budget \$25.3M actual \$34.6M . Grants and subsidies timing issue along with underspends in goods and services major contributors to the variance

Cash levels within targets



Cash Level \$103M well ahead of target 6.53 seasonal high due to rates payments

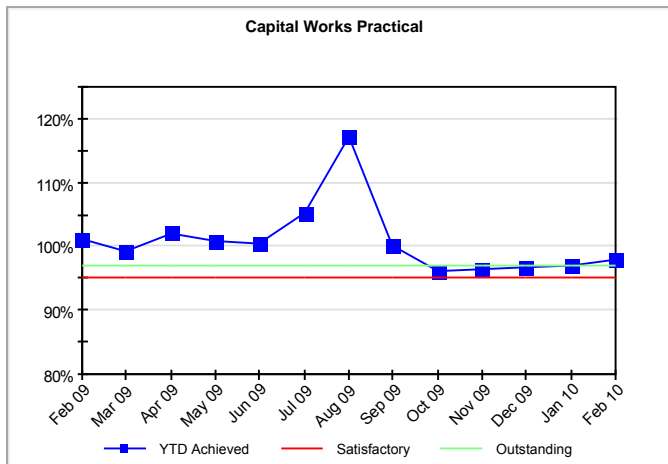
Capital works program financial performance



Planning & Policy had no planned financial completion against capital works for February. Corporate Services completed a project on fleet heavy brake testing equipment. Redland Water had an overspend of 1.25% with an actual expenditure of \$349,190 against budget of \$344,886. Customer Services variance was caused by a combination of reserve and federal funding.

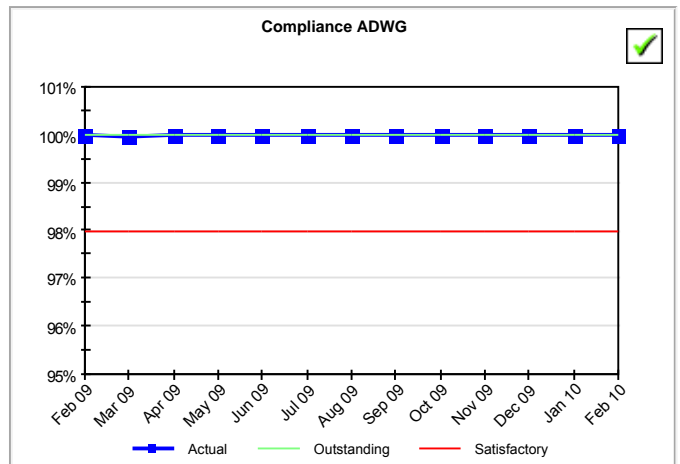
Customer Perspective

Capital works program practical completion



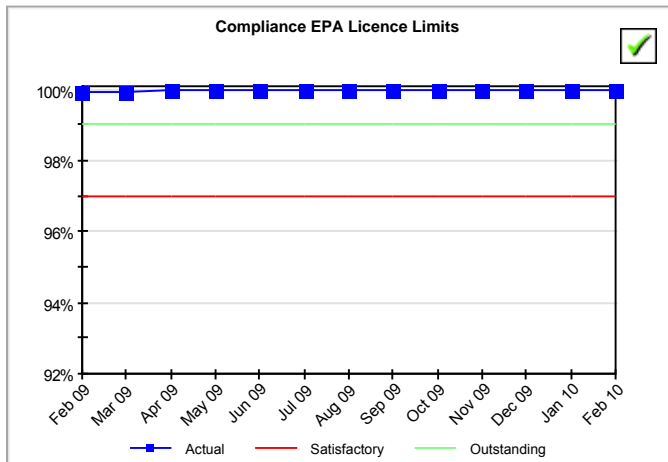
All groups are progressing well and on schedule in delivering planned milestones against the capital works program for February.

Compliance of water quality with Australian Drinking Water Guidelines



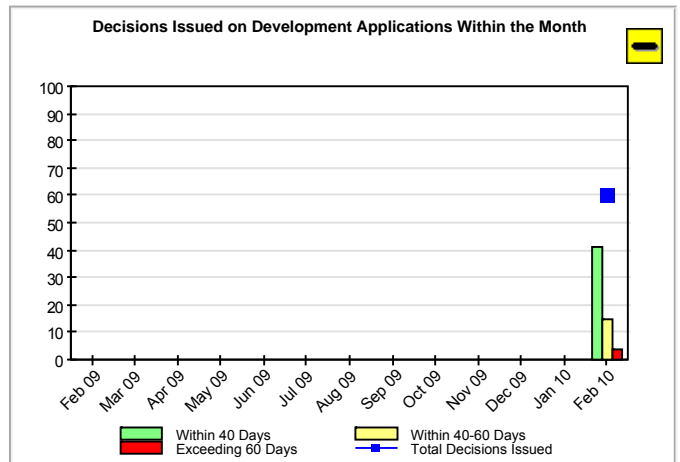
No non-conformances for February 2010

Compliance with EPA licence limits wastewater



No non-conformances for February 2010

Decisions Issued on Development Applications within the month



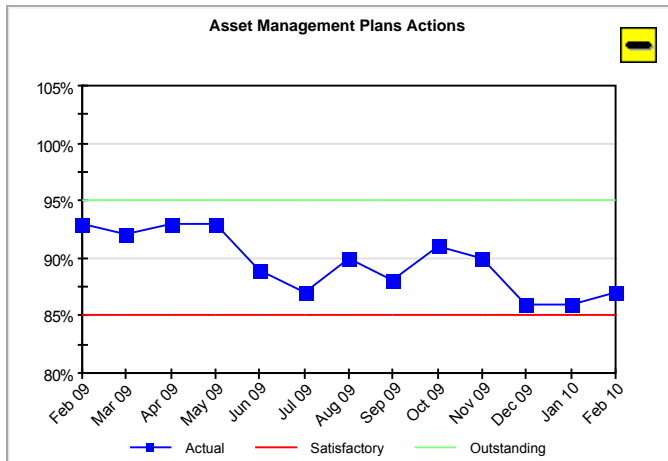
The number of applications lodged was 62 in the month of February and 60 decisions were issued. 68% of the decisions were decided within 40 days, and a total of 93% within 60 days which is an excellent result given continuing resource constraints. Recruitment is progressing to fill remaining vacancies with a number of key senior appointments made to commence in March.

Performance Targets:

- | Outstanding = 100% decisions made within 60 days
- | Above Standard = >90% decisions made within 60 days
- | Satisfactory = >80% decisions made within 60 days
- | Unsatisfactory = <80% decisions made within 60 days

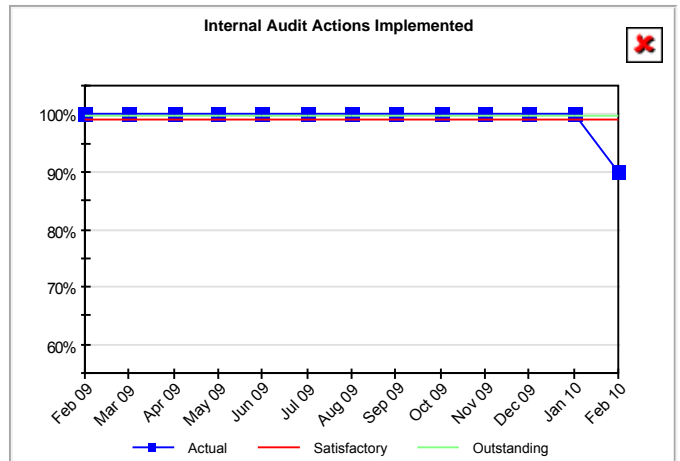
Internal Processes Perspective

Asset Management Plans Actions implemented



270 of possible 311 action items have now been completed resulting in a final percentage complete of 87%

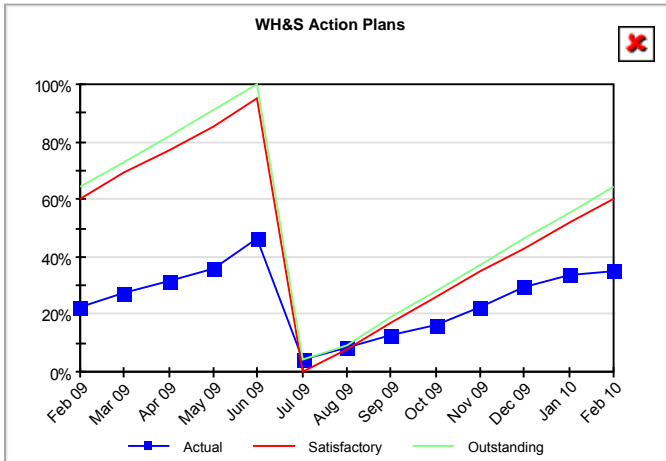
Internal audit actions implemented within agreed timeframes



Discussions and observations with management have confirmed that all recommendations overdue or due for implementation at the end of February 2010 have either been implemented in full and closed in the Internal Audit Database, or an extension of time has been granted. In all cases where an extension has been granted by Internal Audit, assurance was obtained that all recommendations were in the process of being implemented and implementation has been delayed through increasing workload and other pressing priorities.

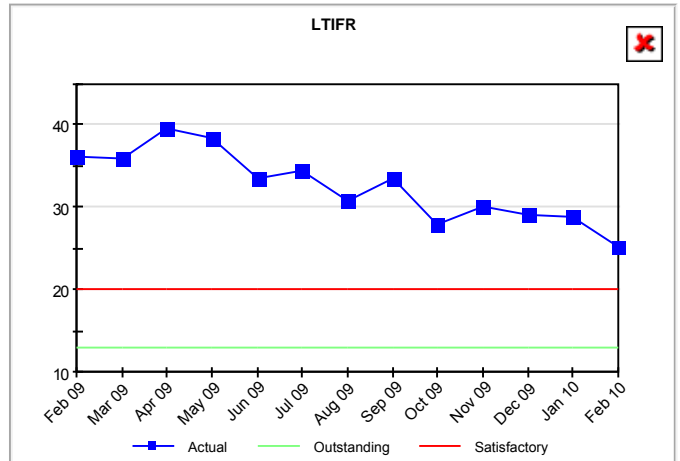
People & Learning Perspective

Funded Workplace Health & Safety Management Plan actions completed



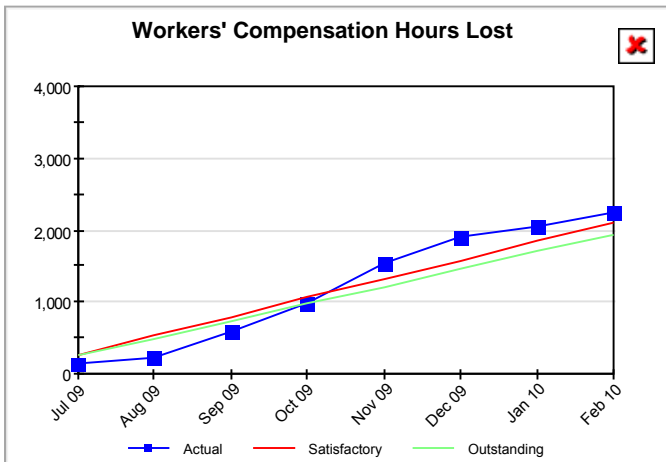
Work continues on the implementation of the 2009/2010 Safety Management Plan. We are re focusing on completing the plan now that the SMS Audit is complete.

Lost time injury frequency rate



3 Injuries during this period. Details still to be gained and reported on.

Workers' Compensation Hours Lost



A total of 184.75 hours lost this month (2229.40 hours financial YTD). All injured employees are actively assisted by Redland Workcover rehabilitation staff to return to work.

13.3 CORPORATE SERVICES

13.3.1 FEBRUARY 2010 - MONTHLY FINANCIAL REPORTS

Dataworks Filename: FM Monthly Financial Reports to Committee
Attachment: [February 2010 Financial Reports](#)
Responsible Officer Name: Kerry Phillips
Manager Financial Services
Author Name: Kevin Lamb
Services Manager - Financial Services

EXECUTIVE SUMMARY

Section 528(1) of the *Local Government Act 1993* requires that Council's statement of accounts be presented at an ordinary monthly meeting.

The attachments to this report present the February 2010 financial statement of accounts to Council and provide detailed analytical commentary. Millions will be displayed by an M, and thousands will be displayed by a K.

The financials demonstrate that all seven Key Financial Performance Indicators again exceeded targets set at the beginning of the financial year. 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;
- longer term financial stability – debt to assets ratio; and
- operating performance.

Council's operating financial result (Earnings Before Interest, Tax and Depreciation – EBITD) at the end of February 2010 is ahead of the revised budget by \$8.5M, with operating revenue favourable by \$1.9M & operating expenditure underspent by \$6.6M. The operating result at the end of February which includes the effects of depreciation (\$32.5M) and interest charges (\$1.8M) is a deficit of \$0.6M still favourable compared to the revised budget deficit of \$8.8M.

The cash flow position for the year is \$18.5M above the revised budget primarily due to timing issues and phasing of the budget. Receipts from customers are \$9.7M ahead of budget (includes \$6.7M rates associated with phasing of the budget only) and payments to suppliers and employees are \$7.8M below forecast levels. The cash held at 28 February 2010 is \$100.7M, equal to 8.6 months cash capacity against an original target of three to four months. As the water business is continuing to move through the reform process, Council remains committed to retaining additional cash until the outcome of the process is clear.

Whilst expenditure on the capital works program is only \$0.3M or 1.2% behind the year to date revised budget the program is still only 33.9% completed in dollar terms at the end of February. There remains \$46.5M of the total program to complete in the remaining 4 months of the financial year. Councillors have been recently presented with the projections of the capital spend for the remainder of the financial year.

PURPOSE

The purpose is to present the February 2010 report to Council and explain the content and analysis of the report. Section 528 of the *Local Government Act 1993* 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 ensure the long term financial viability of Redland City and provide public accountability in financial management. For organisational effectiveness, it is important that Council receive and understand the monthly financial statements

ISSUES

The following elements, shown in the attachments, comprise the End of Month Financial Reports for February 2010:

Dashboard and Key Performance Indicators (A)

- Operating Revenue compared with Budget;
- Operating Expenditure compared with Budget;
- Employee Costs compared with Budget;
- Capital Expenditure compared with Budget;
- Key Performance Indicators – Actuals compared with Budget and Targets.

Operating Statement with headline commentary (B)

Shows the percentage variance of year to date actual results compared with year to date budget by colour indicators. Tolerance levels for the variances differ between operational and capital amounts.

Additionally, an **Operating Statement by Strategic Priority (C)**; **Balance Sheet and commentary (D)**; **Cash Flow Statement and commentary (E)**; and an **Investment Summary and Graphs (F)** have been included to provide the complete picture of Council's finances. Finally, an **Operating Statement with detailed commentary (G)** shows year to date actual results compared with annual and year to date budgets. This report has a brief commentary on all year to date variances greater than \$20,000 and variances are classified as timing or permanent. Timing variances are anticipated to disappear once 30 June 2010 figures are produced. Permanent variances imply the variance will remain into the next financial year.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to ensure the long term financial viability of the Shire and provide public accountability in financial management.

FINANCIAL IMPLICATIONS

The overall financial position as at the end of February 2010 remains strong with EBITD of \$33.7M (\$8.5M ahead of budget). This result is due to total operating revenue of \$126.5M (\$1.9M above budget) and total operating costs of \$92.7M (favourable variance of \$6.6M).

Operating Revenue

Rates Charges are ahead of budget by net \$127K. Utility Charges are favourable by \$442K predominantly as a result of water consumption charges \$412K (permanent variance) and refuse charges \$105K offset by unfavourable environment charges \$58K.

Fees and Charges are under budget by \$410K due to lower school aged care fees \$173K, Waste Operations fees & charges \$77K & commercial fees \$176K, Regulatory & Health EPA licence fees \$73K, Redland Water fees & charges \$88K (permanent variance).

Operating grants and subsidies are ahead of budget by \$1.2M due to the earlier than anticipated receipt of the grants commission \$848K and the organisational learning grant \$209K.

External interest is favourable by \$97K due mainly to higher than anticipated cash holdings throughout the financial year.

Other revenue is above budget by \$366K primarily due to Operations & Maintenance scrap metal revenue \$77K, Community & Social Planning revenue \$140K (incorrect natural account, will reverse next period), Property Services commercial rent \$66K and Water Reform revenue \$54K. This is offset by an unfavourable variance in Redland Water private works \$128K (permanent variance).

Operating Expenditure

Employee costs are under budget by \$787K as a result of vacancies generally across the organisation; Development & Community Standards \$546K, Planning & Policy \$135K, Customer Services \$76K, Governance \$71K, Corporate Services \$8K offset by \$50K overspent in Redland Water.

Operational goods and services are under year to date budget by \$6.0M with the majority of variances expected to be timing at this stage. Many operational projects are running behind anticipated completion dates with the largest variances relating to \$852K Redland Water Distribution, \$804K Operations & Maintenance, \$437K Project Delivery Group, \$432K Infrastructure Development, \$430K Infrastructure Planning,

\$413K Environmental Management and \$407K Information Management and Land Use \$350K.

Capital Revenue

Contributions and Donations are \$426K over budget due to budget phasing for developer contributions. Grants and Subsidies are over budget by \$1.2M predominantly as a result of receiving the LGA Grant earlier than anticipated. Proceeds on disposal of non current assets are below budget by \$36K due to auction proceeds not yet received or items still waiting to be sold.

Capital Expenditure

The capital expenditure program is 1.2% or \$308K behind the revised budget at the end of February 2010. However only 33.9% of the total capital works program has been completed in the first 8 months leaving \$46.5M of the program to be completed in the remaining 4 months of the financial year.

Major underspends were in Redland Water projects, water reticulation \$197K, backlog fire flow \$252K, wastewater reticulation \$352K, sewer maintenance holes \$279K, pump station \$435K, wastewater ICS \$859K, pump station # 6 augmentation waste water treatment \$467K & relocation of laboratory \$400K. Infrastructure Planning underspends were Macleay Island ramp car park \$127K, Weinam Creek car park upgrade \$150K & Queen's Esplanade Cycleway \$122K. Community & Social Planning was underspent by \$243K across the group.

Capitalised Employee Costs are \$103K below cumulative budget with the main underspend being \$308K in PDG, offset by \$155K overspend in Redland Water.

Cash and Investments

The investment of surplus funds for the month returned a weighted average rate of return of 5.04%, which is again ahead of the UBS Aust Bank Bill Index of 4.60%. The cumulative position for the year is a favourable return of 3.98% against the UBS Aust Bank Bill Index of 3.63%. These returns are reported on a monthly weighted average return and Council benchmarks the funds against the UBS Australian Bank Bill Index. Interest return is reported on both an annual effective and nominal rate of return. It is also relevant to note that the RBA policy interest rate is 3.75% at the end of February 2010.

The cash balance is \$100.7M at the end of February 2010 which is equivalent to 8.6 months cash capacity. Council is intentionally maintaining a higher balance whilst it monitors the impact of the structural reforms to the water business.

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

Consultation has taken place amongst the Executive Leadership Group.

OPTIONS**PREFERRED**

That Council resolve to note the End of Month Financial Reports for February 2010 and explanations as presented in the following attachments:

1. Dashboard and Key Performance Indicators (A);
2. Operating Statement with headline commentary (B);
3. Operating Statement by Strategic Priority (C);
4. Balance Sheet and commentary (D);
5. Cash Flow Statement and commentary (E);
6. Investment Summary and Graphs (F); and a
7. Operating Statement with detailed commentary (G).

ALTERNATIVE

That Council requests additional information.

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

Moved by: Cr Townsend
Seconded by: Cr Reimers

That Council resolve to note the End of Month Financial Reports for February 2010 and explanations as presented in the following attachments:

- 1. Dashboard and Key Performance Indicators (A);**
- 2. Operating Statement with headline commentary (B);**
- 3. Operating Statement by Strategic Priority (C);**
- 4. Balance Sheet and commentary (D);**
- 5. Cash Flow Statement and commentary (E);**
- 6. Investment Summary and Graphs (F); and a**
- 7. Operating Statement with detailed commentary (G).**

CARRIED



REDLAND CITY COUNCIL

END OF MONTH FINANCIAL REPORTING

FOR THE PERIOD ENDING 28 FEBRUARY 2010

Glossary of Terms

Key Performance Indicators:

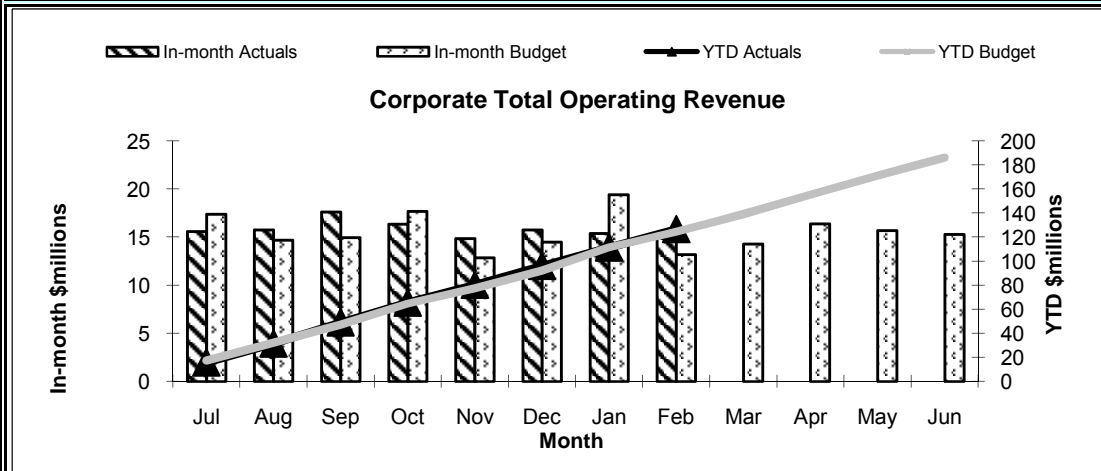
<p>Level of Dependence on General Rates Revenue: Target less than 50%</p>	$\frac{\text{General Rates - Pensioner Remissions}}{\text{Total Operating Revenue - Gain on Sale of Developed Land}}$
<p>Current Ratio: Target greater than 1.1</p>	$\frac{\text{Current Assets}}{\text{Current Liabilities}}$
<p>Debt Servicing Ratio: Target less than 17%</p>	$\frac{\text{Interest Expense + Loan Redemption}}{\text{Total Operating Revenue - Gain on Sale of Developed Land}}$
<p>Cash Balance - \$M: Target \$32M to \$42M</p>	<p>Cash Held at Period End</p>
<p>Cash Capacity in Months: Target 3 to 4 Months</p>	$\frac{\text{Cash Held at Period End}}{[(\text{Cash Operating Costs} + \text{Interest Expense}) / \text{Period in Year}]}$
<p>Debt to Assets Ratio: Target less than 15%</p>	$\frac{\text{Current and Non-current loans}}{\text{Total Assets}}$
<p>Operating Performance : Target greater than 15%</p>	$\frac{\text{Net Cash from Operations + Interest Revenue and Expense}}{\text{Cash Operating Revenue + Interest Revenue}}$
<p>Operating Surplus Ratio: Expected result between 0 and 15%</p>	$\frac{\text{Net Operating Surplus}}{\text{Total Operating Revenue}}$
<p>Net Financial Liabilities*: Expected result greater than 0%</p>	$\frac{\text{Total Liabilities - Current Assets}}{\text{Total Operating Revenue}}$
<p>*This ratio has changed from 1 Dec 2009 in line with the <u>revised</u> Financial Management (Sustainability) Guideline 2009 A negative result is expected as this illustrates RCC has capacity for more loan borrowings</p>	
<p>Interest Cover Ratio: Expected result between 0% and 10%</p>	$\frac{\text{Net Interest Expense on Debt Service}}{\text{Total Operating Revenue}}$
<p>Asset Consumption Ratio: Expected result between 40% and 80%</p>	$\frac{\text{WDV of Infrastructure Assets}}{\text{Gross Current Replacement Cost of Infrastructure Assets}}$
<p>Asset Sustainability Ratio: (will be calculated when the systems can provide the information)</p>	$\frac{\text{Capital Expenditure on the Replacement of Assets (renewals)}}{\text{Depreciation Expense}}$
<p>Asset Renewal Funding Ratio: (will be calculated when the systems can provide the information)</p>	$\frac{\text{NPV of Planned Capital Expenditures on Renewals over 10 years}}{\text{NPV of the Required Capital Expenditures on Renewals over the Same Period}}$

Tolerance Levels for operating and capital performance against revised forecast:

The tolerance levels below will be used in colour coding the **cumulative actual result** against the **cumulative revised forecast**.

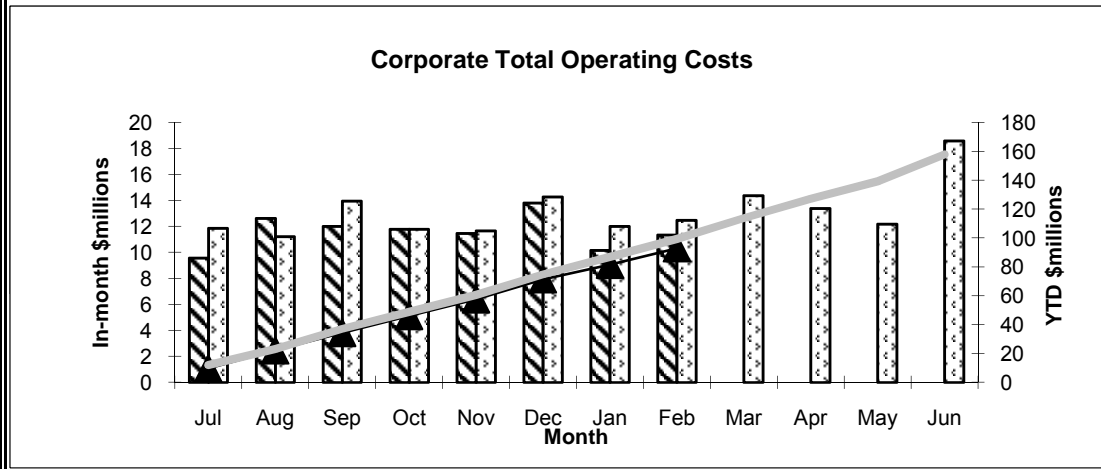
<p>Operating revenues and expenditure tolerances:</p>	<p>>2% above or below forecast</p>	<p>>1% above or below forecast to ≤2% above or below forecast</p>	<p>>0.5% above or below forecast to ≤1% above or below forecast</p>	<p>≤ 0.5% above or below forecast</p>
	"Unsatisfactory"	"Satisfactory"	"Above Standard"	"Outstanding"
<p>Capital revenues and expenditure tolerances:</p>	<p>>5% above or below forecast</p>	<p>>3% above or below forecast to ≤5% above or below forecast</p>	<p>>2% above or below forecast to ≤3% above or below forecast</p>	<p>≤2% above or below forecast</p>

RCC DASHBOARD ENCOMPASSING CORPORATE FINANCIAL REPORT CARD AND KEY PERFORMANCE INDICATORS



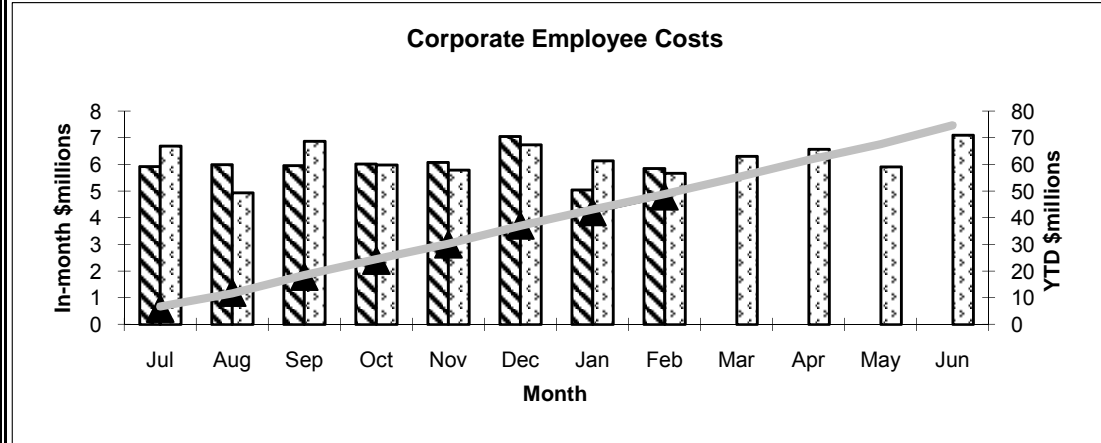
Ahead of budget
 <2%
 Variance \$1.9M 1.6%

68.0% of full year budget earned



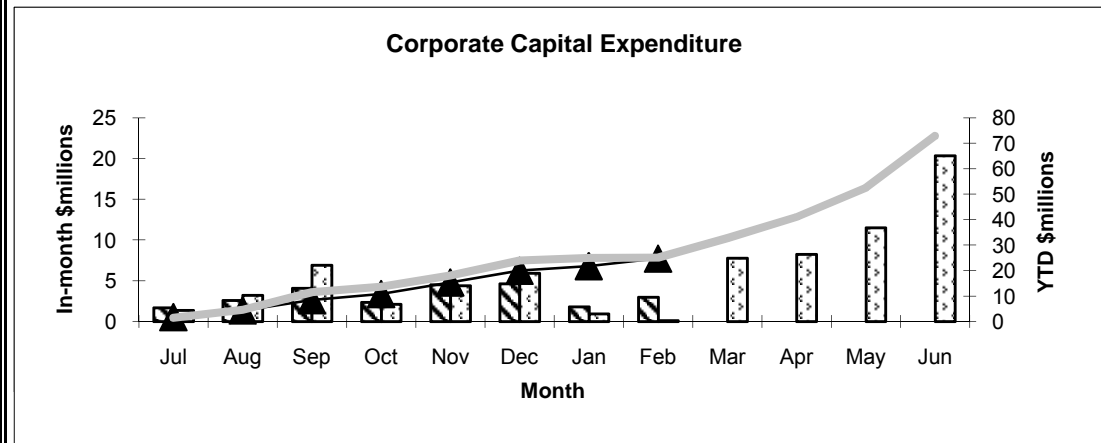
Below budget >2%
 Variance \$6.5M 6.6%

58.8% of full year budget spent



Below budget <2%
 Variance \$0.9M 1.8%

64.1% of full year budget spent

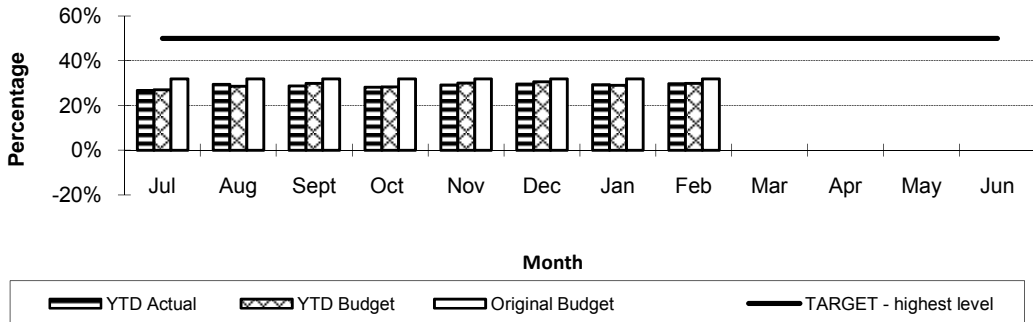


Below budget <2%
 Variance \$0.3M 1.2%

33.9% of full year budget spent

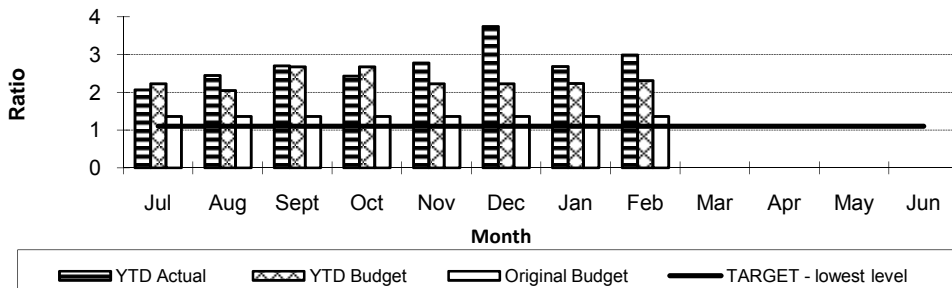
RCC DASHBOARD ENCOMPASSING CORPORATE FINANCIAL REPORT CARD AND KEY PERFORMANCE INDICATORS

Level of Dependence on General Rates Revenue



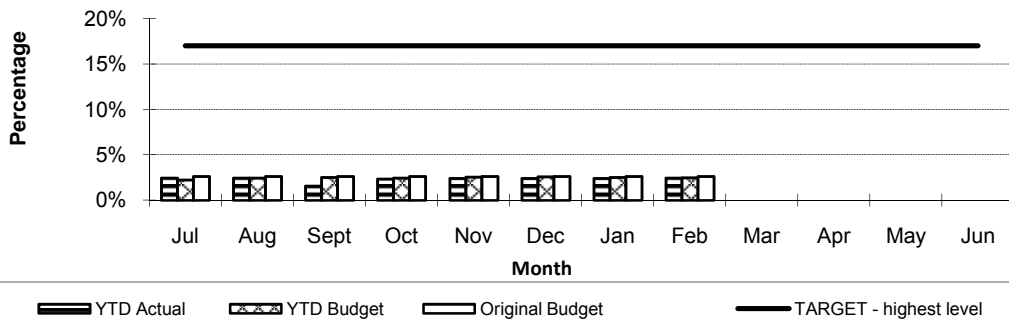
KPI exceeded

Current Ratio (Target greater than 1.1)



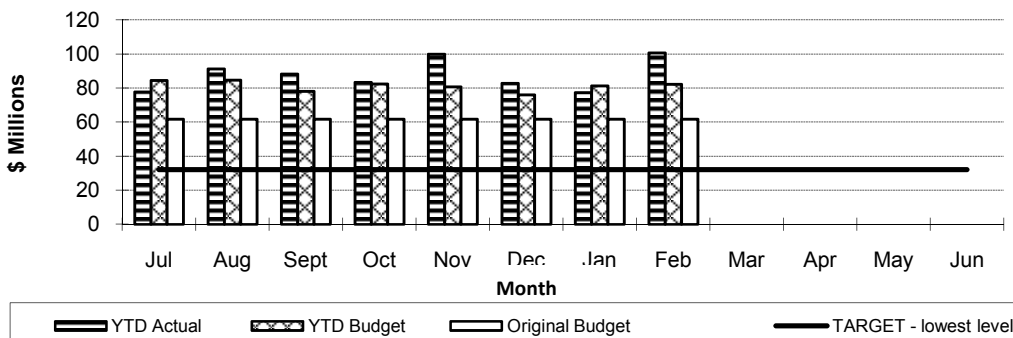
High levels of cash contributing to healthy ratio

Debt Servicing Ratio (Target Less than 17%)



Low debt levels maintained since payout of water QTC loan

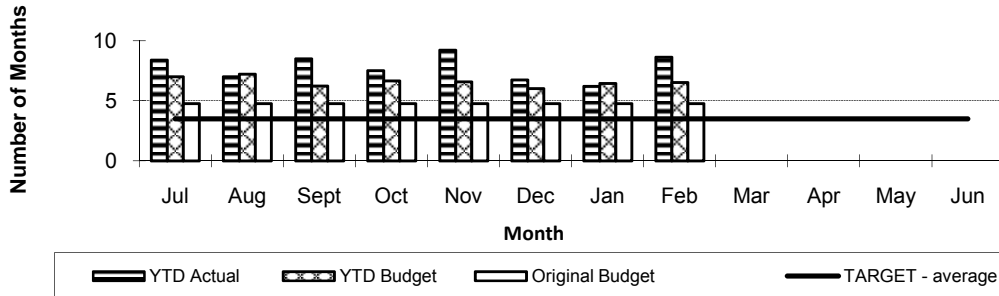
Cash Balance - \$M



Council is intentionally holding more cash during the transition of water business to Allconex

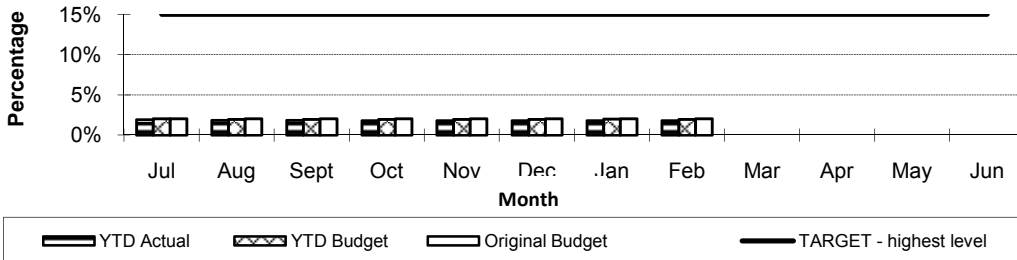
RCC DASHBOARD ENCOMPASSING CORPORATE FINANCIAL REPORT CARD AND KEY PERFORMANCE INDICATORS

**Cash Balances - Cash Capacity in Months
(Target 3 to 4 Months)**



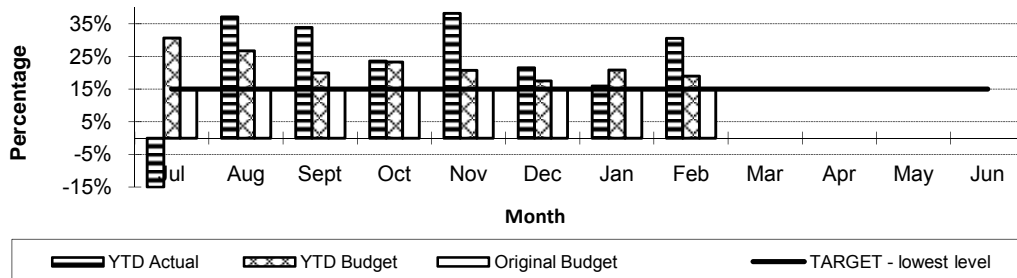
Council is intentionally holding more cash during the transition of water business to Allconex

**Long Term Financial Stability - Debt to Assets Ratio
(Target less than 15%)**



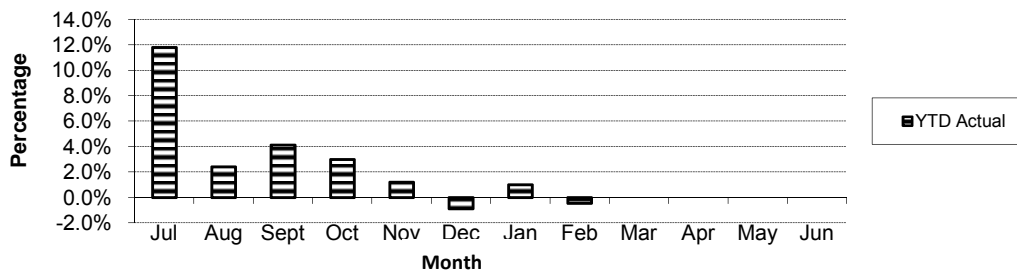
Council is maintaining relatively very low debt levels

Operating Performance (Target greater than 15%)



Exceeded KPI

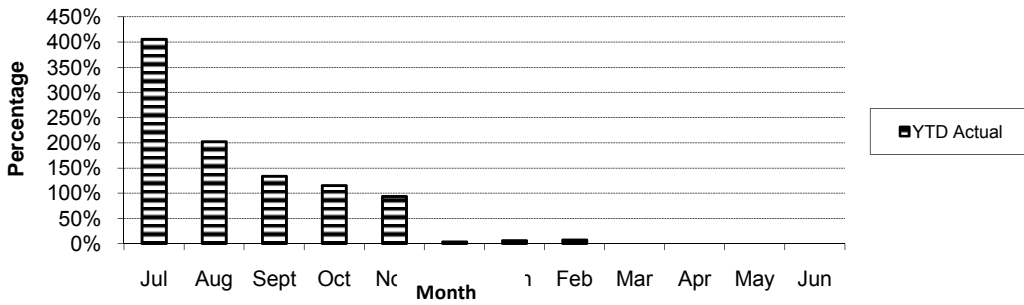
Operating Surplus Ratio



The target as per the 'Measures of Sustainability Guideline' is **Between 0% and 15%**

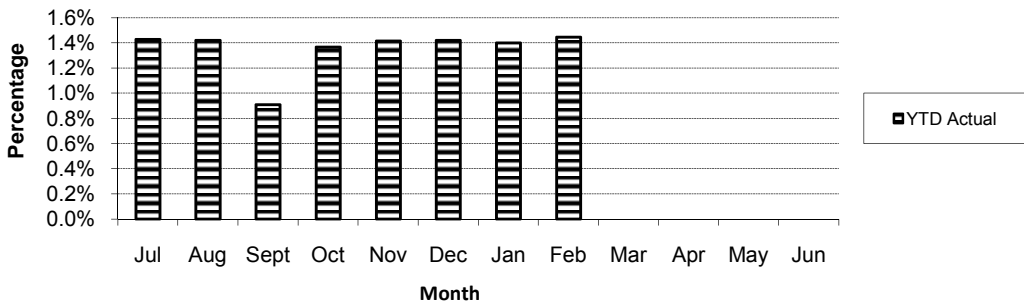
RCC DASHBOARD ENCOMPASSING CORPORATE FINANCIAL REPORT CARD AND KEY PERFORMANCE INDICATORS

Net Financial Liabilities Ratio



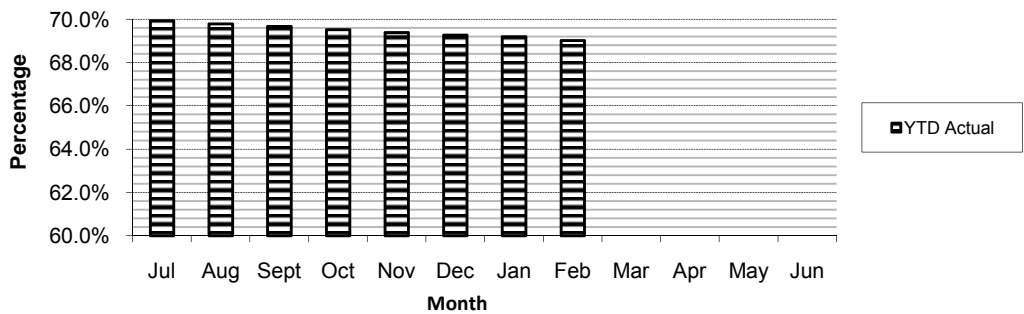
A negative result is expected as this illustrates RCC has capacity for more borrowing

Interest Cover Ratio



The target as per the 'Measures of Sustainability Guideline' is **Between 0% and 10%**

Asset Consumption Ratio



The target as per the 'Measures of Sustainability Guideline' is **Between 40% and 80%**

Finance One ledgers are currently being structured in order to capture the relevant information for the following ratios: 'Asset Sustainability Ratio' and 'Asset Renewal Funding Ratio'.



Redland City Council Financial Report

For the period ending 28 February 2010

≤0.5% above or below forecast	Outstanding
>0.5% above or below forecast to ≤1% above or below forecast	Above Standard
>1% above or below forecast to ≤2% above or below forecast	Satisfactory
>2% above or below forecast	Unsatisfactory

	\$ '000 Annual Original Budget	\$ '000 Annual Revised Budget	\$ '000 YTD Revised Budget	\$ '000 YTD Actuals	\$'000 YTD Variations	Comments on Variations	Forecast Variance
Operating Revenue							
Rates Charges	60,558	60,558	40,372	40,499	127	Financial Services Group - Credits Held (\$180K) - timing difference; General Rate Revenue \$307K - Timing.	
Utility Charges	94,460	95,704	65,023	65,465	442	O&M \$105K - Waste Operations - Refuse collection charge from Proclaim. Water consumption favourable \$412K. \$58K unfavourable Environmental Special Charge.	
Less: Pensioner Remissions	(2,408)	(2,408)	(1,806)	(1,795)	11	Timing	
Fees and Charges	17,066	18,147	12,381	11,971	(410)	(\$173K) under in SAC fees outstanding. O&M (\$187K) - Waste Operations - Fees & Charges (\$77K) / Commercial Fees (\$176K) revenue to be reviewed at 3BR. Water fees & charges behind budget (\$55K). EPA Licence Fees under (\$73K) behind on renewal inspections. Infringement Notices under (\$64K) due to less PIN's issued. Ferry Permit Fees over (\$61K) due to increase in permits issued.	
Operating Grants and Subsidies	7,390	6,426	3,675	4,912	1,237	CCS - SGA 152 \$37K HASS; SGA 325 \$49K HACC. Reg&Health \$42K over due to budgets to be moved from Other revenue for Immunisation funding from LGA. Financial Services \$840K grant commission received in advance of expectation.	
Operating Contributions and Donations	0	232	130	200	71	O&M - Parks & Conservation - Sportsfield Renovations \$55K.	
Interest External	3,027	3,941	2,616	2,713	97	Higher than anticipated cash balances held throughout the year.	
Gain on Sale of Developed Land	0	0	0	0	0		
Other Revenue	3,347	3,542	2,155	2,521	366	O&M - Waste Operations - Scrap Metal Revenue \$77K. RWW Private works behind budget (\$128K). Community & Social Planning - \$140K favourable - incorrect operational natural account used - amend period 9. Propriety Services Commercial rent \$66K; Water Reform Misc revenue \$54K.	
Total Operating Revenue	183,441	186,143	124,545	126,486	1,942		
Operating Expenditure							
Employee Costs	69,405	70,240	45,882	45,095	(787)	Dev. & Community Services \$546K, Planning & Policy \$135K, Customer Services \$76K & Governance \$71K.	
Goods and Services	83,072	86,619	52,631	46,672	(5,959)	Gov/CEO under \$416K - community benefit fund \$375K refer 760014 internal account amount \$416K. Legal Group under \$225K. Marketing - Contractors, Rental Hire \$229K. CCS - Human Services (\$233K) - Contractors, Paramedical, Parts & Materials & Fuel mostly in HAS and HACC programs. O&M - Roads \$266K Quarry \$135K mainly plant hire. Environmental Education \$120K; Waste Ops \$368K. PDG - (\$244K) Judy Holt S/Water. RWW Retail : \$109K over expenditure of bulk water purchases. Distribution: Water Retic \$242K; Wastewater Retic \$143K; Wastewater Treatment \$337K; Administration areas \$130K all under budget. Numerous projects behind YTD budget in Land Use \$350K, Env. Management \$410K, Economic Development \$190K & Infrastructure Planning \$430K. People & Change - (\$338K) number of Training programs under budget with an overspend in Statutory WHS Obligations; Financial Services - Delay in letting valuation eoi (\$107K); IM Services Group - (\$407K); CAFF - Purchase & Supply (\$86K); Fleet Management \$156K.	
Finance Costs Other	424	364	228	217	(11)	Timing	
Other Expenditure	1,456	1,456	984	912	(72)	Financial Services Group - \$54K audit costs progress payments less than anticipated.	
Net Internal Costs	(959)	(882)	(452)	(151)	300	CBF internal recovery \$416K. O&M - SLA Corporate Asset Management \$63K; SLA Human Resources \$52K not actuals YTD; Waste Operations - \$129K SLA Financial Services. Distribution: (\$99K) SLA Financial Services & IM Services. Review IT exp due to overspend by \$401K YTD. Integrated (\$334K) under mainly in IT.	
Total Operating Expenditure	153,396	157,796	99,274	92,744	(6,530)		
Earnings before Interest, tax and depreciation (EBITD)	30,044	28,346	25,271	33,742	8,471		
Interest expense	2,586	2,756	1,842	1,828	(14)	Timing	
Depreciation	47,683	48,338	32,197	32,498	301	Depreciation on road network \$425K over budget will be reviewed for Q3	
Operating Surplus/(Deficit)	(20,225)	(22,748)	(8,768)	(585)	8,184		



Redland City Council Financial Report

For the period ending 28 February 2010

≤0.5% above or below forecast	Outstanding
>0.5% above or below forecast to ≤1% above or below forecast	Above Standard
>1% above or below forecast to ≤2% above or below forecast	Satisfactory
>2% above or below forecast	Unsatisfactory

	\$ '000 Annual Original Budget	\$ '000 Annual Revised Budget	\$ '000 YTD Revised Budget	\$ '000 YTD Actuals	\$'000 YTD Variations	Comments on Variations	Forecast Variance
Sources of Capital Funding							
Capital Contributions and Donations	15,963	10,687	1,895	2,322	426	Infrastructure Planning - \$351K phasing of budget for Developer Contributions. Environmental Management - \$51K mainly contribution for Cleveland Pt Reserve Regional Park ahead of phasing.	
Capital Grants and Subsidies	10,668	7,517	1,038	2,207	1,169	Infrastructure Planning - receiving \$1.2M Roads grant ahead of phasing.	
Proceeds on Disposal of Non Current Assets	1,835	3,028	1,219	1,183	(36)	Fleet Services awaiting proceeds from auction.	
Capital Transfers (to)/from Reserves	(6,636)	13,082	5,710	3,136	(2,574)	Red Water \$1.16M Timing variance, customer driven Transfer to Reserves - \$521K favourable variance due to Developer Contribution being rec'd ahead of budget phasing. Timing. Transfers from Reserves - \$840K favourable	
Non Cash Contributions	6,822	5,822	0	0	0		
Adjustment for Asset Corrections	0	0	0	0	0		
New Loans	4,408	4,408	0	0	0		
Funding from General Revenue	50,942	36,045	16,425	17,122	697	Balancing item between the sources & applications of capital funding.	
Total Sources of Capital Funding	84,002	80,589	26,287	25,970	(317)		
Application of Capital Funds							
Contributed Assets	6,822	5,822	0	0	0		
Capitalised Goods & Services	70,498	68,371	22,074	21,869	(205)	Operations & Maintenance group \$27K under budget, PDG \$616K over. Water Retic - Backlog fire flow (\$252K), meter replacement \$147K and Dunwich (\$100K). Wastewater Retic - Sewer maintenance holes(\$279K). Pump Stations (\$435K) under. Wastewater ICS (\$859K), PS 6 augmentation. Wastewater Treatment (\$467K), Relocation of Lab (\$400K). Infrastructure Planning - \$127K Macleay Is. Ramp Carpark, \$150K Weinam Creek Carpark Upgrade, \$122K Queen's Espl. Cycleway. Community & Social Planning Group \$243K under budget. Corporate Services: People & Change - \$104K. CAFF Group - \$215K.	
Capitalised Employee Costs	4,521	4,495	2,950	2,847	(103)	PDG \$308K favourable variance offset by Ops & Maintenance \$44K & RWW \$155K.	
Loan Redemption	2,161	1,901	1,263	1,254	(9)		
Adjustment for Asset Corrections	0	0	0	0	0		
Total Application of Capital Funds	84,002	80,589	26,287	25,970	(317)		
Other Budgeted Items							
Operating Transfers to Reserve	(14,903)	(14,936)	(10,553)	(10,879)	(326)		
Operating Transfers from Reserves	9,638	10,950	4,722	3,813	(909)	Environmental Management - \$100K Pt Lookout (Aboriginal) Project, \$100K Landfill Site Investigation Program. Infrastructure Planning - \$140K Raby Bay Dredging.	
WDV of Assets Disposed	(1,709)	(2,359)	(1,910)	(1,321)	589	Land Use Group - \$263K disposal budget for SMI Land Exchange Program, amend Q3.	
Tax and Dividends	0	(151)	(151)	0	151	O&M - Waste Operations - \$272K Higher Dividend return to Council based on current Waste Operating Surplus. (\$497K) unfavourable dividend due to unexpenditure of goods & services.	
Internal Capital Structure Financing	0	0	0	0	0		

Schedule C

Actuals by Strategic Priority **February 2010**

	Natural Environment	Land Use	Essential Services	Community Health & Wellbeing	Economic Prosperity	Governance	Corporate Services	Not Applicable	Redland City Council
	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's
OPERATING REVENUE									
Rates Charges	0	0	0	0	0	0	40,499	0	40,499
Utility Charges	6,576	0	58,753	0	0	0	136	0	65,465
Less: Pensioner Remissions	0	0	0	0	0	0	(1,795)	0	(1,795)
Fees and Charges	32	3,033	1,857	6,559	0	17	473	0	11,971
Operating Grants and Subsidies	48	2	24	1,993	2	2	2,843	0	4,912
Operating Contributions	5	0	0	168	0	0	27	0	200
Interest External	18	0	256	4	0	0	2,435	0	2,713
Gain on Sale of Developed Land	0	0	0	0	0	0	0	0	0
Other Revenue	194	51	1,167	476	3	30	600	0	2,521
Total Operating Revenue	6,873	3,086	62,057	9,200	4	49	45,217	0	126,486
OPERATING EXPENDITURE									
Employee Costs	2,986	5,989	9,169	13,125	284	5,344	8,198	0	45,095
Goods and Services	3,470	350	25,213	9,416	427	1,628	6,167	0	46,672
Finance Costs Other	0	0	0	4	0	5	207	0	217
Other Expenditure	0	0	0	60	0	851	0	0	912
Net Internal Costs	1,160	2,397	1,628	4,130	60	(2,231)	(7,295)	0	(151)
Total Operating Expenditure	7,616	8,737	36,010	26,736	772	5,597	7,277	0	92,744
Earnings before Interest, tax and depreciation	(743)	(5,651)	26,047	(17,536)	(767)	(5,548)	37,941	0	33,742
Interest expense	0	0	39	0	0	0	1,790	0	1,828
Depreciation	35	2	24,184	4,084	1	4	4,188	0	32,498
Operating Surplus/(Deficit)	(778)	(5,653)	1,824	(21,620)	(768)	(5,553)	31,963	0	(585)

	Natural Environment	Land Use	Essential Services	Community Health & Wellbeing	Economic Prosperity	Governance	Corporate Services	Not Applicable	Redland City Council
	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's
SOURCES OF CAPITAL FUNDING									
Capital Contributions and Donations	0	0	2,128	193	0	0	0	0	2,322
Capital Grants and Subsidies	149	50	1,598	411	0	0	0	0	2,207
Proceeds on Disposal of Non Current Assets	0	647	0	9	0	0	527	0	1,183
Hidden	438	0	2,417	262	0	0	19	0	3,136
Capital Transfers (to)from Reserves	438	0	2,417	262	0	0	19	0	3,136
Non Cash Contributions	0	0	0	0	0	0	0	0	0
Adjustment for Asset Corrections	0	0	0	0	0	0	0	0	0
New Loans	0	0	0	0	0	0	0	0	0
Funding from General Revenue	512	145	8,922	3,825	7	11	3,700	0	17,122
Total Sources of Capital Funding	1,099	842	15,066	4,700	7	11	4,246	0	25,970
APPLICATION OF CAPITAL FUNDS									
Contributed Assets	0	0	0	0	0	0	0	0	0
Capitalised Goods & Services	1,099	839	13,653	4,596	7	11	1,664	0	21,869
Capitalised Employee Costs	0	2	1,379	104	0	0	1,362	0	2,847
Current Loan Redemption	0	0	0	0	0	0	0	0	0
Non-Current Loan Redemption	0	0	34	0	0	0	1,220	0	1,254
Loan Redemption	0	0	0	0	0	0	85,295	0	85,295
Adjustment for Asset Corrections	0	0	0	0	0	0	0	0	0
Total Application of Capital Funds	1,099	842	15,066	4,700	7	11	4,246	0	25,970

	Natural Environment	Land Use	Essential Services	Community Health & Wellbeing	Economic Prosperity	Governance	Corporate Services	Not Applicable	Redland City Council
	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's
Transfers to Reserve	(6,576)	0	(1,763)	(360)	0	(557)	(1,622)	0	(10,879)
Operating Transfers from Reserves	1,956	0	249	612	0	543	453	0	3,813
WDV of Assets Disposed	(0)	(926)	(5)	(3)	0	1	(387)	0	(1,321)
Tax and Dividends	0	0	(13,217)	0	0	0	13,217	0	0
Internal Capital Structure Financing	0	0	(10,031)	0	0	0	10,031	0	0

Balance Sheet



For the period ending February 2010

	Opening Balance 01/07/09	Revised Budget Financial Year Movement	Revised Budget Closing Balance	Actual Movement to 28/02/10	Actual Closing Balance to 28/02/10
	(\$000s)	(\$000s)	(\$000s)	(\$000s)	(\$000s)
CURRENT ASSETS					
Cash & Investments	80,900	(23,073)	57,828	19,798	100,698
Accounts Receivable	13,750	-	13,750	1,930	15,679
Inventories	587	(39)	549	(45)	543
Land Held for Resale	-	-	-	-	-
Prepaid Expenses	1,947	-	1,947	171	2,118
Assets Held for Sale	132	-	132	(132)	-
Assets Held for Transfer	-	-	-	-	-
	97,316	(23,111)	74,205	21,722	119,038
NON-CURRENT ASSETS					
Accounts Receivable	61	-	61	-	61
WIP Assets	13,530	70,905	84,435	12,933	26,463
Corporate Assets	100,668	(9,517)	91,151	(3,055)	97,613
Infrastructure Assets	1,656,159	(33,047)	1,623,112	(19,554)	1,636,604
Land	308,056	(650)	307,406	985	309,041
Investment Property	3,628	-	3,628	-	3,628
Investment in LG Water Entity	-	300	300	-	-
	2,082,102	27,991	2,110,093	(8,691)	2,073,411
Total Assets	2,179,418	4,880	2,184,298	13,031	2,192,449
CURRENT LIABILITIES					
Accounts Payable	(18,418)	-	(18,418)	530	(17,888)
Employee Provisions	(5,521)	(426)	(5,947)	475	(5,047)
Loans	(1,564)	-	(1,564)	-	(1,564)
Provision for Rehabilitation	(3,315)	-	(3,315)	-	(3,315)
Other Liabilities	(1,696)	(1,227)	(2,923)	(10,288)	(11,984)
	(30,514)	(1,653)	(32,167)	(9,284)	(39,798)
NON-CURRENT LIABILITIES					
Loans	(39,097)	(2,507)	(41,604)	1,254	(37,843)
Employee Provisions	(8,265)	-	(8,265)	(934)	(9,199)
Provision for Rehabilitation	(22,800)	-	(22,800)	-	(22,800)
	(70,162)	(2,507)	(72,669)	320	(69,841)
Total Liabilities	(100,676)	(4,160)	(104,836)	(8,963)	(109,640)
NET COMMUNITY ASSETS	2,078,741	720	2,079,461	4,068	2,082,809
COMMUNITY EQUITY					
Retained Earnings Account	(2,040,732)	(9,816)	(2,050,548)	(138)	(2,040,870)
Cash Reserves	(38,009)	9,096	(28,913)	(3,930)	(41,939)
TOTAL COMMUNITY EQUITY	(2,078,741)	(720)	(2,079,461)	(4,068)	(2,082,809)

Balance Sheet



For the period ending February 2010

	Opening Balance 01/07/09	Actual Movement to 28/02/10	Actual Closing Balance to 28/02/10	Comment on YTD actual movement
	(\$000s)	(\$000s)	(\$000s)	
CURRENT ASSETS				
Cash & Investments	80,900	19,798	100,698	Cash held year to date has increased by \$19.8M. Cash holdings are traditionally at their highest in February, May, August & October as the bulk of rates receipts are collected during these months.
Accounts Receivable	13,750	1,930	15,679	Accounts Receivable has decreased by \$26.2M since 31 January due to rates cash receipts during the month.
Inventories	587	(45)	543	Inventories has decreased during the course of the financial year by \$45K.
Land Held for Resale	-	-	-	
Prepaid Expenses	1,947	171	2,118	Prepaid expenses has increased since 1 July 2009 by \$171K.
Assets Held for Sale	132	(132)	-	Represents plant held at auction for sale. Upon being sold the balance will reduce to nil.
Assets Held for Transfer	-	-	-	
	97,316	21,722	119,038	
NON-CURRENT ASSETS				
Accounts Receivable	61	-	61	There has been no movement in non-current accounts receivable since the beginning of this financial year.
WIP Assets	13,530	12,933	26,463	Expenditure on newly constructed infrastructure assets is initially recorded as Work In Progress (WIP Assets) and then transferred to Infrastructure Assets upon completion of the jobs. WIP has increased year to date by \$12.9M as projects are being commenced and continued.
Corporate Assets	100,668	(3,055)	97,613	Corporate Assets has decreased since the beginning of the year by \$3.0M due to depreciation and disposal charges more than offsetting acquisitions.
Infrastructure Assets	1,656,159	(19,554)	1,636,604	Infrastructure Assets has decreased by \$19.6M principally due to depreciation charges being greater than acquisitions. As projects are completed amounts will be transferred from Works in progress to Infrastructure.
Land	308,056	985	309,041	Land has increased overall by \$985K due to acquisitions and revaluations being greater than disposals.
Investment Property	3,628	-	3,628	There has been no movement in Investment Property during the first eight periods of this financial year.
Investment in LG Water Entity	-	-	-	
	2,082,102	(8,691)	2,073,411	
Total Assets	2,179,418	13,031	2,192,449	
CURRENT LIABILITIES				
Accounts Payable	(18,418)	530	(17,888)	Accounts Payable has increased by \$530K since the start of the year.
Employee Provisions	(5,521)	475	(5,047)	Current employee provisions has decreased by \$475K.
Loans	(1,564)	-	(1,564)	There has been no movement in the current loans this financial year.
Provision for Rehabilitation	(3,315)	-	(3,315)	There has been no movement in provision for rehabilitation this financial year.
Other Liabilities	(1,696)	(10,288)	(11,984)	The \$10.3M increase essentially represents the unearned portion (March) of rates levied in January. This will decrease to nil by 31 March 2010.
	(30,514)	(9,284)	(39,798)	
NON-CURRENT LIABILITIES				
Loans	(39,097)	1,254	(37,843)	Non-current loans has decreased by \$1.3M.
Employee Provisions	(8,265)	(934)	(9,199)	Non-current employee provision has increased by \$934K over the first eight months of the financial year.
Provision for Rehabilitation	(22,800)	-	(22,800)	There has been no movement in non-current provision for rehabilitation in this financial year.
	(70,162)	320	(69,841)	
Total Liabilities	(100,676)	(8,963)	(109,640)	
NET COMMUNITY ASSETS				
	2,078,741	4,068	2,082,809	
COMMUNITY EQUITY				
Retained Earnings Account	(2,040,732)	(138)	(2,040,870)	
Cash Reserves	(38,009)	(3,930)	(41,939)	
TOTAL COMMUNITY EQUITY	(2,078,741)	(4,068)	(2,082,809)	

Statement of Cash Flows



As at end of February 2010

	Original Budget to 30/06/2010 (\$000s)	Revised Budget to 28/02/2010 (\$000s)	Actual to 28/02/2010 (\$000s)
CASH FLOWS FROM OPERATING ACTIVITIES			
Rate charges	58,149	38,566	45,301
Utility charges	94,460	65,023	65,465
Fees and charges	17,066	12,381	13,008
Operating grants and subsidies	7,390	3,675	5,100
Cash contributions	0	130	200
Sale of developed land	0	0	0
Other revenue	3,347	2,155	2,521
Receipts from customers	180,413	121,929	131,596
Employee costs	(68,979)	(45,598)	(44,008)
Materials and services	(82,074)	(52,180)	(46,078)
Other expenses	(1,879)	(1,212)	(1,126)
			0
Payments to Suppliers and Employees	(152,932)	(98,990)	(91,211)
Interest Received	3,027	2,616	2,713
Borrowing Costs	(2,586)	(1,842)	(2,056)
Net Cash Inflow from Operating Activities	27,922	23,713	41,042
CASH FLOWS FROM INVESTING ACTIVITIES			
Land	0	0	(2,446)
Buildings	0	0	(468)
Plant, equipment and office furniture	(516)	(363)	(2,251)
Infrastructure	(70,883)	(26,652)	(19,746)
Other assets	(994)	(634)	(630)
Capital Investment into LG Water Entity	(2,626)	2,626	0
Current Inventories	0	0	0
Payment for Property, Plant and Equipment	(75,019)	(25,024)	(25,541)
Capital Grants, Subsidies and Contributions	22,521	2,933	4,529
Proceeds from sale of Property, Plant & Equipment	1,835	1,219	1,183
Net Cash Outflow from Investing Activities	(50,664)	(20,871)	(19,829)
CASH FLOWS FROM FINANCING ACTIVITIES			
Proceeds of Borrowings	4,408	0	0
Repayment of Borrowings	(2,161)	(1,263)	(1,414)
Net Cash Outflow from Financing Activities	2,247	(1,263)	(1,414)
Net Increase/(Decrease) in Cash Held	(20,495)	1,578	19,798
Cash at Beginning of Year	82,338	80,670	80,900
Cash at Period End	61,843	82,248	100,698

Schedule E

Statement of Cash Flows



As at end of February 2010

	Original Budget to 30/06/2010 (\$000s)	Revised Budget to 28/02/2010 (\$000s)	Actual to 28/02/2010 (\$000s)	Comments on variations between YTD actuals and YTD revised budget
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers	180,413	121,929	131,596	Favourable: \$9.7M Rates \$6.7M (principally due to phasing of the budget), Utility Charges \$442K, Fees & Charges \$627K, Operating Grants & Subsidies \$1.4M, Cash Contributions \$71K & Other Revenue \$366K
Payments to Suppliers and Employees	(152,932)	(98,990)	(91,211)	Favourable: \$7.8M Materials & Services \$6.1M, Employee Costs \$1.6M & Other Expenses \$87K, many operating projects under budget
Net Cash Inflow from Operating Activities	27,922	23,713	41,042	
CASH FLOWS FROM INVESTING ACTIVITIES				
Payment for Property, Plant and Equipment	(75,019)	(25,024)	(25,541)	Unfavourable: \$517K compared with favourable: \$2.3M last month
Capital Grants, Subsidies and Contributions	22,521	2,933	4,529	Favourable: \$1.6M compared with favourable \$390K last month due to roads grant received ahead of budget
Proceeds from sale of Property, Plant & Equipment	1,835	1,219	1,183	Unfavourable: \$36K compared to favourable \$68K last month
Net Cash Outflow from Investing Activities	(50,664)	(20,871)	(19,829)	
CASH FLOWS FROM FINANCING ACTIVITIES				
Proceeds of Borrowings	4,408	0	0	
Repayment of Borrowings	(2,161)	(1,263)	(1,414)	Unfavourable \$151K compared to unfavourable \$180K last month
Net Cash Outflow from Financing Activities	2,247	(1,263)	(1,414)	
Net Increase/(Decrease) in Cash Held	(20,495)	1,578	19,798	
Cash at Beginning of Year	82,338	80,670	80,900	
Cash at Period End	61,843	82,248	100,698	Council is intentionally maintaining a higher balance of cash capacity than target whilst it monitors the impact of the structural reforms to the water business. \$18.5M favourable variance compared to revised budget.



% Returns and Value of Investments

For the Month Ended 28th February 2010

	<i>Nominal Interest Rate Return for Month Exclusive of Fees</i>	<i>Nominal Interest Rate Return for Month Inclusive of Fees</i>	<i>Effective Interest Rate for Month Inclusive of Fees</i>	<i>UBS Aust Bank Bill Index for Month</i>	<i>Balance of Investments End of Month</i>	<i>Range of Daily Investment Balances during Month</i>
December 2009	4.11%	4.21%	4.29%	3.87%	\$80.42m	\$80.11-95.14m
January 2010	4.42%	4.52%	4.61%	4.16%	\$77.13m	\$76.83-81.83m
February 2010	4.82%	4.92%	5.04%	4.60%	\$96.79m	\$77.13-101.65m
2009/2010 Financial Year to Date			3.98%	3.63%		

RBA policy interest rate at the end of the period: 3.75%

Investment of Surplus Funds can only be made with Treasury approved Financial Institutions or Cash Funds in accordance with the Statutory Bodies Financial Arrangements Act.

Council invests in the QTC Capital Guaranteed Cash Fund which is a Fund operated by the Queensland Treasury Corporation, on behalf of Government and Statutory Bodies. The QTC Fund, invest or hold a majority of securities, with maturities ranging from 11.00am call to 90 days. This means the fund has an extremely strong capacity to redeem investments at face value and to distribute income on a variable basis reflecting the earnings of the Funds Assets on the daily cash needs of Council.

An additional Trust Fund investment is held with the QTC Cash Fund to the value of \$9.32m as at the 28th February 2010 which earns equivalent returns to that of the Consolidated Account as detailed above.

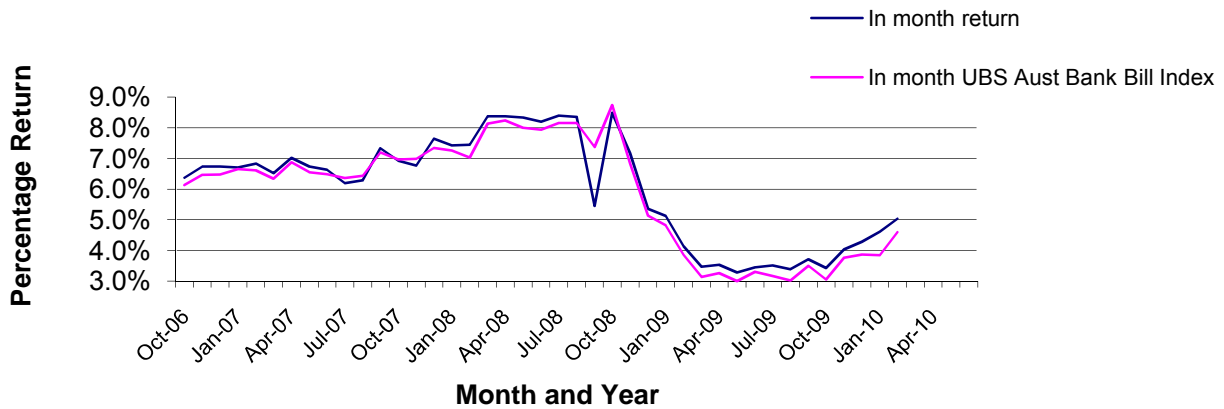
For a period of time Council did invest in a couple of Cash Plus Funds under extremely strict conditions of Treasury. Due to the uncertainty of world financial markets in recent times these investments were redeemed in favour of the QTC Capital Guaranteed Cash Fund.

These returns are reported on a monthly weighted average return . In turn Council benchmarks the funds against the UBS Australia Bank Bill Index which is widely considered to be the industry benchmark for short term cash funds . Interest return is reported on both an annual effective and nominal rate of return. The returns since November 2008 have now returned to above the benchmark figure after a couple of months below, due to the uncertainty of world financial market, however the funds are capital guaranteed.

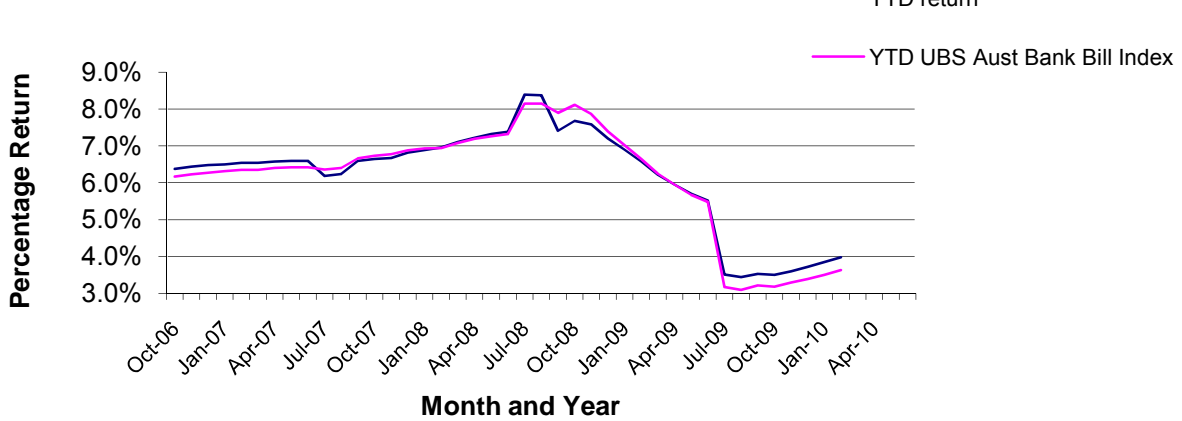
The QTC Borrowing rate as at 28th February 2010 was as follows: 15 Years 6.153% & 20 years 6.313%.

The RBA Cash Rate at the 28th February 2010 was 3.75% but in recent days has increased to 4.00%

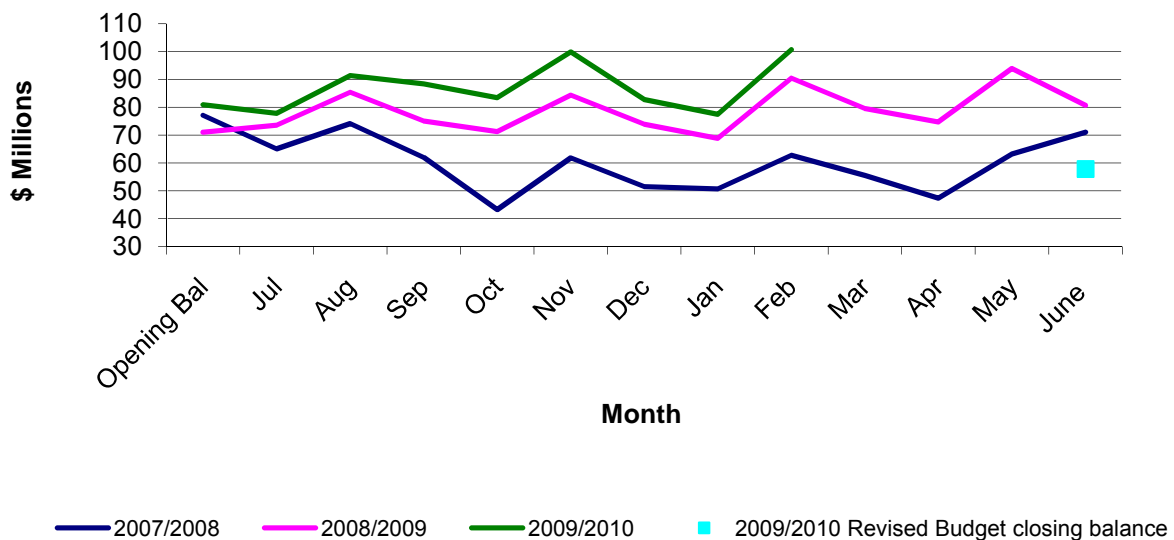
Three year trend for in-month investment return against UBS Aust Bank Bill Index



Three year trend for YTD investment return against UBS Aust Bank Bill Index



Comparison of Monthly Cash Balances





Redland City Council Financial Report

For the period ending 28 February 2010

	\$ '000 Annual Original Budget	\$ '000 Annual Revised Budget	\$ '000 YTD Revised Budget	\$ '000 YTD Actuals	\$'000 YTD Variations	Comments on Variations	Timing (T) Permanent (P)
Operating Revenue							
Rates Charges	60,558	60,558	40,372	40,499	127	Corp.Serv. Financial Services Group - Credits Held (\$180K) - timing difference; General Rate Revenue \$307K - Timing.	T
Utility Charges	94,460	95,704	65,023	65,465	442	Cust.Serv. O&M \$105K - Waste Operations - Refuse collection charge from Proclaim Red Water \$393K favourable variance has the following components: Water Access unfavourable (\$16K), Water consumption favourable \$412K Wastewater rates favourable \$3K, Tradewaste unfavourable (\$6K), Plan.&Pol. Environmental Management - \$74K unfavourable variance due to \$58K unfavourable Environmental Special Charge & \$15K unfavourable Landfill Remediation Charge. Timing. Infrastructure Planning - \$18K favourable variance due to Canal Levis. Timing.	T P T
Less: Pensioner Remissions	(2,408)	(2,408)	(1,806)	(1,795)	11	Corp.Serv. Financial Services Group - Pensioner Remissions under budget 1% - timing.	T
Fees and Charges	17,066	18,147	12,381	11,971	(410)	Cust.Serv. CCS (\$201K) - (\$13K) Camping Fees; (\$8.5K) Storage Van Fees; \$4K Fees - Long Term Vans; \$39K CCB; (\$10K)Venue Hire Revenue; \$12K Cabin Fees; -\$13K up in Cemeteries; (\$173K) under in SAC fees outstanding; (\$1.5K) under in Halls; (\$8K) HACC; \$9K BUCK; \$15K Admin - Recreation; (\$5K) Step Forward Program; (\$2K) Choices Program; \$5K Killara Place Program; \$7K Carinya Program; (\$3K) Showgrounds; \$2K Library Client Services Admin; \$2K Respite; \$5K WP Tennis Club. O&M (\$187K) - Waste Operations - Fees & Charges (\$77K) / Commercial Fees (\$176K) revenue to be reviewed at 3BR Red Water (\$88K) unfavourable variance due to Water fees & charges behind budget (\$55K) and (\$36K) Consumption Standpipes due to transition to tanker filling, rate searches are above budget \$12K Corp.Serv. Financial Services Group - Rate searches and change of ownership up on budget - timing.	T P T
						Dev&Comm. Reg&Health (\$59K) under - EPA Licence Fees under (\$73K) staff behind on renewal inspections, to be back on track by May/June. Licence Fees - Dogs over (\$9K) due to more licenses issued than expected. Court Fines & Penalties over (\$18K) due to more prosecutions than predicted. Infringement Notices under (\$64K) due to staff vacancies across Unit resulting in less PIN's being issued and a proactive approach. Ferry Permit Fees over (\$61K) due to increase in number of permits issued this year. Mooring Fees Weinam Creek under (\$13K) due to vacancies in mooring berths. DevCo-ord \$48K over - Additional income across most application types resulted in higher than predicted income. For the Month of February a total of 61 Applications were lodged. This is in part a result of the implementation of SPA, and better than average figures due to return to business by companies related to Development. Integrated (\$22K) under in certificate of classification audits revenue.	T
Operating Grants and Subsidies	7,390	6,426	3,675	4,912	1,237	Cust.Serv. GM \$3K. CCS \$70K - SGA 119 -\$2.5K Customer Service; SGA 151 -\$17K Respite; SGA 152 \$37K HASS; SGA 325 \$49K HACC; SGA 153 \$3.5K Libraries. O&M (\$10K) Corp.Serv. Financial Services Group: \$840K grant commission received in advance of expectation - will clear next period as timing diff.	T T
						Dev&Comm. Reg&Health \$42K over due to budgets to be moved from Other revenue for Immunisation funding from LGA.	T
Operating Contributions and Donations	0	232	130	200	71	Cust.Serv. O&M - Parks & Conservation - Sportsfield Renovations \$55K.	T
Interest External	3,027	3,941	2,616	2,713	97	Red Water \$23K favourable variance, \$4K favourable variance is due to interest received on rates & \$20K favourable variance is due to term investments	P
Gain on Sale of Developed Land	0	0	0	0	0		



Redland City Council Financial Report

For the period ending 28 February 2010

	\$ '000 Annual Original Budget	\$ '000 Annual Revised Budget	\$ '000 YTD Revised Budget	\$ '000 YTD Actuals	\$'000 YTD Variations	Comments on Variations	Timing (T) Permanent (P)
Other Revenue	3,347	3,542	2,155	2,521	366	<p>Gov. Legal Services - \$9K receipt of litigation funds court costs photo copying etc - timing. Corporate Performance & Risk - \$11K receipt from Suncorp Metway Insurance - timing.</p> <p>Cust.Serv. CCS (\$29K) - SGA 146 (\$16K) Budget from commissions & donations transferred for new artwork commission & purchase (may need to c/f to 10/11); SGA 152 HAS (\$35K); SGA 312 RPAC \$22K. O&M \$209K - Environmental Education revenue from Tea Garden Business \$33K / Waste Operations - Scrap Metal Revenue \$77K & Waste Education Invoice for 3rd quarter raised in Feb 2009</p> <p>Red Water (\$81K) unfavourable variance due to private works behind budget (\$128K), and reimbursement from SEQWater above budget \$47K</p> <p>Plan.&Pol. Community & Social Planning - \$140K favourable variance due to incorrect operational natural account used, s/be a capital natural account, amend period 9. Timing.</p> <p>Corp.Serv. Propriety Services Commercial rent \$66K; Finance Services Litigation payments ahead \$20K, offset by collection costs.</p> <p>Dev&Comm. Water Reform Misc revenue \$54K - Timing GM \$9K over. Reg&Health (\$65K) Under - (\$42K) budget to be moved to Operating Grants, remainder due to timing of income.</p>	T T P T T T
Total Operating Revenue	183,441	186,143	124,545	126,486	1,942		
Operating Expenditure							
Employee Costs	69,405	70,240	45,882	45,095	(787)	<p>Gov. Salaries & wages (\$171K), Temp Staff - \$103K, Staff Recruitment Costs - \$12K; Allowances - (\$15K) - Timing.</p> <p>Cust.Serv. GM \$379K over - vacancy budget reduction for the Department. CCS (\$185K) - Unit 2304 Cultural Services (\$64K) under in Cultural Services Admin - no explanation on the salaries & wages underspend - some underspend for temp replacement; & under on a number of library jobs due to vacancies and use of casuals; Unit 2302 Customer Service Ops (\$88K); Unit 2303 L&R (\$28K); Unit 2305 Human Services \$52K & Unit 2306 RPAC (\$57K). O&M (\$349K) - Parks & Conservation \$94K Lower than expected overtime expenses due to reduced mowing demands plus no sizeable storm or fire events over the summer period so far/ Roads & Drainage \$96K - Staff vacancies in SGA 208, partially offset by \$41K employee costs in Capital / Waste Operations \$122K - Part year vacant positions for Education Officer and Senior Contracts Manager / Current vacant position for Closed Landfill Coordinator. PDG \$79K over \$86K Judy Holt S/Water & \$14K Cottonwood Crt/Duncan Rd and minor variances under including (\$15K) Survey General & (\$8K) PDG Design Cadets.</p> <p>Red Water \$50K unfavourable variance, (\$16K) favourable variance is due to delay in use of temporary staff in Retail group, \$62K unfavourable variance, due to overspends in overtime \$38K (pumps stations and wastewater treatment) and temps \$42K (treatment operations admin)</p> <p>Plan.&Pol. \$140K under YTD budget due to vacancies. Timing.</p> <p>Corp.Serv. Temp staff costs over and above savings in ordinary employee costs - Timing.</p> <p>Dev&Comm. GM \$414K over - Department Vacancy Budget Reduction. Reg&Health (\$589K) underspent due to staff vacancies across Unit with Overtime \$29K & Allowances \$30K both overspent due to changes in rosters over new EB agreement and Employment Agency Temporary Personnel overspent \$82K due to key vacancies & backfill positions. DevCo-Ord \$38K over as a result LSL and Payouts. Integrated (\$410K) under - Staff issues dominate this area with staff on long term leave without pay. Not being able to back fill positions and operating on a considerably reduced staffing level. Plumbing has completely lost a full time position and admin support is operations with a staff member returning on a part time basis increasing to full time over a period of 2 months.</p>	T T T T T
Goods and Services	83,072	86,619	52,631	46,672	(5,959)	<p>Gov. Gov/CEO under budget \$416K - community benefit fund \$375K refer account 760014 internal account amount \$416K; Publications \$36K. Mayor Area over budget (\$24K) mainly relates to community fund donations and Conference Fars and travel. Internal Audit over budget \$3K, mainly relates to Contractors. Legal Group under budget by \$225K, relates mainly to Legal service costs. Corporate Performance over budget \$34K, relates mainly to damages Settlements \$25K. Marketing main areas being Contractors, Rental Hire \$229K - Timing.</p>	T



Redland City Council Financial Report

For the period ending 28 February 2010

	\$ '000 Annual Original Budget	\$ '000 Annual Revised Budget	\$ '000 YTD Revised Budget	\$ '000 YTD Actuals	\$'000 YTD Variations	Comments on Variations	Timing (T) Permanent (P)
Goods and Services (cont'd)						<p>Cust.Serv. CCS (\$219K) - (\$13K) Art Gallery timing; (\$11K) under on External Training, Telephone/Fax & Printing; Leisure \$42K over on Work Fares Bayls, Contractors Cleaning, Ext Plant Hire & Contractors; Human Services (\$233K) under on Contractors, Paramedical, Parts & Materials & Fuel mostly in HAS and HACCC programs; RPAC (\$4K) under on Electricity Charges. O&M (\$804K) - Parks \$56K Mowing, Roads \$266K Quarry \$135K mainly plant hire. Also significant fuel costs not charged for YTD - \$69K variance, Environmental Education \$120K in Habitat Protection \$15K in shop business acc, Waste Ops \$368K predominantly due to reduced tonnages at the Landfill Site reducing contractor payments. PDG (\$437) under (\$244K) Judy Holt S/Water, (\$75K) Macleay Island Waste Tfr Station, (\$44K) Rd Pavement Linemarking, (\$45K) Cleveland Lighthouse and other minor variations.</p>	T
						<p>Red Water (\$721K) favourable variance is due to: GM Office: (\$15K) favourable variance is due to under expenditure of the consultancy in General Manager's office Retail : \$109K unfavourable variance is due to over expenditure of bulk water purchases \$134K, offset by revenue. Distribution:(\$852K) favourable variance, this is predominantly parts and materials and is considered timing at this stage, specifically: Water Retic is \$242K behind budget Wastewater Retic is \$143K behind budget Wastewater Treatment is \$337K behind budget Administration areas are \$130K behind budget</p>	T P T
						<p>Plan.&Pol. Land Use Group - \$350K favourable variance due to \$40K Strategic Planning Co-ordinator SMBI, \$25K Aerial Photography, \$70K Planning Studies, \$30K Redlands Planning Scheme, \$30K Rural Precinct Study, \$130K Master Plans & Local Area Plans & \$8K Residential Design Manual. Timing. Environmental Management Group - \$410K favourable variance due to \$30K RCC Open Space Plan 2030, \$20K Stradbroke Isl. Parks Tree Service, \$25K Koala Research, \$15K Koala Road & Rail Management, \$40K PEAT Complete Development & Roll Out, \$22K Waterways Mngt Plans, \$134K Healthy Waterways Partnership, \$25K Waterways Recovery Extension, \$30K Ambient Water Qty Monitoring Program & \$50K Waterways Support Packages & Program Trials. Timing. Community & Social Planning - \$170K favourable variance due to \$13K Strong Community Planning - SMBI Place, \$20K Redland City Community Plan, \$15K Minjerribah Knowledge Cntr Feasblty Study, \$17K Community Grant Program, \$42K S&R Strategic Plans Physical Activity, \$65K Redlands Rugby Union Clubhouse Upgrade - Judy Holt Economic Development - \$190K favourable variance due to \$23K Investment Attraction, \$32K Economic Development Marketing, \$18K Redlands Trade & Investment Office, \$27K Tourism Destination Marketing Campaign, \$30K Brisbane Marketing Interstate Campaign, \$20K Tourism Development Initiatives, \$10K More2Website & \$10K Tourism. Timing. Infrastructure Planning - \$430K favourable variance due to \$55K Catchment Mngt Plans, \$57K PIP/ICS, \$40K Corporate Project Mngt System, \$50K Toondah Harbour Redevelopment, \$40K Jetties Ramps Pontoon, \$70K Raby Bay Canal Planning, \$27K Bicycle Pedestrian Planning, \$15K Road Safety Audit, \$73K Transport Planning & \$10K Capalaba Transport Study. Timing.</p>	T
						<p>Corp.Serv. Office Of GM - (\$12K) contractors and consultants; People & Change - (\$338K) A number of Training programs are under budget - Corporate Training , Leadership capability, Cultural Improvement Strategy, New Employee Traineeships, Create a Customer Focus, Organisational Learning & Development, Corporate IT Training other HR Goods & services, with an overspend in Statutory WHS Obligations; Financial Services - (\$152K) Delay in letting valuation eoi (\$107K) - Fire levy (\$38K) balance timing; Water Distribution (\$57K) - Water Retail Project (\$57K); IM Services Group - (\$407K) Main areas being development and design, File & Archive Box Audit, eServer Operational, Document Server, Desk /Top Server Support and Admin Improvement; CAFF - (\$156K) FSU \$58K; Purchase & Supply (\$86K) - Property Services (\$32K) Contractors; Fleet Management \$156K; Contract management (\$24K) Contractors, consultants and training - all timing.</p>	T
						<p>Dev&Comm. GM (\$55K) under - Mainly consultants RRIF Project. Reg&Health (\$38K) under - Publication/Subscriptions & Memberships underspent (\$7K) due to accounts spreading funds over full year. Debt Collection Costs under predicted revenue (\$9K) timing issue. Contractors under (\$57K) due to less mosquito treatments in Q1 & Q2. Also waiting on arrival/processing of invoice from ACR (\$10K). DevCo-Ord (\$79K) under - Consultants and External Training, expected to be utilised during Q3 and Q4, as a result of upcoming training, consultancy fees and appeals. Integrated (\$23K) under mainly in external training & fuel.</p>	T



Redland City Council Financial Report

For the period ending 28 February 2010

	\$ '000 Annual Original Budget	\$ '000 Annual Revised Budget	\$ '000 YTD Revised Budget	\$ '000 YTD Actuals	\$'000 YTD Variations	Comments on Variations	Timing (T) Permanent (P)
Finance Costs Other	424	364	228	217	(11)	Cust.Serv. CCS (\$3K) - SGA 150 - School Age Care Corp.Serv. Financial Services Group: Transaction fees and bank charges - Timing	T
Other Expenditure	1,456	1,456	984	912	(72)	Gov. Councillor's Remuneration - timing. Cust.Serv. CCS (\$13K) - SGA 312 - RPAC Entrepreneur event expense Corp.Serv. Financial Services Group - \$54K audit costs progress payments less than anticipated at this stage. - timing.	T
Net Internal Costs	(959)	(882)	(452)	(151)	300	Gov. CBF internal recovery \$416K refer comment against account 821401 CBF expenditure , the balance mainly relates Corporate service SLA charges - all timing. Cust.Serv. GM (\$28K) under - mainly SLA HR and Legals. CCS \$8K over. O&M (\$328K) - SLA Corporate Asset Management \$63K under budget / SLA Human Resources \$52K not actuals YTD / Waste Operations - \$129K SLA Financial Services under budget. PDG \$10K. Red Water (\$89K) favourable variance is due to: Retail: (\$4K) favourable variance in internal trade waste charges Distribution: (\$99K) favourable, due to under expenditure in SLA Financial Services & IM Services Bulk Water: \$3K unfavourable variance due to recovery of expenses for SEQWater and Link Water, offset by increased revenue . Plan.&Pol. Over YTD budget due to over expenditure in IT & Financial Services SLA charges, amend at Q3 if required. Timing. Corp.Serv. Corporate Services SLA - recovery over budget. - timing. Dev&Comm. GM (\$28K) under. Reg&Health \$44K Net Internal Costs overspent mainly due to \$30K IT SLA, \$25K Legals SLA, (\$11K) Finance SLA. DevCo-Ord (\$30K) under in Legal services, will review in Q3 & 4, also a review of IT exp due to being overspent by \$401K Year to date. Integrated (\$334K) under mainly in IT	T
Total Operating Expenditure	153,396	157,796	99,274	92,744	(6,530)		
Earnings before Interest, tax and depreciation (EBITD)	30,044	28,346	25,271	33,742	8,471		
Interest expense	2,586	2,756	1,842	1,828	(14)	Corp.Serv. Financial Services - 1% variance - timing.	T
Depreciation	47,683	48,338	32,197	32,498	301	Red Water (\$28K) favourable variance, actual depreciation now being posted, EOY position will be forecasted at Q3 Plan.&Pol. Depreciations over YTD budget due to adjustment required for Roads amend Q3. Timing. Corp.Serv. Timing.	T
Operating Surplus/(Deficit)	(20,225)	(22,748)	(8,768)	(585)	8,184		



Redland City Council Financial Report

For the period ending 28 February 2010

	\$ '000 Annual Original Budget	\$ '000 Annual Revised Budget	\$ '000 YTD Revised Budget	\$ '000 YTD Actuals	\$'000 YTD Variations	Comments on Variations	Timing (T) Permanent (P)
Sources of Capital Funding							
Capital Contributions and Donations	15,963	10,687	1,895	2,322	426	Cust.Serv. O&M \$20K Unexpected Developers Contribution for Street Tree Planting Red Water Timing variance, customer driven Plan.&Pol. Infrastructure Planning - \$351K favourable variance due phasing of the budget for Developer Contributions. Timing. Environmental Management - \$51K favourable variance mainly due to receiving contribution for Cleveland Pt Reserve Regional Park, ahead of phasing. Timing.	P T T
Capital Grants and Subsidies	10,668	7,517	1,038	2,207	1,169	Cust.Serv. GM \$4K unbudgeted Emergency Mgmt grant. CCS (\$9K) - Capital Library Grant Plan.&Pol. Infrastructure Planning - \$1.3M favourable variance due to receiving \$1.2M Roads grant ahead of phasing. Timing.	T T
Proceeds on Disposal of Non Current Assets	1,835	3,028	1,219	1,183	(36)	Corp.Serv. Fleet: awaiting proceeds from auction and have other plant awaiting sale - Timing.	T
Capital Transfers (to)from Reserves	(6,636)	13,082	5,710	3,136	(2,574)	Red Water (1,160)K Timing variance, customer driven Plan.&Pol. Transfer to Reserves - \$521K favourable variance due to Developer Contribution being rec'd ahead of budget phasing. Timing. Transfers from Reserves - \$840K favourable due to \$20K Beth St Russell Isl., \$100K Dalpura Bay Park Amenity Macleay Is, \$100K Transport Trunk Future Design, \$120K Weinam Ck Car Park Upgrade, \$194K Pat's Park Macleay Is, \$66K Future Designs Parks, \$62K Conservation Land Acquisitions, \$30K The Shack covered walkway, Macleay Is, \$19K High Central Park Macleay Is., \$25K Sportsfield Irrigation, \$60K Sportsfield Lighting - General, \$25K Showground - Watercourse & \$14K Sport Park Development. Timing.	T
Non Cash Contributions	6,822	5,822	0	0	0		
Adjustment for Asset Corrections	0	0	0	0	0		
New Loans	4,408	4,408	0	0	0		
Funding from General Revenue	50,942	36,045	16,425	17,122	697		
Total Sources of Capital Funding	84,002	80,589	26,287	25,970	(317)		
Application of Capital Funds							
Contributed Assets	6,822	5,822	0	0	0		
Capitalised Goods & Services	70,498	68,371	22,074	21,869	(205)	Gov. (\$10K) Across department Cust.Serv. CCS (\$12K) Timing variation for purchase of art work and gallery entrance weather awning. O&M (\$27K) under. PDG \$616K over \$94K Well Pt Reserve Stg 2, \$61K Double Jump Rd, \$90K Coast Rd Macleay Is, \$32K Capalaba High Schoolsafe, \$67K Perpula St Coochie, \$55K Vista/Short Sts, \$92K Koonwarra-Barramundi, \$49K Project Mgt Srv Unit, (\$1.1M) RDQ Construction Overheads and other minor variations. Red Water (\$2.2M) favourable variance for capital expenditure is due to delays in the following capital works: Water Retic (\$197K) mainly Unlined fittings \$64K, Backlog fire flow (\$252K), Amity Pt (\$50K), meter replacement \$147K and Dunwich (\$100K) Wastewater Retic (\$352K), Minor Sewer Extensions (\$27K), Mains Rehab (\$31K) & Sewer maintenance holes(\$279K) Pump Stations (\$435K) under spent Wastewater ICS (\$859K), PS 6 augmentation Wastewater Treatment (\$467K), Relocation of Lab (\$400K), Major breakdown (\$31K) & Thorneside Aerator (\$25K) Plan.&Pol. Infrastructure Planning - \$492K favourable variance due to \$127K Macleay Is. Ramp Carpark, \$45K Williard Rd Capalaba LATM, \$150K Weinam Creek Carpark Upgrade, \$50K Cleveland Point Seawall Foreshore & \$122K Queen's Espl. Cycleway. Timing. Community & Social Planning - \$243K favourable variance due to \$25K Showground - Watercourse, \$30K The Shack covered walkway, Macleay Is., \$50K Showground - Electrical, \$20K High Central park Macleay Is., \$15K Sports Park Development, \$15K NSI S&R Facilities, \$9K Festival Office, \$10K S&R Projects & \$25K Pioneer Park Upgrade. Timing. Land Use Group - \$45K unfavourable variance due to phasing of budget for SMBI Land Exchange Program. Timing.	T T T



Redland City Council Financial Report

For the period ending 28 February 2010

	\$ '000 Annual Original Budget	\$ '000 Annual Revised Budget	\$ '000 YTD Revised Budget	\$ '000 YTD Actuals	\$'000 YTD Variations	Comments on Variations	Timing (T) Permanent (P)
Capitalised Goods & Services						Corp.Serv. People & Change - \$104K relates to timing issues for Kronos, E-learning and Aurion projects. Information Mgt - \$15K various capital projects, CAFF Group: \$215K - All timing. Dev&Comm. Reg&Health (\$42K) underspent (\$23K) on Chemical Storage Shed and (\$17K) on IT purchases	T
Capitalised Employee Costs	4,521	4,495	2,950	2,847	(103)	Cust.Serv. O&M \$44K over. PDG (\$308K) under (\$1.13M) RDQ Construction Overheads, (\$49K) Project Mgt Srv Unit, (\$35K) Design Unit, \$26K Wet Weather & Training, \$94K Well Pt Reserve Stg 2, \$61K Double Jump Rd, \$90K Coast Rd Macleay Is, \$32K Capalaba High Schoolsafe, \$67K Perpula St Coochie, \$55K Vista/Short Sts, \$92K Koonwarra-Barramundi, \$35K Outridge St, \$51K Allison Cres, \$88K Trans Island Rd, \$31K Oasis St, \$24K Byron St and \$157K in other minor variations. Red Water Refer to Capitalised Goods & Services comment	T
Current Loan Redemption	0	0	0	0	0		
Non-Current Loan Redemption	2,161	1,901	1,263	1,254	(9)		
Adjustment for Asset Corrections	0	0	0	0	0		
Total Application of Capital Funds	84,002	80,589	26,287	25,970	(317)		
Other Budgeted Items							
Operating Transfers to Reserve	(14,903)	(14,936)	(10,553)	(10,879)	(326)	Plan.&Pol. Environmental Management - \$74K unfavourable variance due to \$58K unfavourable Environmental Special Charge & \$15K unfavourable Landfill Remediation Charge. Timing. Infrastructure Planning - \$18K favourable variance due to Canal Levies. Timing. Corp.Serv. Immaterial timing.	T
Operating Transfers from Reserves	9,638	10,950	4,722	3,813	(909)	Plan.&Pol. Environmental Management - \$304K favourable variance due to under expenditure on the \$17K Koala Road & Rail Mgt, \$100K Pt Lookout (Aboriginal) Project, \$70K Landfill Remed Minor Works, \$100K Landfill Site Investigation Program & \$12K Koala - Research. Timing. Infrastructure Planning - \$161K favourable variance due to \$140K Raby Bay Dredging, \$18K Aquatic Pde Dredging & \$7K Sovereign Waters lake. Timing.	T
WDV of Assets Disposed	(1,709)	(2,359)	(1,910)	(1,321)	589	Red Water Minor writeoff of assets Q3 Plan.&Pol. Land Use Group - \$263K unfavourable variance due to disposal budget for SMBI Land Exchange Program, amend Q3. Timing. Corp.Serv. Fleet - awaiting proceeds of auction with other plant awaiting sale. Will alter as year progresses, some plant has been temporarily retained in service by Ops and Maintenance - timing.	T
Tax and Dividends	0	(151)	(151)	0	151	Cust.Serv. O&M (\$267K) - Waste Operations - \$272K Higher Dividend return to Council based on current Waste Operating Surplus Red Water (\$497K) being unfavourable dividend due to unexpenditure of goods & services Corp.Serv. Timing.	T
Internal Capital Structure Financing	0	0	0	0	0		

13.3.2 PENALTY WAIVER BY TAX ASSESSOR - REDLAND WATER AND REDLAND WASTE

Dataworks Filename: FM Local Government Tax Equivalent Regime (LGTER)
Responsible Officer Name: Kerry Phillips
Manager Financial Services Group
Author Name: Kerry Phillips
Manager Financial Services Group

EXECUTIVE SUMMARY

Redland Water and Redland Waste business activities received penalties in relation to their taxation advice to KPMG the Tax Assessor for the year ended 30 June 2009. This paper provides in sight into the procedural oversights that lead to the penalties being applied. In this instance, penalties in relation to this matter, are paid to Redland City Council and as such, the penalty vests with the business activity and has a non cash impact on Redland City Council.

The Acting Taxation Advisor has explored the background regarding this matter and has enhanced to reporting environment and provided advice to both Financial Advisors regarding how to avoid penalties as have arisen here in future. Further to this she has reached agreement with the Tax Assessor to waive the penalties in this instance, notification clarifying this outcome has been provided and accounting entries adjusted. The report is provided for noting by Council.

PURPOSE

The purpose of this report is to provide advice to Council for noting regarding penalties applied and subsequently waived by Council's Tax Assessor in relation to Redland Water and Redland Waste business activities.

BACKGROUND

KPMG as Tax Assessor for Redland Water and Redland Waste business activities issued penalty notices in relation to advice received from both of these activities for the 2008/2009 financial year. The penalties were in respect of lack of advice regarding calculated taxation as lodged in relation to the IAS return as at 21 July 2009 and the subsequent finalisation of taxation payable as at 1 December 2009.

ISSUES

The Acting Taxation Advisor for Council has investigated the matter both internally and sought subsequent advice from the Tax Assessor.

Additional transactions were required to be posted to Council's ledger subsequent to the submission of the IAS return 21 July 2009. As the submission is required by 21 July it is usually based on a position where final accruals have not been completed. This was the case for 2008/09 particularly so for Redland Water. Adjustment journals

were posted and on inspection by the Tax Assessor based on the Income Tax Return for each business activity variations were identified.

The Tax Assessor has no objection to approved adjustments after the IAS submission, however the Local Government Tax Equivalent Regime Manual paragraph 114 requires that the Assessor be provided with advice regarding the variation prior to finalisation of the tax payable as provided by the Income Tax Return in December.

Penalties have been incurred previously by Council with respect to this provision however they have not been material and as penalty payment flows to Council there is no financial impact to Council. The materiality in this instance has arisen as the adjustment for Redland Water was approximately \$570K and Redland Waste was approximately \$120K. Accounts prepared by Redland Water reflected the adjustment so there should be no concern regarding reporting to the public, the only oversight has been non- communication in advance to the Assessor immediately after the adjustment.

The Acting Taxation Advisor has worked through the issue with the relevant Financial Advisors and has enhanced the reporting presentation to make it easier to identify if there is an issue at the IAS submission point. In addition, the Acting Taxation Advisor will establish a process to monitor prior year transactions during the period between 21 July IAS Submission date and 1 December due date for submission of final Income Tax Returns in order to identify with the relevant businesses the need to advise of variations as they emerge.

Further to this she has reached agreement with the Tax Assessor to waive the penalties in this instance, notification clarifying this outcome has been provided and accounting entries adjusted. The report is provided for noting by Council.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to ensure the long term financial viability of the City and provide public accountability in financial management.

FINANCIAL IMPLICATIONS

NIL

CONSULTATION

CEO, General Manager Corporate Services, General Manager Redland Water, Acting Manager Operations and Maintenance, Acting Taxation Advisor, Senior Advisor Financial Management Redland Water and Finance Officer Redland Waste.

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

Moved by: Cr Townsend
Seconded by: Cr Reimers

That Council resolve to note the report.

CARRIED

13.4 CUSTOMER SERVICES

13.4.1 DISASTER MANAGEMENT PLAN

Datworks Filename: Emergency Management
Attachment: [Disaster Management Plan](#)
Responsible Officer Name: Mike Hyde
General Manager Customer Services
Author Name: Michael Morrison
Senior Consultant Emergency Management

EXECUTIVE SUMMARY

Redland City Council is required under State legislation 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 natural Disaster Risk Management Study report and a series of plans and procedures were written between 2004 and early 2007. These documents, which details Council's capacity to respond to a disaster event, were approved by Council through this same period.

In the intervening period, community risk and vulnerability 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.

Under legislation (*Section 80(1) (b), Disaster Management Act 2003*), this plan is now required to be presented to Council for approval.

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 the 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 review 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;
 - Queensland Disaster Management Groups Governance Guidelines.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to build safe, strong and self reliant communities with access to community services, infrastructure and opportunities for participation in community life.

FINANCIAL IMPLICATIONS

There are no direct financial implications with the adoption of the plan. However, there will be ongoing routine costs associated with implementation aspects of the plan including but not limited to regular training of Council officer, development and delivery of test exercises and ongoing enhancement of systems and processes to ensure an effective disaster response.

CONSULTATION

A draft plan was distributed to the Redland City's Local Disaster Management Group (LDMG) in December 2009 for consideration and comment. However, the Department of Community Safety, the State agency responsible for coordinating Queensland's disaster management system have provided continuous advice and support through the development process.

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

Moved by: Cr Townsend

Seconded by: Cr Reimers

That Council resolve as follows:

1. To note the contents of the revised Redland City Disaster Management Plan; and
2. To 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 Plan 3.

CARRIED



REDLAND CITY DISASTER MANAGEMENT PLAN

Redland City Local Disaster Management Group

Version 1.1 March 2010



FOREWORD FROM CHAIR OF LOCAL DISASTER MANAGEMENT GROUP

Disasters are, unfortunately, a part of life in Australia. Each year, events such as cyclones, bushfires and floods, cause more than \$1 billion damage. The impact on people, infrastructure, and business is significant and there are many lessons learnt post-disaster from these events. These hard won lessons and insights form the basis for refinements to the Redland City Council Disaster Management Plan.

Redland City with a population of approximately 140,000 people, is not immune to disasters. The region and its community face a number of risks, particularly those posed by bushfires and severe weather. Encompassing a mainland population, as well as off-shore residents in the Southern Moreton Bay Islands, the Redland community has witnessed significant and serious fire events over the past ten years, and seen first hand the damage that severe weather can cause.

When an event occurs, local government has primary responsibility for managing the impacts within its boundaries. It is important therefore to have effective and coordinated disaster management arrangements in place. Redland City Council is committed to managing these emergencies. Council's Corporate Plan specifies that Council will "develop and deliver initiatives to help the community mitigate, prevent, prepare for, respond to and recover from disasters".

This plan and associated sub-plans document the arrangements required under the Queensland *Disaster Management Act 2003* and Planning Guidelines. The plan outlines the disaster management system and specifies roles and responsibilities. It describes how the system and people work during an event. Finally, it provides a framework of sub-plans for our most likely threats and for the recovery phase following an event.

These plans address all phases of disaster management: prevention, preparedness, response and recovery. The focus is on minimising impacts on the disaster-affected community, by ensuring a coordinated and collaborative effort by all levels of government and non-government entities that have responsibilities or capabilities in disaster management.

This is a dynamic, risk-based plan that will be kept up to date to match changes in legislation and to reflect knowledge gained from natural and man-made disasters elsewhere in the country.

These plans have been developed by Redland City Council in cooperation with our strategic partners in the Queensland State Government and neighbouring local authorities.

We may not be able to prevent a disaster, but with prudent planning, cooperation and communication we can enhance the resilience of our community and minimise the adverse consequences of any event likely to confront our community.

.....
Chair
Redland City Local Disaster Management Group

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GLOSSARY OF TERMS USED

The definitions and descriptions listed below are for words or phrases that are in common use in this plan. The primary references for definitions are the Australian Emergency Manuals Series, Part 1, The Fundamentals, Manual 3 – Australian Emergency Management Glossary and Manual 4 – Australian Emergency Management Terms Thesaurus. Other definitions and descriptions are used specifically for Queensland, and may be annotated at the end of the text with (State Disaster Plan) as the reference source.

Term	Definition or Description
Assembly Area	A designated area used for the assembly of emergency-affected persons. The area may also incorporate an evacuation shelter.
Assessment	Survey of a real or potential disaster, to estimate actual or expected damages, and to recommend prevention, preparedness and response measures (State Disaster Plan).
Body	A corporate or unincorporated body, including a government department, instrumentality, agency, public or local authority (State Disaster Plan).
Command	The direction of agency members and resources in the performance of the agency's roles and tasks. Authority to command is established by legislation or by agreement with the agency. Command relates to agencies only, and operates vertically within the agency (State Disaster Plan).
Community Recovery	Community recovery is the coordinated process of supporting disaster-affected individuals, families and communities towards the restoration of emotional, social, economic and physical wellbeing following a disaster. The services typically include provision of information, payment of financial support and provision of personal and psychological support.
Community Recovery Centre	A centre established by the Department of Communities (DoC's) to facilitate the delivery of disaster recovery services to the disaster-affected community by multiple agencies from a single location. (The Community Recovery Centre is sometimes referred to as a One Stop Shop or a One Stop Recovery Centre).
Control	The overall direction of emergency management activities in an emergency situation. Authority for control is established through legislation or in an emergency plan, and carries with it the responsibility for tasking and coordinating other organisations in accordance with the needs of the situation. Control relates to situations and operates horizontally across organisations.
Coordination	The bringing together of organisations and elements to ensure an effective response, primarily concerned with the systematic acquisition and application of resources (organisation, personnel and equipment) in accordance with the requirements imposed by the threat or impact of an emergency. Coordination relates primarily to resources, and operates, vertically, within an organisation, as a function of the authority to command, and horizontally, across organisations, as a function of the authority to control.
Coordination Centre	A centre established at state, disaster district or local level as a centre of communication and coordination during response and recovery operations (State Disaster Plan).
Declaration of Disaster	Official issuance of a declaration of a "disaster situation" upon the occurrence of a large-scale calamity, in order to activate measures aimed at the reduction of the disaster's impact.

Disaster	A serious disruption to community life which threatens or causes death or injury in that community and/or damage to property which is beyond the day-to-day capacity of the prescribed statutory authorities and which requires special mobilisation and organisation of resources other than those normally available to those authorities. "Serious disruption" means: <ul style="list-style-type: none"> • loss of human life, or illness or injury to humans; or • widespread or severe property loss or damage; or • widespread or severe damage to the environment.
Disaster District	A part of the state prescribed under a regulation as a Disaster District (DM Act - Brisbane Disaster District comprises Brisbane City Council, Redland City Council and part of Moreton Bay Regional Council.)
Disaster Management Plan	Under Section 57 of the Act a local disaster management plan must be prepared (DM Act). "The plan must include provision for the following: the State group's strategic policy framework for disaster management for the State, and the local government's policies for disaster management; the roles and responsibilities of entities involved in disaster operations and disaster management in the area; the coordination of disaster operations and activities relating to disaster management performed by the entities mentioned in paragraph (b); emergencies that are likely to happen in the area; strategies and priorities for disaster management for the area; the matters stated in the disaster management guidelines as matters to be included in the plan; other matters about disaster management in the area the local government considers appropriate."
Disaster Operations	Activities undertaken, before, during or after an emergency occurs, to reduce the loss of human life, illness or injury to humans, property loss or damage, or damage to the environment, including, for example activities to mitigate the adverse effects of the event (DM Act).
Disaster Response Capability	For a local government this means the ability to provide equipment and a suitable number of persons, using the resources available to the local government, to effectively deal with, or help another entity to deal with, an emergency situation or a disaster in the local government's area (DM Act).
District Disaster Coordinator	Person appointed as a district disaster coordinator under Section 25 of the Act. (DM Act - The Brisbane District Disaster Coordinator is the Superintendent Communications, Queensland Police Service.)
Disembarkation Point	The location where evacuees land or disembark from an evacuation vessel.
Embarkation Point	The location where evacuees are collected or embark an evacuation vessel.
Emergency Management	The body of policy and administrative decisions and operational activities which pertain to the various stages of a disaster at all levels. Arrangements about managing the potential adverse effects of an event, including, for example, arrangements for mitigating, preventing, preparing for, responding to and recovering from a disaster (DM Act).
Evacuation	The planned relocation of persons from dangerous or potentially dangerous areas to safer areas and eventual return.
Evacuation Routes	The routes used by evacuees during an evacuation.

Evacuation Shelter	Group shelter provided for affected persons in a community hall or similar. It is part of emergency relief, and is different from temporary accommodation. (Note: In this plan, evacuation shelters are primarily for post-event shelter; they are not assessed and rated for cyclone, storm, etc).
Event	An event may be natural or caused by human acts or omissions (DM Act). It may be any of the following: a cyclone, earthquake, flood, storm, storm tide, tornado, tsunami, volcanic eruption or other natural happening; an explosion or fire, a chemical, fuel or oil spill or a gas leak; an infestation, plague or epidemic; a failure of, or disruption to, an essential service or infrastructure; an attack against the State; another event similar to (those listed above).
Functional Area	A category of services involved in preparations for an emergency, including: agriculture and animal services; emergency finance; emergency supply; engineering services; environmental services; health services; media services; welfare services and Australian Defence Force.
Hazard	A source of potential harm or a situation with a potential to cause loss. A potential or existing condition that may cause harm to people or damage to property or the environment. An intrinsic capacity associated with an agent or process capable of causing harm.
Immediate Evacuation	An evacuation resulting from a hazard impact that forces immediate action, thereby allowing little time or no warning and limited preparation time.
Incident	An event, accidentally or deliberately caused, which requires a response from one or more of the statutory emergency response agencies. A sudden event which, but for mitigating circumstances, could have resulted in an accident. An emergency event or series of events which requires a response from one or more of the statutory response agencies.
Lead Agency	An organisation which, because of its expertise and resources, is primarily responsible for dealing with a particular hazard.
Local Controller	For an SES unit this means the person appointed as the local controller under Section 85 (1) of the Act. (DM Act - The local controller is nominated by the local government).
Mandatory Evacuation	A compulsory evacuation resulting from an order by a designated authority under relevant legislation.
Mitigation	Measures taken in advance of an emergency aimed at decreasing or eliminating its impact on society and the environment.
Outreach Team	An Outreach Team is a team (usually two persons) deployed to assess the needs of disaster-affected individuals and families and to advise them on the information, resources and services available.
Planning	Development of a system for coordinating disaster response and establishing priorities, duties, roles and responsibilities of different individuals and organisations, including actual state of preparedness (State Disaster Plan).
Planning Process	The collective and collaborative efforts by which agreements are reached and documented between people and organisations to meet their communities' emergency management needs. It is a sequence of steps which allows emergency management planning to take place.

Preparedness	Arrangements to ensure that should an emergency occur, all those resources and services which are needed to cope with the effects can be efficiently mobilised and deployed.
Prevention	Regulatory and physical measures to ensure that emergencies are prevented, or their effects mitigated. Measures to eliminate or reduce the incidence or severity of emergencies.
Recovery	The coordinated process of supporting emergency-affected communities in reconstruction of the physical infrastructure and restoration of emotional, social, economic and physical wellbeing. Measures which support emergency-affected individuals and communities in the reconstruction of the physical infrastructure and restoration of emotional economic and physical wellbeing. Initial Recovery - the aim of initial recovery operations is to satisfy personal and community needs, and to restore services to the level where the continuing process can be managed by local government and the normal responsible agencies. Long Term Recovery - reconstruction or rehabilitation measures are the subject of separate arrangements.
Relief	The provision of immediate shelter, life support and human needs of persons affected by, or responding to, an emergency. It includes the establishment, management and provision of services to emergency relief centres.
Resources	All personnel and equipment available, or potentially available, for incident tasks.
Response	Actions taken in anticipation of, during, and immediately after an emergency to ensure its effects are minimised, and people affected are given immediate relief and support. Measures taken in anticipation of, during and immediately after an emergency to ensure its effects are minimised.
Risk	A concept used to describe the likelihood of harmful consequences arising from the interaction of hazards, communities and the environment. The chance of something happening that will have an impact upon objectives. It is measured in terms of consequences and likelihood. A measure of harm, taking into account the consequences of an event and its likelihood. For example, it may be expressed as the likelihood of death to an exposed individual over a given period. Expected losses (of lives, persons injured, property damaged, and economic activity disrupted) due to a particular hazard for a given area and reference period. Based on mathematical calculations, risk is the product of hazard and vulnerability.
Risk Management	Risk management is a process of acting systematically about all possible unacceptable exposures to risk outcomes (in terms of likelihood and consequence) and setting up procedures, policies and practices that will avoid them, minimise, eliminate or cope with their impact.
Self-evacuation	Evacuation from an area under a person's own plan.
Statutory Services	A body that is constituted by or under an Act of the State or of the Commonwealth and whose role usually includes disaster operations (State Disaster Plan).
Voluntary Evacuation	Evacuation by persons on their own volition; without compulsion.
Voluntary Organisation	Non-government organisations or agencies, some possessing personnel trained to assist when disaster strikes. Some have capabilities extending from local to national and international levels (State Disaster Plan).

Vulnerability	The degree of susceptibility and resilience of the community and environment to hazards.
Warning	The dissemination of a message signalling imminent hazard, which may include advice on protective measures.
Welfare	The provision of immediate and continuing care of emergency-affected persons who may be threatened, distressed, disadvantaged, homeless or evacuated; and, the maintenance of health, well-being and prosperity of such persons with all available community resources until their rehabilitation is achieved.

ABBREVIATIONS AND ACRONYMS

The abbreviations used in this plan are in common use by local, state and national agencies involved in disaster management. The primary references are the Australian Emergency Manuals Series, Part 1, The Fundamentals, Manual 3 – Australian Emergency Management Glossary and Manual 4 – Australian Emergency Management Terms Thesaurus. Other abbreviations and acronyms are used specifically for Queensland, and may be annotated at the end of the text with (State Disaster Plan) as the reference source..

Abbreviation	Full Meaning
AHD	Australian Height Datum
BOM	Bureau of Meteorology
CRC	Community Recovery Committee
DCS	Department of Community Safety (formerly Department of Community Safety)
DDC	District Disaster Coordinator
DEEDI	Department of Employment, Economic Development and Innovation
DDCC	District Disaster Coordination Centre
DDMP	District Disaster Management Plan
DDMG	District Disaster Management Group
DTMR	Department of Transport and Main Roads
ECC	Emergency Coordination Centre
EMA	Emergency Management Australia
EMQ	Emergency Management Queensland
IAT	Immediate Action Team
GCCC	Gold Coast City Council
MBRC	Moreton Bay Regional Council
NDRRA	Natural Disaster Relief & Recovery Arrangements
NRIS	National Registration and Inquiry System
POR	Post-Operation Report
QAS	Queensland Ambulance Service
QFRS	Queensland Fire and Rescue Service
QPS	Queensland Police Service
RCC	Redland City Council
LDMG	Local Disaster Management Group
SES	State Emergency Service
SITREP	Situation Report
SOP	Standard Operating Procedures

AUTHORITY TO PLAN

The Redland City Disaster Management Plan (Version March 2010) has been prepared in accordance with **Section 57(1)** of the *Disaster Management Act 2003* and under the direction of the Redland City Local Disaster Management Group.

APPROVAL OF PLAN

In accordance with **Section 80(1)(b)** of the *Disaster Management Act 2003*, approval has been given to this plan by Redland City Council on 24 March 2010 when the plan was adopted by resolution **<insert resolution number>**.

RESPONSIBILITIES UNDER THE PLAN

In accordance with **Section 30(1) (f)** of the *Disaster Management Act 2003*, the Redland City Local Disaster Management Group is responsible for coordinating disaster operations within its area of responsibility under the policies and procedures prescribed by the State Disaster Management Group.

In the event of a disaster event occurring, the decision-making authority for disaster management in the local government area rests with the Chair of the Redland City Local Disaster Management Group. Such authority involves the coordination of disaster operations and activities performed by disaster response and recovery agencies and organisations.

Whilst there are no specific powers provided to the Chair under the Act, it is the responsibility of this position and Redland City Council to prepare for and make available its resources in the event of a disaster.

Signature:

Signature:

Date: / /

Date: / /

Cr Murray Elliott

Mike Hyde

Chair,
Local Disaster Management Group,
Redland City Council

Executive Officer,
Local Disaster Management Group
Redland City Council

REVIEW AND REVISION OF PLAN

Pursuant to **Section 59** of the *Disaster Management Act 2003*, this plan is to be reviewed for its effectiveness at least once a year. The review is to be conducted by the Executive Officer of the LDMG following:

- a) activation of the plan as a consequence of a disaster or major emergency
- b) exercises conducted to practise or test the plan
- c) alterations to the roles or responsibilities of any agency or stakeholder involved in the plan
- d) implementation of changes to the operational plans or SOPs
- e) organisational or structural changes within Redland City Council
- f) a change in key personnel
- g) changes within the Redland City Council region, including residential and infrastructure development.

The plan may be reviewed at any other time deemed necessary by the Executive Officer. Outcomes of the reviews are to be used to update and renew the plan as appropriate.

AMENDMENT LIST AND VERSION CONTROL

Suggested amendments or additions to the plan should be forwarded to:

Senior Consultant Emergency Management

Redland City Council
PO Box 21
Cleveland QLD 4163

Email: michael.morrison@redland.qld.gov.au

When you receive an amendment to your plan, complete the following amendment list.

No.	Date Amended	Details	Signature	Date Received

DISTRIBUTION LIST

The following positions/appointments have been allocated an **e-copy** of this plan.

- Chief Executive Officer, Redland City Council
- Chair, Redland City Local Disaster Management Group (LDMG)
- Deputy Chair, LDMG
- Executive Officer, LDMG
- Deputy Executive Officer, LDMG
- Senior Consultant, Emergency Management, Redland City Council

- General Manager, Policy and Planning, Redland City Council
- General Manager, Corporate Services, Redland City Council
- General Manager, Redland Water, Redland City Council
- General Manager, Regulatory Services, Redland City Council

- Manager, Operations and Maintenance, Redland City Council
- Manager, Marketing and Communications, Redland City Council
- Manager, Health and Environmental Services, Redland City Council

- District Disaster Coordinator, Brisbane Disaster District
- Area Director, Emergency Management Qld
- District Officer, Wynnum Police District
- Officer in Charge, Cleveland Police
- Officer in Charge, Capalaba Police
- Officer in Charge, Redland Bay Police
- Area Director, Qld Fire and Rescue Services
- Inspector Rural Operations, Qld Fire and Rescue Services
- Area Director, Qld Ambulance Service
- Officer in Charge, Cleveland Ambulance
- Redland Hospital
- Energex
- Australian Red Cross
- Local Controller, State Emergency Service

- Emergency Coordination Centre

For further copies, please contact the Document Holder, Redland City Council at:

michael.morrison@redland.qld.gov.au

STRUCTURE OF THE PLAN

The Redland City Local Disaster Management Plan is structured as follows:

Section 1 – Preliminaries

Section 2 – Disaster management framework

Section 3 – Disaster risk management

Section 4 – Redland City disaster management arrangements

Section 5 – Prevention

Section 6 – Preparedness

Section 7 – Response

Section 8 – Recovery

Section 9 – List of Annexures (Accompanying CD contains relevant Sub-Plans and Procedures)

This plan and any annexures do not include the following documents:

- a) Participating agency plans or standard operating procedures (SOPs) - each agency is responsible for maintaining their own SOPs
- b) Business Continuity Plans (BCP's) generated by business units within Redland City Council
- c) Documents generated by the Local Disaster Management Group including minutes and agendas
- d) Training materials.

SECTION 1 – PRELIMINARIES

AIM OF PLAN

The primary focus of Council's disaster management system is to mitigate the effects of disasters on the community wherever possible or practical, while preparing to respond when disasters do occur. Risk-based plans and management arrangements have been developed with a community focus. (The risk assessment is in Section 1.8 of this plan).

Local government underpins the Queensland Disaster Management System. During a disaster, local government provides initial support for the affected community. As its resources become fully committed, state support is sought, and is provided by state agencies in accordance with their core functions through the disaster district structure. Similarly, commonwealth support can be requested if state resources are consumed or not available.

The aim of this plan is to minimise the effects of, coordinate the response to, and the recovery from, a disaster or major emergency affecting the region within Redland City Council. It provides information on the disaster management arrangements, identified risks and details on planning, response and recovery activities of Redland City Council and other supporting agencies.

SCOPE OF PLAN

The scope of this plan is to make certain that appropriate strategies are developed and in place to minimise the adverse effects of a disaster or major emergency on the Redlands community and ensure that the optimum outcomes are delivered.

PLANNING OBJECTIVES

The objectives of the Redland City Council Disaster Management Plan are to:

- a) describe the organisation, roles and responsibilities, and procedures for effective disaster management within Redland City Council
- b) provide a comprehensive framework for disaster management activities within the Redland City Council region
- c) describe the committees and networks established for the coordination of multi-agency responses
- d) describe the plans developed for specific threats and the supporting SOPs, including guidelines for the operation of the plan following its activation.

PLANNING COMPLIANCE

In accordance with **Section 57 (2)** of the *Disaster Management Act 2003*, Redland City Council is committed to ensuring that this plan and its associated sub-plans and procedures comply with the provisions of that legislation.

In accordance with **Section 58** of the Act, this plan also complies with the following guidelines:

- a) Queensland Disaster Management Planning Guidelines for Local Government (2005), and
- b) Operational Planning Guidelines for Local Disaster Management Groups (2006).

To ensure consistency between relevant levels of Queensland's disaster management arrangements and Redland City's response and recovery agencies, the following plans were also researched and reviewed:

- a) Redland City Local Disaster Management Plans (previous versions)
- b) Brisbane District Disaster Management Plan
- c) Gold Coast City Local Disaster Management Plan
- d) Brisbane City Local Disaster Management Plan.

INTEGRATION WITH COUNCIL CORPORATE PLAN

Disaster Management is an important part of Redland City Council's core business. The Redland City Council Corporate Plan 2006 – 2010, in its Strategic Priority of Community Safety and Wellbeing, refers to emergency and disaster management in one of its objectives as:

To mitigate the effects of disasters on the community wherever possible or practical and be prepared to respond when disasters do occur.

The strategies to achieve these outcomes include:

- a) develop and implement a Local Disaster Management Plan
- b) provide a disaster response capability
- c) support the Redland State Emergency Service to effectively perform their functions
- d) participate in regional disaster management initiatives.

SECTION 2 - DISASTER MANAGEMENT FRAMEWORK

QUEENSLAND'S DISASTER MANAGEMENT SYSTEM

The Queensland Disaster Management System and its relationship with other organisations is illustrated in the following figure (Figure 1)

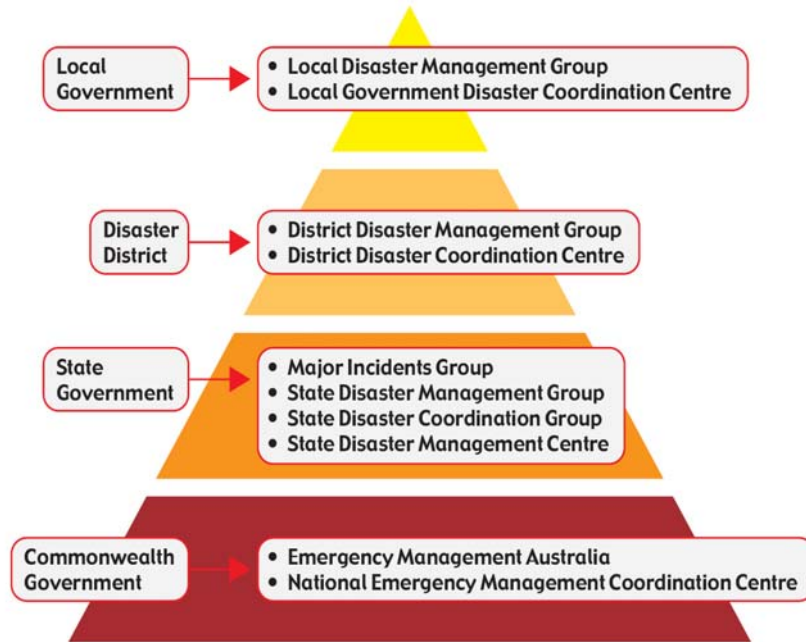


FIGURE 1: QUEENSLAND DISASTER MANAGEMENT SYSTEM

LOCAL GOVERNMENT

In accordance with **Section 80** of the *Disaster Management Act 2003* (Functions of local government) requires local government to undertake the following:

- ensure it has a disaster response capability
- approve its local disaster management plan
- ensure information about an event or a disaster in its area is promptly given to the District Disaster Coordinator for the district in which its area is situated, and
- to perform other functions given under the Act.

The term “*disaster response capability*” means the ability to provide equipment and a suitable number of persons, using the resources available to the local government, to effectively deal with or help another entity to deal with, an emergency situation or a disaster in the local government’s area”.

Local government underpins the Queensland Disaster Management System as the key coordinating agency at the local level. Redland City Council is ideally suited to manage most disaster types at the community level, based on its understanding of social, environmental and economic issues; and its knowledge of the city's infrastructure. Council has comprehensive disaster management plans that are coordinated through its Local Disaster Management Group and the Emergency Coordination Centre. A more detailed description of Redland City Local Disaster Management Group follows.

DISASTER DISTRICT

The legislation prescribes a system of Districts throughout Queensland to coordinate disaster events. These are based on Queensland Police Service district boundaries. The Redland local government boundary is contained within the Brisbane Disaster District, along with Brisbane City Council.

Brisbane's District Disaster Coordinator (DDC) is the Superintendent of Major Events and Planning, Queensland Police Service. This is Council's main point of contact into the Queensland Disaster Management System.

In accordance with **Section 26** of the *Disaster Management Act 2003*, the DDC's role is to:

- a) manage and coordinate the business of the district group
- b) ensure that the group performs its functions
- c) coordinate disaster operations in the district, and
- d) regularly report to the state group the performance of the district group.

Coordinated whole-of-government support is provided at the district disaster level through the District Disaster Management Group (DDMG), which includes:

- a) the District Disaster Coordinator
- b) a person appointed as Deputy Chair of the Group
- c) representatives from the local governments in the disaster district (Council's representative is the Disaster Management Coordinator), and
- d) relevant state agencies, such as:
 - Queensland Ambulance Service
 - Department of Communities
 - Queensland Fire and Rescue Service
 - Queensland Health
 - Queensland Police Service
 - Department of Public Works (QBuild)
 - Department of Community Services (Emergency Management Queensland), and
 - Department of Transport and Main Roads.

STATE DISASTER MANAGEMENT GROUP

The State Disaster Management Group is established pursuant to **Section 17** of the *Disaster Management Act 2003*. **Section 18** of the Act describes the functions of the group.

At a state level, “lead agency” responsibility for specific functions and threats is assigned to departments based on their core business. The following table details these functions:

Function/Specific Threat	Lead Agency
Community recovery	Department of Communities
Transport and transport engineering	Department of Transport and Main Roads
Health	Queensland Health
Building and engineering services	Department of Public Works (QBuild)
Emergency supply	Department of Public Works (Qld Purchasing)
Communications	Department of Employment, Economic Development and Innovation and Department of Public Works (QBuild)
Flood mitigation	Department of Environment and Resource Management (Natural Resources and Water)
Electricity/gas/fuel	Queensland Treasury (through Office of Government-Owned Corporations)
Disaster coordination	Department of Community Safety (Emergency Management Queensland)
Emergency animal disease	Department of Employment, Economic Development and Innovation (Primary Industries and Fisheries)
Oil spills at sea	Department of Transport and Main Roads (Maritime Safety Queensland)
Wildfire	Queensland Fire and Rescue Service

TABLE 1: STATE FUNCTION AND LEAD AGENCIES

EMERGENCY MANAGEMENT QUEENSLAND

Emergency Management Queensland (EMQ) is one of the response divisions within the Department of Community Safety. It is responsible for providing:

- a) operational support, assistance and advice on disaster management
- b) advice and assistance to agencies and committees within the disaster management system
- c) overall management of the Queensland Disaster Management System on behalf of the State Disaster Management Group.

REDLAND CITY LOCAL DISASTER MANAGEMENT GROUP

Relationship to the Queensland Disaster Management System

The Redland City Local Disaster Management Group (LDMG) has been established in accordance with **Section 29** of the *Disaster Management Act 2003*. The LDMG forms part of Queensland’s disaster management arrangements, which comprises local, district and state levels as shown in the following figure (Figure 1: Queensland Disaster Management System). These arrangements enable a progressive escalation of support and assistance through each level as required. The Commonwealth Government is also included in these arrangements recognising that Queensland may need to seek Australian Government support in times of disaster.

Functions of the group

The functions of the LDMG, pursuant to **Section 30** of the *Disaster Management Act 2003* are to:

- a) ensure that disaster management and disaster operations in the area are consistent with the state group's strategic policy framework for disaster management for the state
- b) develop effective disaster management, and regularly review and assess disaster management
- c) help the local government prepare a local disaster management plan for its area
- d) identify and provide advice to the relevant district group about support services required by the local group to facilitate disaster management and disaster operations in the area
- e) ensure the community is aware of ways to mitigate the adverse effects of an event, and preparing for, responding to and recovering from a disaster
- f) manage disaster operations in the area under policies and procedures decided by the state group
- g) provide reports and make recommendations to the relevant district group about matters relating to disaster operations
- h) identify and coordinate the use of resources that may be used for disaster operations in the area
- i) establish and review communications systems in the group, and with the relevant district group and other local groups in the disaster district, for use when a disaster happens, and
- j) ensure information about a disaster in the area is promptly given to the relevant district group.

Membership of the group

Chair

Under **Section 34** of the *Disaster Management Act 2003*, Redland City Council appoints a Councillor as Chair of the Local Disaster Management Group.

Deputy Chair

Under **Section 34** of the *Disaster Management Act 2003*, Redland City Council appoints a deputy chair.

Executive Officer

Under **Section 35** of the *Disaster Management Act 2003*, Redland City Council appoints an Executive Officer for the group. In accordance with **Section 36** of the Act, the Executive Officer is responsible for managing the day-to-day business of the group. Redland City Council has also appointed by Council resolution a Deputy Executive Officer.

Immediate Action team

The Immediate Action Team (IAT) comprises of the Chief Executive Officer - Redland City Council, Executive Officer – LDMG and the Senior Consultant, Emergency Management, Redland City Council. Others may be included as circumstances require. The role of this team is to confer immediately to respond to any event or imminent impact of any event to make quick decisions on courses of action that may be required.

Disaster Management Adviser

Redland City Council employs a full-time officer to support disaster management within the city.

This officer reports to the General Manager, Customer Services who is also the Executive Officer to the LDMG. The officer provides secretariat support to the Redland City Local Disaster Management Group and industry advice to the Redland City Community Recovery Committee and Emergency Response Group as well as full-time monitoring of emergency and disaster events or likely events that may affect the city. Currently the position is held by Mike Morrison, Senior Consultant, Emergency Management, Redland City Council.

Members

In accordance with **Section 33** of the *Disaster Management Act 2003*, Redland City Council appoints persons as members of the Redland City Local Disaster Management Group.

Council may appoint members of the group provided they have the necessary expertise or experience to assist the group to undertake and meet its legislative requirements.

Membership of the Redland City Local Disaster Management Group shall mean and include any person acting in the capacity of any appointed member.

Redland City Council Emergency Management Unit maintains a register of current group membership and contact details. The contact list is reviewed monthly and is provided to all members.

In accordance with **Section 37** of the *Disaster Management Act 2003*, at least once a year the Executive Officer of the Redland City Local Disaster Management Group will provide the State Disaster Management Group and the Brisbane District Disaster Management Group with an updated membership list and contact details.

In accordance with **Section 24(6)** of the *Disaster Management Act 2003* and as soon as practicable after a new member is appointed to the group, the Executive Officer will inform the Executive Officer of the State Disaster Management Group and the District Disaster Coordinator of the Brisbane District Disaster Management Group of any such appointment.

Current non-executive membership:

- a) Manager, Operations & Maintenance, Redland City Council
- b) Manager, Economic Development, Redland City Council
- c) Manager, Customer & Community Services, Redland City Council
- d) Manager, Marketing & Communications, Redland City Council
- e) Team Leader, Health & Environment Services, Redland City Council
- f) Emergency Management Queensland (EMQ)
- g) State Emergency Service (SES)
- h) Queensland Police Service (QPS)
- i) Queensland Fire & Rescue Service (QFRS)
- j) Queensland Ambulance Service (QAS)
- k) Redland Hospital
- l) Energex.

Redland Water & Redland Waste are missing from the list above but mentioned in the diagram below?
 The following diagram illustrates the Redland City Local Disaster Management Group structure.

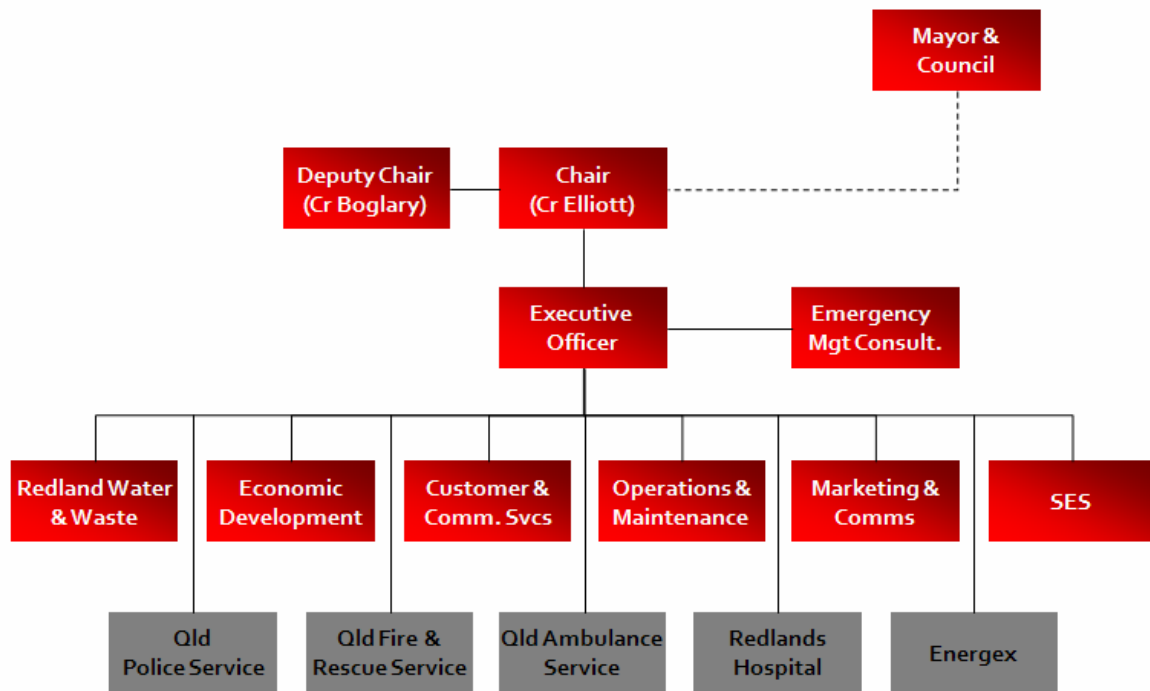


FIGURE 2: REDLAND CITY LOCAL DISASTER MANAGEMENT GROUP STRUCTURE

Meetings and quorum

In accordance with **Section 39 (1)** of the *Disaster Management Act 2003*, the Redland City Local Disaster Management Group will meet at least once every six (6) months at the times and places determined by the Chair of the group.

In accordance with **Section 39 (4)** of the Act, the Chair of the local group must call a meeting of the group if asked in writing to do so by:

- a) the District Disaster Coordinator for the Brisbane Disaster District; or,
- b) at least one half of the members of the local group.

A quorum for a meeting of the local group is a number equal to:

- a) one half of its members plus 1; or,
- b) if one half of the group's members is not a whole number, the next highest whole number.

Sub-committees

The Redland City Local Disaster Management Group may establish sub-committees to address specific functions within disaster management.

Currently the following sub-committees have been formed:

- a) Community Recovery Committee
- b) Emergency Response Group

Agency roles and responsibilities

In accordance with **Section 29** of the *Disaster Management Act 2003*, Redland City Council has a legislative responsibility to establish a Local Disaster Management Group. The following table details agencies that have a disaster management responsibility within the city.

Agency/Organisation	Roles and Responsibilities
<p>Redland City Local Disaster Management Group</p>	<ul style="list-style-type: none"> • Functions as allocated in accordance with Section 30 of the <i>Disaster Management Act 2003</i> • Development and implementation of comprehensive disaster management planning • Development and implementation of public education/awareness program • Coordination of support to response agencies • Rapid impact assessment of disaster-affected areas • Provision of public information and warnings • Evacuation shelter locations • Provision of locally-based community support services • Readiness of a local disaster coordination facility (Emergency Coordination Centre) including the training of sufficient personnel to operate within the centre
<p>Redland City Council</p> <p><i>Manager, Operations & Maintenance</i></p> <p><i>Manager, Economic Development</i></p> <p><i>Manager, Customer & Community Services</i></p> <p><i>Manager, Marketing & Communications</i></p> <p><i>Team Leader, Health & Environment Services</i></p> <p><i>Redland Water?</i></p> <p><i>Redland Waste?</i></p>	<p>Maintenance of normal local government services to the community including:</p> <ul style="list-style-type: none"> • water • sewerage • refuse and debris disposal • public health • animal control • environmental protection • maintenance of local roads, parks and bridges • provision of Emergency Coordination Centre (ECC) including Council staff to operate within the facility • ensuring local government function via Council business continuity planning • provision of a disaster response capability • provision of community awareness, issue of warnings and information • supporting the Redland State Emergency Service with plant, equipment, facilities and an operating budget • other responsibilities as required within its capability to provide
<p>Energex</p>	<ul style="list-style-type: none"> • Maintenance of electrical power supply • Advice to the Local Disaster Management Group in relation to

	<ul style="list-style-type: none"> electrical power issues Restoration of electrical power supplies Safety advice to Redland City consumers
Emergency Management Queensland	<ul style="list-style-type: none"> Provide advice and assistance to all agencies and committees within the Queensland Disaster Management System Overall management of the Queensland Disaster Management System on behalf of the State Disaster Management Group Provision of disaster management policy and operational advice and assistance to disaster managers at all levels of the disaster management system Coordination and provision of training Operation of the State Disaster Coordination Centre Monitor, advise and review all disaster management plans Provide warnings in conjunction with other agencies Provision of public education
Queensland Ambulance Service	<ul style="list-style-type: none"> Emergency pre-hospital patient care assessment, treatment and transportation of injured/ill persons Coordination of all volunteers' first aid groups Establishment of an on-site triage and treatment area, casualty clearing area and vehicle marshalling area
Queensland Fire and Rescue Service <i>Urban</i>	<ul style="list-style-type: none"> Fire control and prevention Urban search and rescue (USAR) Assist in pumping out flooded buildings Assist in clean up of flood-affected buildings Swift water rescue Management of hazardous material accidents Assist Rural Service
<i>Rural Operations</i>	<ul style="list-style-type: none"> Control of rural fires Assist Urban Service Advice on carcass burning and associated activities Provision of specialist advice, personnel and equipment
Queensland Health	<ul style="list-style-type: none"> Coordination of medical resources Public health advice and warnings Psychological and counselling services for disaster-affected persons/communities Ongoing medical and health services required during the recovery phase
Queensland Police Service	<ul style="list-style-type: none"> Preservation of law and order within the community Prevention of crime Security of crime scenes Investigations into any criminal act Coronial investigation Crowd and/or traffic management Public safety Coordination of all search and rescue operations Control of all evacuation (movement) Security of evacuated areas Registration of evacuated persons
State Emergency Service	<ul style="list-style-type: none"> Public education Rescue of trapped persons Search for missing persons Emergency repair/protection of damaged buildings Assist in debris clearance First aid support Traffic control support and provision of emergency lighting

TABLE 2: AGENCY ROLES AND RESPONSIBILITIES

SECTION 3 – DISASTER RISK MANAGEMENT

RISK ASSESSMENT

Risk assessment is a critical element in disaster management planning. Whilst response capacities are vital and require constant monitoring, an understanding of the risks that underlie potential hazards will assist in the development of a robust disaster management plan, reducing the impact of disasters and community vulnerability.

Hazards can be natural hazards such as those related to meteorological, geological, geographical/topographic or biological influences, or non-natural hazards caused by technology or those associated with consequence management concerns such as arson or sabotage.

Through the principles of risk management; in which the hazard context is established, risks are identified, analysed and evaluated, treatments prioritised and management options developed enabling Council to address community vulnerability and build community resilience.

COMMUNITY CONTEXT

This section provides a broad description of various features in the Redland City Council region with relevant information and considerations.

Geography

Redland City is located on the coast of south-east Queensland at approximately 27.5° South, 153.3° East (27° 34'S 153° 20'E) and borders with Brisbane City Council to the north and west, Logan City Council to the west and Gold Coast City Council to the south. Access into the City is restricted by the Leslie Harrison Dam to the west and Moreton Bay to the east. The local government area covers 539km², offering a blend of island and coastal life with urban centres and regional bushland.

Redland City Council consists of the suburbs Thorneside, Birkdale, Wellington Point, Ormiston, Cleveland, Thornlands, Victoria Point, Redland Bay, Mount Cotton, Alexandra Hills, Sheldon and Capalaba and the inhabited islands of Coochiemudlo, Russell, Lamb, Karragarra, Macleay and the major tourist destination, North Stradbroke Island.

The coastline is dominated by a series of barrier islands, shoals, banks and reefs which occur mainly in the southern portion of the bay. Moreton Bay is a shallow body of water, with an average depth of only 6.8m. The absolute tidal range varies from 0.6m to 2.9m inside the bay.

Southern Moreton Bay Islands collectively cover an area of approximately 30km² and vary in size from 1km² (Karragarra Island) to 17.6km² (Russell Island). They vary in distance from the nearest mainland ferry terminal from 2 to 7km.

Table 3 provides details on the region's dimensions whilst Figure 3 provides an illustration of the Redland City Council and surrounding area and its 10 electoral divisions.

Region	Area (sq km)	Length (km)	Width (km)
Mainland	235	28	14
North Stradbroke Island	275	38	11
Coochiemudlo Island	1.58	1.3	1.8
Macleay (incl. Perulpa)	7.82	5.7	2.6
Karragarra	0.98	2.3	0.3
Lamb	1.57	1.9	0.9
Russell	17.6	7	3.2

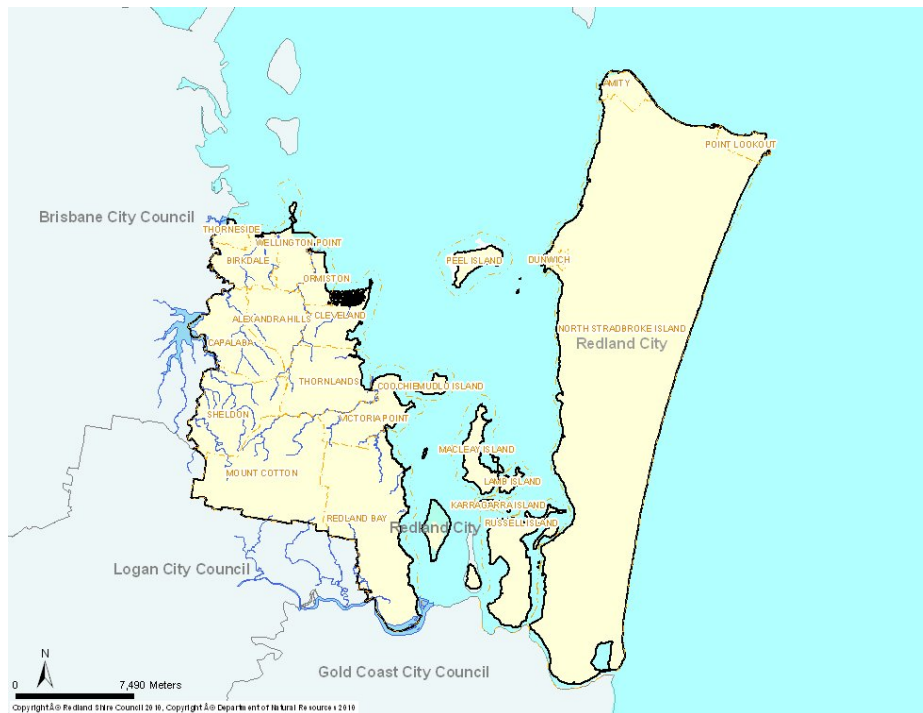
TABLE 3: ISLAND AND MAINLAND AREA DIMENSIONS

Topography

The region lies between Brisbane City, Logan City and the Gold Coast. Its business centres are located at Cleveland, Capalaba and Victoria Point. Redland's eastern suburbs line the shores of Moreton Bay while the greater Redland region lies on the coastal plain north of the Gold Coast and south of the Brisbane River.

Topography varies from coastal wetlands and swamps to heavily forested areas. The region is invariably flat and undulating, with a mix of rural and urban areas criss-crossed and linked by various transport networks. On the mainland, the shoreline is backed by a generally narrow, low-lying coastal plain, broken in places such as Wellington Point by rock promontories, or by the estuaries of major rivers. In Birkdale and Cleveland, the coastline has been modified by development with residential canal estates. The coastal plain is generally narrow, rarely exceeding more than 15km. Elevations on the coastal plain are generally less than 20m above AHD (what does this stand for – spell out). Mount Cotton with a summit of less than 300m above AHD(?) provides some relief to the coast.

FIGURE 3: MAP OF REDLAND CITY



The Redlands is located within the Logan-Albert River catchment; however, there are no major river or creek systems within Redland City boundaries other than Tingalpa Creek. Tingalpa Creek is impounded by the Leslie Harrison Dam within a few kilometres of its mouth in Moreton Bay forming the Tingalpa Reservoir. Flooding is limited to localised stormwater surges in smaller watercourses and storm water systems.

The region includes a diverse range of natural vegetation types, both marine and terrestrial. There are significant examples of most habitats that remain undisturbed by development. These range from extensive seagrass beds in Moreton Bay and dune and mangrove communities along the coast and Moreton Bay islands to the wetlands and paperbark forests of the estuaries and tall eucalypt forests of the lowland areas. Extensive areas have been cleared of natural vegetation (this is contradictory to previous statement in this paragraph) to make way for cropping and grazing and more recently, urban development.

In terms of land mass and usage the City is 70% rural and natural environment. Consequently the potential for bushfire is high. Of particular concern are the suburbs of Mount Cotton, Redland Bay and Sheldon which are dominated by tall open forest and woodlands capable of producing fuel loads in excess of 40 tonnes/ha. Residential estates adjoining these forest areas are relatively new and whilst there are reasonable breaks, these areas are potentially vulnerable to ember attacks. Compounding the problem is the relatively few entry and access points to some estates.

Moderate flooding may temporarily restrict access to some areas. Known areas of localised flooding include:

- a) Shore St, Cleveland, near the Black Swamp
- b) South St, Thornlands, near the Special School
- c) Mt Cotton Rd, Mount Cotton, just south of Woodlands Drive
- d) Avalon Rd, Sheldon, out towards Ford Rd
- e) School of Arts Rd, Redland Bay, east of Donald Rd
- f) Thornlands Rd, Thornlands, east of Primrose Drive
- g) Pitt and Nelson St, Wellington Point.

Climate and Weather

The general climate experienced in Redland City is moist subtropical. Rainfall is seasonal with the heaviest rain occurring during the summer months. The more extreme rainfall events are generally associated with tropical cyclones. In the past 95 years of detailed records, only 15 of these have passed within 100km of Brisbane. Temperatures usually do not exceed 35°C or fall below 10°C for extended periods.

Severe Storms

South-east Queensland is particularly susceptible to severe thunderstorms, especially during the summer months. The events are characterised by lightning, thunder, severe wind gusts from down draughts, heavy rain and large hail. Storms are generally short-lived (up to an hour) and limited in size (up to 10km in diameter) but can traverse large distances during that time and are capable of inflicting significant damage. The Bureau of Meteorology recorded its highest wind gust from 48 years of data at Brisbane airport in January 1985, with a peak wind gust of 184km/h accompanied by 60cm hail. The strength of these storms is inversely related to the area they impact (the higher the down draught, the narrower the field of impact). This was most evident in the Brisbane suburbs of The Gap and Ashgrove during November 2008.

Storm Activity

The period of greatest electrical storm activity is from November to April; though wind and rainstorms have been known to occur at other times of the year. Apart from possible loss of life, such activity may cause a power failure for several hours, structural damage to buildings (mainly roofs), damage from fallen trees and related debris and flooding associated with heavy rain, hail, high winds and/or electrical activity. The extent of damage to life, property and infrastructure will be determined to a large extent by the time period (e.g. peak tourist season on the islands), as well as the extent and ferocity of the storm.

Impact

Extended periods without mains supply electrical power will cause problems for food and related retail outlets as well as for community members, particularly those dependent on mains power for medical devices. The two hospitals within the Redlands have emergency power for their critical services. Water supply and reticulated sewerage services have emergency power generation capabilities as a result of business continuity planning actions.

East Coast Lows

East coast lows are part of a family of low pressure systems which often develop during the winter months along the east coast of Australia. The effect on coastal areas can be severe with heavy rainfall, severe wind and extreme waves. The Bureau of Meteorology estimates that approximately 35 deaths can be attributed to east coast lows over the period of 1973 to 1999, the majority due to the effects of flooding. Community Risk suggests that the major impact of east coast lows on the Redlands is in terms of potential storm tide, severe waves and wind damage.

Storm Surge

Storm surge is the rise (or fall) of open coast water levels relative to the normal water level and is due to the action of wind stress and atmospheric pressure on the water surface. When the storm surge is combined with the daily tide variation, the absolute combined water level reached is called the storm tide. Community Risk suggests (with certain assumptions) that a total storm tide elevation above AHD of 2.3m would be experienced inside Moreton Bay. This inundation level could affect some 3,000 properties..

A community project between a number of south-east Queensland coastal councils is developing a storm tide risk assessment, This storm tide mapping and modeling will provide a framework for the local authorities to complete storm tide hazard assessments as well assess the total number of vulnerable properties or infrastructure, for a given period, in the region.

Population

The population of the mainland is approximately 130,000 permanent residents with about 7,000 on the islands. Around 12% of the population is over 65 years, and 22% under 15 years. The population is predicted to grow to 160,000 by 2016.

North Stradbroke Island: North Stradbroke Island experiences a significant population increase during the holiday season. Population increases from approximately 5,000 to 20 – 30,000 people during summer and Easter holiday periods. The bulk of the visitors are located in holiday houses at Amity Point, the resorts and holiday houses of Point Lookout and at the camping grounds at Amity Point, Adder Rock, Thankful Rest, Main Beach, Flinders Beach and Cylinder Beach.

Industry

The mainland is split between urban development in the northern half and along the coast and rural hinterland to the south and south-west. The islands are a mix of developed and undeveloped residential land. The majority of North Stradbroke Island is under mining lease with urban development restricted to the townships of Dunwich, Amity Point and Point Lookout.

The major mainland industrial areas are located at Smith Street, Cleveland, and Capalaba.

- a) Smith St, Cleveland – white goods manufacturing (Fisher & Paykel), Ingham's Chicken processing, concrete batching plants
- b) Capalaba – concrete batching plant, automotive industries, food manufacturing.

Mainland rural industries include chicken processing, horticulture and two extractive resources (Karraman and Barrow quarries).

Marine industries are concentrated at four points:

- a) Toondah Harbour, Cleveland
- b) Weinam Creek, Redland Bay
- c) Dunwich Harbour loading facilities, North Stradbroke Island
- d) Beveridge Rd, Thornlands.

These areas provide a mix of harbour uses including passenger and freight water-based transport, tourism support facilities, marine, port and industrial uses. Beveridge Road contains small-scale boat manufacturing, repair, servicing and displays.

Infrastructure

There are approximately 42,000 dwellings on the mainland, 3,500 businesses, 15 shopping centres, 106 educational institutions and childcare facilities and various government departments. There are no major shopping centres on the islands. There are no public airports in the Redlands area. There is a private airstrip on North Stradbroke Island outside Dunwich which also houses the aeronautical radar.

Rail

The Redlands is serviced by one railway line which commences in Cleveland travels through Wellington Point, Ormiston, Thornside and Birkdale terminating at Roma Street Station in Brisbane.

Road

Access is restricted by the Leslie Harrison Dam to the west and Moreton Bay to the east. Two-way roads link Redland City with Brisbane City at:

- a) Ricketts Rd, Thornside
- b) Old Cleveland Rd, Capalaba (Capalaba West);
- c) Moreton Bay Rd, Capalaba (off-shoot of Old Cleveland Rd within Brisbane City, Capalaba West)
- d) Mount Cotton Rd, Capalaba.

Two-way roads link Redland City with Logan City at:

- a) Ford Rd, Sheldon (Rosedale South)
- b) West Mount Cotton Rd (Cornubia)
- c) Mount Cotton Rd (Carbrook)
- d) Beenleigh-Redland Bay Rd (Carbrook).

Government Facilities

Hospitals

The Queensland Health Southern Zone incorporates the local governments of Brisbane and Redlands. The district in Brisbane South is the Queen Elizabeth II Hospital and district at Mt Gravatt (not sure what this is trying to say?). The Bayside Health Service District includes the two hospitals at Redlands and Wynnum and surrounding health services. They service the surrounding areas along Moreton Bay and the islands including North Stradbroke Island. The Mater Private Hospital is situated adjacent to Redland Hospital.

Sewerage

Allconnex operate a wastewater collection and treatment system consisting of:

- a) a sewer network of 1029.1km of pipeline and 43,537 active services
- b) 63.2km of pressure mains
- c) approximately 125 submersible type pumping stations
- d) 5 large wet well/dry well pumping stations
- e) 7 waste treatment plants ranging in size from 1,000 to 45,000 equivalent persons capacity.

The townships of Point Lookout and Dunwich have some wastewater collection.. Subdivisions at Point Lookout have wastewater reticulation and the major wastewater generators such as the hotel, camping areas and larger multi-tenement buildings are connected to the system.

Waste

Redland City Council operates a putrescible waste landfill at Birkdale Landfill, a hardfill disposal site at Giles Road and a waste transfer station at German Church Road, Redland Bay. Council also operates a waste transfer facility on each of the Southern Moreton Bay Islands, Coochiemudlo Island and North Stradbroke Island.. Council provides a weekly waste collection and fortnightly recycling collection to each residential premises and some commercial properties. Council also provides street and park bin services and bulk bin services to some halls and buildings, caravan parks and other public areas. All sites accept scrap metal from all sources. Recycling in various forms is offered at each waste transfer facility.

Water

Leslie Harrison Dam and North Stradbroke Island bore fields are the responsibility of Allconnex. Reservoirs at Mount Cotton and Alexandra Hills and all major transport mains are the responsibility of Linkwater. Allconnex Water is responsible for the distribution network to the Redlands community.

Gas

There are no domestic reticulated gas services within the City. However, there is a 150mm main gas line which runs to Toondah Harbour, the Redlands Hospital and Ingham's Chicken (Cleveland).

Telecommunications

Telstra is the main supplier of telecommunications services to the region. There are extensive emergency backup facilities.. Extensive use is made of the PSTN (what does this stand for?), digital, satellite and UHF/CB (?) systems. Other major suppliers include Optus, Virgin and Vodafone. All have extensive digital networks.

Radio communications

Council does not use radio communication.. North Stradbroke Island and mainland fire staff have some radio capacity to communicate with QFRS and DERM. QPS QFRS, QAS and SES maintain their own radio networks; however, there are some black spots in the City (Mount Cotton and southern end of Redland Bay, SMBI and parts of NSI.). There are community radio outlets run by local radio stations Bay FM, Bayside Radio group and ABC radio, FM 96.5.

Hazardous Sites

Hazardous sites include those which store or process significant quantities of hazardous goods or substances, or which pose a potential threat to the community or environment and the shipment of hazardous materials.;

Non-specific hazard areas within the Redlands are:

- a) Cleveland industrial area (Shore and Trade Streets)
- b) Cleveland Industrial Estate (Enterprise and South Streets)
- c) Capalaba Industrial estate (Neumann road – Smith St)
- d) Capalaba Industrial area – Redland Bay Road.

Specific sites include:

- a) Redland Hospital site (Cleveland)
- b) Beveridge Road Boat yards
- c) Karraman's quarry.
- d) Capalaba Water Treatment Plant.

Redland Water (?) maintains a listing of all businesses licensed by Council for hazardous, flammable and combustible liquids storage (see Appendix 10).

Redland City Council has approximately 2,700ha of conservation areas/bushland parks scattered across the mainland section and 600ha on the Moreton Bay Islands. The Redland City Council Natural Disaster Risk Management study (conducted in 2004) identified island bushfires as posing an extreme risk to people and the built environment (residential), high risk for commercial and medium risk for Council infrastructure and natural environment.

Bushfire management strategies have been completed for mainland areas, the Southern Moreton Bay Islands and North Stradbroke Island. The assessed bushfire hazard for the mainland, North Stradbroke Island and the Southern Moreton Bay Islands are shown in the Directory of Maps - Maps 9, 22 & 32. The following areas in Table 4 are deemed as being 'at risk' conservation areas. Council is working to develop/upgrade individual fire mitigation plans for each one as this hazard is seen as the greatest threat.

Conservation Area	Size (Hectares)	UBD Ref. Centre of areas
Mainland		
Serpentine Creek CA	150	266 G1
Bayview/Days Road CA	300	245 Q10
Sandy Creek CA	88	225 E9
Eastern Escarpment CA	190	244 G11
Don & Christine Burnett / Ford Road CA	190	223 M12
Emu Street/ Summit Street Bushland Refuges	82	223 N2
Coolnwynpin CA	16	204 F7
Indgiscapes CA	13	204 K6
Greater Glider CA	50	204 K4
Scribbly Gums CA/ Weippin St CA/Cleveland Sewage Treatment works / Weippin Street CA	300	205C1
Squirrel Glider CA	32	184 R14
Judy Holt Bushland Refuge	34	184 N10
Point Halloran CA	86	206 J15
Coochiemudlo Island		
Melaleuca Wetlands	19	206 Q4
Macleay Island		
Tim Shea Wetlands	15	227 Q14
Paul Carter Wetlands	10	227 R18
Thomas Street Wetlands	6	228 B20
Lamb Island		
Harry Brook Bushland Refuge	2	228 J20
Russell Island		
Fern Terrace Bushland Refuge	4	248 M13
Whistling Kite Wetlands	57	248 L18
Turtle Swamp Wetlands	100	268 M2
Water Mouse Wetlands	100	268 G10
Glendale Road Reserve	160	268 K14

TABLE 4: AT RISK CONSERVATION AREAS

The Redland Bushfire Management Strategies are included as supporting material in Section 3 of this plan. A synopsis of the plans is in Section 2 at paragraph 2.8.

Landslide: A landslide hazard assessment was completed for Redland City in 2005. Potential landslide hazard areas are shown in the Directory of Maps.

Education: Educational facilities are detailed in Table 8. Appendix 7 provides a more comprehensive listing of all schools and their details.

Suburb	Childcare	Prep	Primary	Secondary	TAFE	Special	Total
Alexandra Hills	8	5	4	1	1		19
Birkdale	4	3	3				10
Capalaba	7	3	3	1			14
Cleveland	4	3	1	1			9
Dunwich	1	1	1	1			4
Macleay Island		1	1				2
Mt Cotton	1		1				2
Ormiston	1	3	2	1			7
Redland Bay	4	1	1				6
Russell Island		1	1				2
Sheldon		1	1	1			3
Thorneside							0
Thornlands	2	1	1	2		1	7
Victoria Point	5	4	3	1			13
Wellington Point	2	2	2	2			8
Total	39	29	25	11	1	1	106

TABLE 5: EDUCATIONAL INSTITUTIONS BY SUBURB

Town centres and shopping centres are connected to the residential suburbs by road, bus and rail networks. Town centres and suburban malls are reasonably new, therefore constructed in concrete and steel. The majority of the buildings throughout the islands are constructed of wood, although, in more recent years there has been a change towards brick, concrete and steel.

RISK ASSESSMENT ON EVENT TYPES

This risk assessment informs Council's disaster management arrangements. It was developed pursuant to the Corporate Risk Management Guidelines, as part of a Natural Disaster Risk Management study. It has been signed off by the Corporate Risk Management Committee and is reviewed annually. The Redland Natural Disaster Risk Management Assessment (May 2004) is at Section 3 of this plan.

Table 9 describes the risk assessments for natural disasters. The risk assessments for non-natural disasters (people induced) are shown in Table 10.

Community reaction/impact on image/reputation scales included in Tables 9 and 10 are defined as:

- a) Outrage – federal or state government intervention; front page news in national press
- b) Distress – Mayor takes control; extensive coverage in the Redlands press
- c) Concern – involves CEO and possibly Councillors; some press coverage
- d) Interest – local interest only; covered in local press
- e) No interest.

NATURAL DISASTERS

Event	Likelihood	Consequence (from regional perspective)	Overall Risk Rating	Community Reaction/Impact on Image/Reputation	Comments
Severe storm	Certain	Minor	High	Interest	
Local flooding	Certain	Minor	High	Concern	
Creek flood	Highly likely	Moderate	High	Concern	Flood sub-categories: major, moderate, minor
Bushfire	Likely	Minor-moderate	High	Concern	
East coast low/cyclone	Likely	Moderate-major	High	Concern	
Heat wave	Likely	Minor-moderate	High	Concern	Heat stress causes more fatalities than other natural hazards
Storm surge (includes storm tide and storm surge)	Possible	Moderate	High	Interest	
River flood	Possible	Moderate-catastrophic	Extreme	Distress	Flood sub-categories: major, moderate, minor
Landslip	Unlikely	Minor	Low	Concern	
Earthquake	Unlikely	Minor-catastrophic	Extreme	Distress	

TABLE 6: RISK ASSESSMENT FOR NATURAL DISASTERS

NON-NATURAL DISASTERS (PEOPLE-INDUCED)

Event	Likelihood	Consequence	Overall Risk Rating	Community Reaction/Impact on Image/Reputation	Comments
Oil spill (maritime)	Highly likely	Moderate-major	High	Concern	Maritime Safety Queensland are lead agency to respond in accordance with National Oil Spill Plan ¹
Oil spill (land)	Highly likely	Moderate-major	High	Concern	
Chemical spill/gas release	Highly likely	Moderate-major	High	Concern	
Major utilities failure – non-Council	Likely	Major - catastrophic	High-extreme	Outrage	
Major utilities failure /disruption– Council-owned	Possible	Major - catastrophic	High-extreme	Outrage	Transport threat, Nov 2005
Major industrial accident	Possible	Minor	Medium	Concern	
Major ground transport accident	Possible	Moderate	High	Concern	
Terrorist incident – siege or hostage	Possible	Major	Extreme	Distress	
Disruption to major sporting/cultural events	Possible	Moderate	High	Distress	
Building collapse	Unlikely	Major	High	Concern	
Aircraft crash	Unlikely	Major-catastrophic	High-extreme	Distress	
Terrorist incident - bombing	Unlikely	Major	High	Outrage	
Terrorist incident – chemical, biological, radiological (CBR ?)	Highly unlikely	Catastrophic	High-Extreme	Outrage	Chemical, biological, radiological

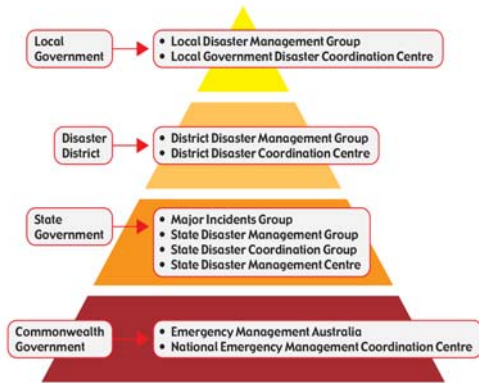
TABLE 7: RISK ASSESSMENT FOR NON-NATURAL DISASTERS (PEOPLE INDUCED)

¹ Full title is National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances
Redland City Council Disaster Management Plan 2010

SECTION 4 – DISASTER MANAGEMENT ARRANGEMENTS

CONCEPTS OF DISASTER MANAGEMENT

FIGURE 4: QUEENSLAND DISASTER MANAGEMENT SYSTEM



The primary focus of Redland City's disaster management arrangements is to mitigate the impact of disasters and major emergencies on the community by ensuring a coordinated and collaborative effort by all levels of government as well as non-government organisations and the private sector.

To achieve a safer and more resilient community, Redland City's disaster management arrangements promote:

All Hazards Approach: A single set of disaster management arrangements capable of encompassing all hazards. When applied, this approach recognises, and caters for, the relationship between emergency/disaster management and civil defence.

All Agencies or Integrated Approach: Arrangements for dealing with disasters require an active partnership between local, state and commonwealth governments as well as non-government organisations and the community.

Local government plays a major role in the partnership because of their intimate links with the community.

The Prepared Community: The three vital links in dealing with disasters are individuals, voluntary organisations and local government. Individuals can do much to help themselves by:

- a) being aware of local hazards and recommended protective measures
- b) taking appropriate individual precautions against those hazards
- c) being actively involved in community-based voluntary organisations
- d) making sure that their local government has effective arrangements in place.

Voluntary organisations can play a vital role in disaster management particularly in the areas of preparedness and response (e.g. SES).

Local governments provide a variety of public services that the community relies upon.

Comprehensive Approach: The comprehensive approach is a set of arrangements that cover all aspects of disaster management including prevention, preparedness, response and recovery.

Prevention: This includes hazard identification, risk assessment, and implementation of measures to avoid the disaster or to reduce or eliminate potential loss of life or damage to property and to protect economic development.

Preparedness: This includes arrangements or plans to ensure timely response, relief and rehabilitation in the event of a disaster. It requires appropriate organisational structures, trained persons, plans and procedures.

Response: This is the process of combating a disaster and for providing immediate assistance to affected persons and sections of the community. Response operations deal with the immediate issues related to the disaster. The aims of response operations are to save lives, protect property, and render an affected area safe.

Recovery: Recovery commences with response. This is the process by which an affected community is assisted in regaining a proper level of functioning following a disaster. It comprises two stages: initial recovery and long-term recovery/reconstruction.

- a) Initial recovery: the aim is to satisfy personal and community needs, and to restore services to the level where local government and the normal responsible agencies can manage the continuing process.
- b) Long-term recovery/reconstruction: long-term recovery, reconstruction or rehabilitation measures are the subject of separate arrangements.

The following table details examples of mitigation measures and activities associated with each phase of the comprehensive approach:

Phase	Mitigation Measure	Activities
Prevention	<ul style="list-style-type: none"> • Building codes • Building use regulations • Community awareness and education • Legislation 	<ul style="list-style-type: none"> • Public information • Relocation • Tax, insurance incentives • Safety improvements • Zoning, land use management
Preparedness	<ul style="list-style-type: none"> • Community awareness and education • Disaster management plans, procedures • Effective communications systems • Coordination centre 	<ul style="list-style-type: none"> • Hazard specific awareness programs • Hazard specific plans and arrangements, functional plans • Training, exercising plans • Warning systems
Response	<ul style="list-style-type: none"> • Activate plans and procedures • Implement specific legislation, declarations 	<ul style="list-style-type: none"> • Mobilise resources • Undertake specific tasks (e.g. search and rescue) • Open coordination centres • Provide emergency relief • Open evacuation shelters • Commence recovery processes
Recovery	<ul style="list-style-type: none"> • Implement recovery plans • Community reconstruction, rehabilitation • Economic impact • Community awareness and education 	<ul style="list-style-type: none"> • Community engagement • Long-term medical care • Physical restoration & reconstruction • Public information & warnings • Restoring essential services • Temporary housing

TABLE 8: PHASES OF THE COMPREHENSIVE APPROACH

REDLAND CITY COUNCIL'S RESPONSIBILITIES UNDER THE COMPREHENSIVE APPROACH

Prevention:

Council's responsibilities prior to a disaster (with regard to prevention) are:

- a) identify hazards
- b) assess threats to life and property
- c) implement measures to reduce or eliminate potential loss to life or property and protect economic development.

Preparedness:

Council's responsibilities prior to a disaster (with regard to preparedness) are:

- a) develop and maintain the Redland City Disaster Management Plan
- b) prepare disaster management operational plans
- c) prepare to take action to minimise loss of life and damage
- d) prepare to organise and facilitate effective rescue, relief and rehabilitation in a disaster
- e) educate and train Council staff
- f) establish programs to consult and engage the community on hazard mitigation
- g) establish organisational structures to manage a disaster
- h) develop and maintain a local emergency service, including a unit of the State Emergency Service (SES)
- i) nominate a Local Controller for the SES
- j) develop procedures that will ensure the rapid mobilisation and deployment of its resources to prevent/mitigate, prepare for, respond to and recover from a disaster situation.

Response:

Once a disaster occurs, Council exercises primary responsibility for disaster management within its boundaries based on its capability and core functions. Council is required to deploy all appropriate resources to contribute to the response and recovery. Depending on the nature of the event, it is possible that the incident (Local ?) Controller will be one of the emergency services and Council will be providing a support role.

Specific responsibilities with regard to response are:

- a) activate the Redland City Local Disaster Management Group
- b) activate the event coordination centre
- c) assist with disaster response activities
- d) assist with the provision of immediate relief for persons affected by the disaster
- e) maintain liaison and communications with other agencies and local authorities via the DDC (what does this stand for?).

Recovery:

The disaster is not considered over until the community has been recovered to a situation in which services are back to at least pre-disaster levels. In the recovery phase Council has a responsibility for disaster management within its boundaries based on its capability and core functions; however, it may have significant involvement with neighbouring local authorities, and may be receiving support and/or working closely with state and commonwealth agencies via the Disaster District apparatus.

Specific Council responsibilities with regards to recovery are to:

- a) maintain liaison and communications with DDC (?) and other agencies
- b) satisfy immediate essential personal and community needs
- c) contribute to the community recovery function coordinated at Disaster District level (or coordinate the recovery of the community if the disaster district is not activated)
- d) coordinate the recovery of physical infrastructure (or to contribute to the infrastructure recovery function if that is being coordinated at Disaster District level)
- e) coordinate activities with relevant Disaster District initiatives and plans
- f) manage the process of restoring services to a normal level
- g) participate in long-term recovery, reconstruction and rehabilitation.

SECTION 5 – PREVENTION

Prevention is the regulatory and physical measures taken to ensure that emergencies and disasters are prevented or their effects mitigated.

Redland City Council:

- a) has utilised Disaster Risk Management in accordance with AS/NZS 4360 (2004) to mitigate against all potential/likely hazards
- b) will actively engage and collaborate with all disaster agencies and other community stakeholders to reduce the vulnerability of the community to risks posed by these likely hazards
- c) will incorporate approved disaster management strategies and the recommendations from research and studies into Council's operational, planning and financial management practices.

COMPLIANCE WITH LEGISLATION, REGULATIONS, POLICY AND COUNCIL RESOLUTIONS

The plan draws on various legislative, policy and reference documents to provide the necessary authority to direct and guide the procedures behind disaster management within Redland City Council. They include not only Acts and regulations but maps, charts, endorsed protocols and procedures from various lead agencies derived and refined through hard-won experiences in dealing with disasters and emergencies.

These documents include the diligent application of legislation such as: State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide and Guideline – Mitigating the Adverse Impacts of Storm Tide Inundation in the development approval process is important in mitigating the potential effects of hazards.

The following legislation may be applicable:

- *Aboriginal Communities (Justice and Land Matters) Act 1984*
- *Agricultural Chemicals Distribution Control Act 1966*
- *Ambulance Service Act 1991*
- *Chemical Usage (Agricultural and Veterinary) Control Act 1988*
- *Coastal Protection and Management Act 1995 (Including Guideline – Mitigating the Adverse Impacts of Storm Tide Inundation version 1.2)*
- *Dangerous Goods Safety Management Act 2001*
- *Environmental Protection Act 1994*
- *Exotic Diseases in Animals Act 1981*
- *Explosives Act 1999 & Explosives Regulations 2003*
- *Redland City Council Local Law 16 (Blasting Operations)*
- *Fire and Rescue Service Act 1990*
- *Gas Pipelines Access (Queensland) Act 1998*
- *Gas (Residual Provisions) Act 1965*
- *Health Act 1937*
- *Integrated Planning Act 1997 (including State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide)*
- *Liquid Fuel Supply Act 1984*
- *Local Government Act 1993*
- *Local Government (Community Government Areas) Act 2004*
- *Major Sports Facilities Act 2001*
- *Marine Parks Act 1982*
- *Marine Parks (Great Barrier Reef Coast) Zoning Plan 2004*
- *Native Title (Queensland) Act 1993*

- *Nature Conservation Act 1992*
- *Petroleum Act 1923*
- *Public Safety Preservation Act 1986*
- *Terrorism (Commonwealth Powers) Act 2002*
- *Workplace Health and Safety (Miscellaneous) Regulation 1995.*

BUILDING CODES AND BUILDING USE REGULATIONS

The diligent application of building codes and regulations and the attending Australian Standards are an integral part of the disaster management process to mitigate against potential effects of hazards. This is achieved by ensuring constructions meet specifications and tolerances relevant to surviving the effects of identified potential hazards e.g. wind load ratings. It must be appreciated that there will always be extreme events which will result in impacts greater than that designed into structures by adherence to the codes. The Codes, Regulations and Standards that are applicable in the disaster management context of building construction and land development include:

- Building Code of Australia 1990
- Building Act and Regulations
- Standard Building By Laws
- Australian Standard AS 3959, Construction in Bushfire-Prone Areas
- Australian Standard AS DR8971, Building in Bushfire-Prone Areas
- Australian Standard AS 1170.4 1993, Minimum Design Loads on structures Pt 4 Earthquake Loads
- Australian Standard AS/NZS 1170.2.2002, Structural Design Actions Pt 2 Wind Actions
- Australian Standard AS 1170.2 – 1989, SAA Loading code Pt 2 Wind Loads
- Australian Standard AS 4055, Wind Loads for Housing
- Codes developed under Council Town Planning Scheme
- Best Practice Principles and Guidelines – Floodplain Management in Australia, SCARM Report No. 73.

Maps and charts are kept in Council premises and are used during planning for, and response to major events. Members can either use **Red-e-map** or hard copy versions (referred to by map number[s]) to obtain the most relevant information. Appendix 5 has a list of the hard copy maps kept by Redland City Council. Council also has a link to the Bureau of Meteorology (BOM) website for the latest weather and climate information.

BOM and specialist maps are available through various agencies such as the Department of Community Safety (QFRS), Department of Employment, Economic Development and Innovation (DPI&F, Mines and Energy) and Department of Environment and Resource Management (Natural Resources and Water).

PUBLIC EDUCATION

Public education is addressed through awareness programs conducted by the SES, media, local authorities, several statutory services and the State Disaster Group.

At the commencement of the storm/cyclone season, the Bureau of Meteorology in conjunction with local governments and the Department of Community Safety undertakes a series of public forums and displays covering cyclones, severe weather and flooding.

At the beginning of the bushfire season, the Rural Fire Division of Queensland Fire and Rescue Services, undertakes a public awareness campaign to alert the community to the potential dangers of the forthcoming season.

A range of brochures are available from the Department of Community Safety for distribution to the public addressing preparedness against the impact of all natural hazards and some technological hazards.

Council will also pursue strategies to educate the community with regard to disaster management issues and arrangements that relate to Redland City (Refer to LDMG Volume 9 - Communications Strategy).

PUBLIC INFORMATION

Public information is advice which is passed on to the public prior to, during, and after a disaster, such as warnings and directions. Information of a general nature, not associated with an emergency, which has activated this plan, may be issued by the lead agencies, police, Queensland Fire and Rescue Service and statutory bodies such as the Bureau of Meteorology.

Issues that may be addressed include:

- heatwave safety precautions
- fire safety both urban and rural - establish fire breaks, fire fighting water supplies
- flood safety – do not drive into flooded roadways, do not wade or play in flood waters, use of building materials in flood prone areas
- storm safety – remove rubbish from yards, secure outdoor furniture, avoid unnecessary use of telephones during thunderstorms, do not shelter under trees in a thunderstorm etc.

All facets of the media may be used to disseminate the information including, radio, television and the printed media. Note: All media contact is to be referred to Redland City Council Marketing and Communications.

INSURANCE INCENTIVES/DISINCENTIVES

The Council of Australian Government (COAG) in its report on disaster management in Australia drew attention to the need for insurance to be more readily available to the community as a means of assisting it to recover from the impact of an emergency. Currently flood insurance is generally not available or if so, premiums are expensive.

COAG has the expectation that local governments will make available to the insurance industry and the public, information on flooding in its area and that the insurance industry in turn will provide insurance cover at reasonable premiums. The outcome of this expectation would be the lowering of hardship claims by the community.

High premiums and the availability of hardship funding under NDRRA (?) arrangements act as a disincentive for the community to take some ownership of the situation and take out insurance. However, Council will endeavor to encourage homeowners in the City to take out insurance cover in order to mitigate against hardship after an emergency.

SECTION 6 – PREPAREDNESS

Preparedness is having arrangements or plans to deal with a threat situation or a disaster, that is, the mobilisation of the disaster response structure and resources.

COUNCIL'S COMMITMENT

Redland City Council is committed to developing, testing, reviewing and amending (where necessary) disaster management plans to ensure Council resources and procedures are in a state of readiness to deal with a threat situation or a disaster. Council will also pursue strategies to increase public awareness in relation to disaster management issues to improve the resilience of the community. The latter will include assisting other emergency agencies in the delivery of public education for hazard specific threats e.g. QFRS in relation to bushfire awareness and preparedness.

Redland City Council will:

- a) develop and maintain standard operating procedures for the activation of the Redland City Emergency Coordination Centre (ECC) including authorisation for instigating the four levels of activation i.e. stand-by, activation, stand-down and debriefing;
- b) develop and maintain standard operating procedures and processes for the ECC;
- c) ensure staff that are to be deployed to assist emergency management operations, are trained pursuant to their role;
- d) develop and maintain an emergency communication strategy including roles, responsibilities, hardware (including backup systems) and procedures;
- e) develop and maintain functional plans to address operational requirements and processes required to potentially manage an emergency i.e. plans for evacuation and recovery; and
- f) develop and maintain threat specific plans to support the arrangements and operations of lead combatant agencies i.e. Queensland Health – Pandemics/Health, Department of Employment, Economic Development and Innovation – Emergency Animal & Plant Diseases develop and maintain cooperative and collaborative arrangements with other emergency response agencies e.g. police & fire Services.

COORDINATION

In accordance with **Section 30** of the *Disaster Management Act 2003*, the Redland City Local Disaster Management Group is responsible for the following specific functions in relation to the coordination of disaster events:

- a) managing disaster operations in its area of responsibility – (1) (f)
- b) providing reports and making recommendations to the district group about matters relating to disaster operations – (1) (g)
- c) identifying and coordinating the use of resources that may be used for disaster operations in its area of responsibility – (1) (h)
- d) establishing and reviewing communications systems within the group and with the district group and other local groups for use when a disaster happens – (1) (i).

Overall management of a coordinated response is the responsibility of the Executive Officer of the Redland City Local Disaster Management Group. Operational priorities made by the group are actioned through the emergency coordination centre (ECC).

Redland City Council's emergency coordination centre) is established to provide a facility to coordinate resources and manage information to support all agencies (Council and external organisations) required during a disaster or emergency event. The centre provides a focal point for Council's response and recovery activities as well as supporting the requirements of the relevant incident control centres.

PUBLIC INFORMATION AND WARNINGS

In accordance with **Section 30 (1) (e)** of the *Disaster Management Act 2003*, the Redland City Local Disaster Management Group is responsible for ensuring that the community is aware of ways of mitigating the adverse effects of an event and preparing for, responding to and recovering from a disaster.

Prior to, during and following an event, relevant government agencies provide updated information and warnings to the community through a network of electronic media outlets.

COMMUNITY AWARENESS AND EDUCATION

The Redland City Council Disaster Communication Strategy provides an overarching framework for communicating with stakeholder groups in the pre-impact and post-impact phases. The strategy has a key focus on pre-impact activities in line with Council's responsibility as outlined in the *Disaster Management Act 2003*.

The pre-impact activities relate to altering awareness levels, attitudes and behaviour regarding disaster preparedness. Past experience by emergency authorities shows that simply providing information to people will not result in significant behavioural change. Part of the solution lies in taking a social marketing approach to disaster messaging. This approach recognises that not all people are the same in the way they categorise risk and that there will be different motivations for people to take the appropriate action.

The strategy also recognises the importance of community influences – people listen to other people around them and to people they trust. The strategy therefore supports the creation of a new community norm within the Redlands' region where disaster preparedness becomes a standard part of 'what is done in the Redlands'.

For the post-disaster phase, the emphasis is on having protocols, tools and procedures in place to ensure a smooth, transparent and effective communications campaign. Importantly, the communications must be conducted in tandem with other authorities such as Emergency Services to facilitate better outcomes for the community.

The objectives of this program are as follows:

Prevention & Preparedness Phase

- a) to encourage people to prepare themselves and their properties/businesses for a natural disaster
- b) to ensure people know where to access information/assistance before, during and after a natural disaster.

During Disaster Phase

- a) to improve stakeholders' safety awareness levels and behaviours during a natural disaster
- b) to provide appropriate information and assistance immediately before, during and after a natural disaster
- c) to provide reassurance and timely information about Redland City Council's response during and immediately after a natural disaster.

Response & Recovery Phase

- a) to provide reassurance and timely information about relief efforts and other authorities
- b) to meet the information needs of the community promptly and effectively.

The main audience for dissemination of key messages includes:

- a) residents (mainland, North Stradbroke Island and Southern Moreton Bay Islands)
- b) business owners/operators
- c) community and church groups
- d) tourists and visitors
- e) tourism operators
- f) government agencies
- g) media (local, Brisbane, print and electronic)
- h) local health providers
- i) local schools
- j) Redland City Council staff
- k) Councillors.

TRAINING AND EXERCISES

Disaster management training is coordinated through Emergency Management Queensland (EMQ). In an effort to provide an effective training program, Redland City Emergency Management Unit works closely with EMQ and other local government disaster management units to provide a coordinated training program.

Training provided includes:

- a) emergency coordination centre training (Including AIIMS ?)
- b) Local Disaster Management Group training
- c) exercises to evaluate capability and capacity of the Redland City Local Disaster Management Group, sub-committees of the local group (Community Recovery, Emergency Response) and the Redland City Council Emergency Coordination Centre (ECC).

RELATIONSHIP BETWEEN DISASTER MANAGEMENT PLAN AND BUSINESS CONTINUITY PLANS

Introduction

The Business Continuity Plan (BCP) and the Local Disaster Management Plan are two separate and distinct plans brought into existence for similar reasons but directed at different areas of Council involvement. The Local Disaster Management Plan is about Council's responsibilities to the 'external' wider community in the event of an emergency.. BCP is about Council's 'internal' responses to problems which restrict its ability to provide services. BCP is the internal responsibility of each recovery team to ensure plans are in place to keep Council services operating.

It is probable that, on occasion, both plans may be activated at the same time due to the circumstances in place giving rise to the emergency. The harmonious correlation of the two plans is essential to maximise the beneficial effect to both Council and the wider community.

Business Continuity Plan

The BCP is designed to restore critical business functions following Council's inability to utilise all its facilities for whatever reason. These reasons could include, but are not limited to, fire, storm, flood, prevention of access, loss of utilities, terrorism, etc.

The BCP is a resource to the whole of Council. It contains a series of individual business recovery plans specifically designed to ensure that critical business functions resume within specified priorities and time frames.

It is essential for Council, through its BCP, to regain its ability to provide services to the community. Where damage/loss is sustained to Council infrastructure at the time of an emergency giving rise to the activation of the Local Disaster Management Plan it is even more important for Council to be able to quickly recover and perform its functions to fulfil its role in the Local Disaster Management Plan.

Local Disaster Management Plan

Local government underpins the Queensland Disaster Management System. The Local Disaster Management Plan is prepared in accordance with the *Queensland Disaster Management Act 2003*, and provides for the coordination of disasters. The Act defines a 'disaster' as a serious disruption in a community, caused by the impact of an event, that requires a significant coordinated response by the state and other entities to help the community recover from the disruption. 'Serious disruption' means:

- a) loss of human life, or illness or injury to humans; or
- b) widespread or severe property loss or damage; or
- c) widespread or severe damage to the environment.

During a disaster, local government provides initial support for the affected community until its resources are fully committed. State, and ultimately commonwealth support is then requested should the need arise. Local disaster management arrangements are coordinated through the Redland Local Disaster Management Group, chaired by a Councillor.

Jurisdiction

Council has elected to appoint a different department General Manager to administer each plan to avoid a conflict of interest and more closely align the plans with the roles played by each of the General Managers.

The General Managers and their appointments are:-

- a) General Manager, Customer Services - Executive Officer - Local Disaster Management Group
- b) General Manager, Corporate Services - Business Continuity Manager

Each General Manager needs to be aware of each other's role and how each complements the other in the exercising of their respective duties.

REDLAND STATE EMERGENCY SERVICE

Redland City supports and maintains an active State Emergency Service (SES) Unit. SES is administered by Emergency Management Queensland in a partnership with Redland City Council.

Redland's SES Unit is based at Cleveland.

Additional SES resources will be sourced through Emergency Management Queensland.

SECTION 7 – RESPONSE

The principal purpose of response is the preservation of life, property and the environment. Response is defined by Emergency Management Australia (2004) as

...“actions taken in anticipation of, during, and immediately after an emergency to ensure that its effects are minimised and that people affected are given immediate relief and support”

In accordance with **Section 13** of the *Disaster Management Act 2003*, activation of the Redland City Local Disaster Management Group will be as a response to any event that has a significant community consequence.

...A “disaster” is a serious disruption in a community, caused by the impact of an event, that requires a significant coordinated response by the State and other entities to help the community recover from the disruption...

AUTHORITY TO ACTIVATE THE PLAN

This plan may be activated by one of the following persons:

- a) Chair, Local Disaster Management Group
- b) CEO, Redland City Council
- c) Executive Officer, Local Disaster Management Group
- d) Deputy Executive Officer, Local Disaster Management Group
- e) Senior Consultant, Emergency Management Unit, Redland City Council.

This group, when activated, will form an Immediate Action Team that will make initial decisions on what action is to be taken at the very beginning of an event.

RESPONSIBILITIES OF THE LOCAL DISASTER MANAGEMENT GROUP

In accordance with **Section 30 (1)** of the *Disaster Management Act 2003*, the Redland City Local Disaster Management Group is responsible for:

- a) managing disaster operations in its area under policies and procedures decided by the State Group
- b) identifying and coordinating the use of resources that may be used in disaster operations.

Section 15 of the *Disaster Management Act 2003* defines “disaster operations” as

“... activities undertaken before, during or after an event happens to help reduce the loss of human life, illness or injury to humans, property loss or damage or damage to the environment including activities to mitigate the adverse effects of the event.”

LEVELS OF ACTIVATION

There are five (5) levels of activation:

- a) Alert**

When a hazard is imminent and there is a likely threat identified, the Senior Consultant, Emergency Management (Council's disaster management coordinator) will maintain a 'watching' brief and monitor the situation (e.g. severe storm warnings issued by Bureau of Meteorology, escalation of Wildfire Alert Level by QFRS from 2 to 3 or 3 to 4). The Senior Consultant, Emergency Management will establish and maintain communications with the Executive Officer, Redland City Local Disaster Management Group (LDMG).
- b) Stand-by**

Stand-by to activate may be initiated by the Executive Officer, LDMG based on current situational awareness of the hazard and level of threat to the community. The District Disaster Coordinator may also request that Redland's disaster management arrangements be activated and that the emergency coordination centre (ECC) be placed on stand-by.
- c) Activation**

When it is apparent that there is a requirement to activate the plan and open the ECC to support response agency operations (i.e. SES or QFRS ICC), the Executive Officer, LDMG, will consult with the Disaster Management Coordinator and others to ensure an effective response is initiated. The 'on call' ECC Manager and his team is responsible for the running of the ECC.
- d) Stand Down**

Stand down will be determined by the Immediate Action Team (IAT) after conferring with Chair, LDMG and District Disaster Coordinator.
- e) Debrief**

The Senior Consultant, Emergency Management is responsible for ensuring that operational debriefs occur as soon as practicable following the event. The intent of a 'debrief' is to review operations, including, but not limited to, resources and processes with a view to improving operational effectiveness. A Post-Operational Report (POR) will be produced as a result of the debriefing process.

EMERGENCY COORDINATION CENTRE (ECC)

Strategic operational decisions and priorities determined by the LDMG are actioned through a facility called the emergency coordination centre (ECC).

Location of ECC

- a) Primary facility – the primary ECC is located in the IT Training Room and Corporate Training Rooms, Council Depot, South Street, Cleveland. The floor plan of the room is at Appendix 1 ECC SOP.
- b) Secondary facility (alternate) – the alternate ECC is the North and South Stradbroke Rooms, Council Administration Building, Bloomfield Street, Cleveland.

Activation of the Centre

Redland City Council's Emergency Coordination Centre (ECC) has been established to provide a facility to coordinate resources and manage information to support all agencies (Council and external organisations) required during a disaster or emergency event. The ECC provides a focal point for Council's response and recovery activities as well as supporting the requirements of the relevant incident control centres.

A more detailed explanation of the ECC is available in Section 3 of this plan including the ECC Standard Operating Procedures (SOP).

The emergency coordination centre (ECC) is activated when an event is of such a significant nature that a series of 'triggers' have been reached that require a coordinated and measured approach to managing the event. The following trigger points will determine the activation of the centre:

- a) number of concurrent activities (requests for assistance from community to response agencies and Council)
- b) resource deficiencies
- c) threat assessment – future operations
- d) community and political expectations
- e) location of impact
- f) scope and magnitude of impact.

The ECC will be activated by the Executive Officer or delegate, Redland City Local Disaster Management Group on discussion with relevant stakeholders.

(The information below is repeated in essence above – do we need it twice?) There are five (5) levels of activation of the ECC.

- a) Alert
- b) Stand-by
- c) Activation
- d) Stand Down
- e) Debrief

Alert – 'On-Call' ECC Manager and Coordinators advised of current situation.

Stand-by – 'On-Call' ECC Manager notified and advised to place team on standby.

Activation – 'On-Call' ECC Manager notified, team activated to attend ECC.

Stand Down – All ECC teams advised and ECC Managers requested to prepare de-brief notes

Debrief – ECC Managers/Coordinators attend debrief meeting to discuss operational issues.

Role of ECC

The ECC is the focal point for implementing LDMG priorities and for coordinating Redland City Council's response and recovery in the event of a disaster. It maintains communications with District stakeholders and with state authorities through the District Disaster Coordination Centre (DDCC).

The roles of the ECC include (but may not be limited to) the following:

- a) coordination of Council's response to the event in accordance with LDMG priorities
- b) information management
- c) coordinate the acquisition and deployment of resources to support operations
- d) media management through media liaison officers
- e) preparation of situational awareness and forward planning strategies.

Structure of ECC

The ECC is structured to operate in accordance with the Australasian Inter-Service Incident Management System (AIIMS) principles and terminology. Redland City's ECC has five (5) primary functional areas:

1. **Control** – the overall management and direction of activities for the event. The control function within the ECC is exercised by the ECC Manager. In addition, an Incident Controller (IC) will be appointed at an ICC. The IC will usually be a lead combat agency, either State Emergency Service (SES) or Queensland Fire and Rescue Service (QFRS).
2. **Operations** – the management and coordination of immediate or short-term operations.
3. **Planning** – this includes developing situational awareness and identifying optional strategies to bring the event to a successful conclusion.
4. **Logistics** – the provision of facilities, and acquisition of services and materials to bring the event to a successful conclusion.
5. **Administration** – responsible for the effective and efficient operation of the ECC and to provide whatever resources are necessary to achieve a successful outcome.

DISASTER IMPACT ASSESSMENT

Impact assessment is the organised and coordinated process of collecting and analysing information after a disaster, to estimate casualties, damage and needs of the impacted community.

The purpose of conducting an impact assessment is to provide planning groups with a comprehensive situational awareness of what has occurred, what is required to address the problems in the response and recovery stages.

Under this plan, Redland City Council supported by other agencies, is the lead agency for conducting impact assessments within the community.

A determination will be made on how this information will be captured.

The ECC is responsible for coordinating the collection of this information. It is likely following an immediate reconnaissance by response teams, a more structured and organised approach to impact assessment will be undertaken.

Post-Impact assessment

There are two (2) types of assessment:

- a) rapid damage assessment is undertaken immediately following an event to gather a comprehensive overview of the impact. Information is gathered through the following sources:
 - i. public information received, and
 - ii. field tasking and reconnaissance of emergency services.
- b) Comprehensive damage assessment will commence as soon as practicable after the event to accurately establish the impact of the event.

Response and recovery agencies and organisations with a role under this plan will undertake a detailed impact assessment relating to their area of control and will submit reports to the ECC.

PUBLIC INFORMATION AND WARNINGS

Role of Marketing and Communications Group

Redland City Council's Marketing and Communications Group is responsible for issuing of all media releases, public information bulletins and warnings on behalf of the Redland City Local Disaster Management Group. The group's role is to:

- a) prepare and monitor public information with advice from the Chair or Executive Officer or their delegates
- b) draft media releases and public information bulletins
- c) liaise with media and communications units of other lead agencies to ensure that a coordinated approach to media releases, information and warnings is circulated to the community
- d) provide appropriate customer contact outlets with appropriate scripts
- e) obtain approval from Chair of Redland City Local Disaster Management Group or delegate for release of information to the community
- f) liaise with media outlets.

Types of Warnings

- a) media warnings – internet sites, radio, television and local newspapers
- b) telephone warnings via Emergency Alert system (when activated)
- c) Doorknocking by police and other emergency service agencies
- d) warning devices – horns, sirens, loud-hailers.

FUNCTIONAL AND 'THREAT SPECIFIC' ARRANGEMENTS

A Lead Agency

A lead agency is an agency in control of other agencies and organisations. Control operates 'horizontally' across a group of agencies tasked with the response to an event. Lead agency status is usually bestowed by legislation, regulations or by agreement of the Redland City Local Disaster Management Group.

Being in control does not mean that the lead combatant agency supplies all of the resources to manage the threat. A lead agency will be supported by other agencies that have an agreed role to support the lead agency.

Control does not extend to commanding the resources of other agencies. Each agency is responsible for commanding its own resources.

Coordination

When this plan is activated the LDMG is responsible for overall coordination of disaster events. The group is to ensure that all information and resources are collected, acquired and distributed where and when required.

During a disaster, a number of lead and supporting agencies may be operating simultaneously. Coordination in this sense is about ensuring that those agencies have the requisite resources and information needed to carry out their agreed roles.

Under this plan the ECC is tasked on behalf of the Redland City Local Disaster Management Group to undertake this role.

The following table details lead and supporting agencies within the Redland City disaster management arrangements.

Threat	Risk	Lead Agency	Supporting Agency
ACCIDENT – AIR	Low	Queensland Police	Queensland Fire and Rescue Service State Emergency Service Redland City Council Queensland Ambulance Service Redland Hospital
ACCIDENT - TRANSPORT	High	Queensland Police	Queensland Fire and Rescue Service State Emergency Service Redland City Council Queensland Ambulance Service Redland Hospital
BUILDING COLLAPSE	Low	Queensland Fire and Rescue Service	Queensland Police Service State Emergency Service Redland City Council Queensland Ambulance Service Redland Hospital
DAM FAILURE	Low	SEQ Water	Redland City Council Queensland Police Service Queensland Fire and Rescue Service State Emergency Service

EARTHQUAKE	Low	Redland City Council	Queensland Fire and Rescue Service Queensland Police Service State Emergency Service Queensland Ambulance Service Redland Hospital
EMERGENCY ANIMAL DISEASE	Med	Queensland Primary Industries and Fisheries	Queensland Health Redland City Council
SEVERE WEATHER EVENTS - Storms - Cyclones - East coast lows - Storm tide - High winds	High	Redland City Council State Emergency Service	Queensland Police Service Queensland Fire and Rescue Service Queensland Ambulance Service Redland Hospital Energex Bureau of Meteorology
FIRE – URBAN	Med	Queensland Fire and Rescue Service	Redland City Council State Emergency Service Queensland Police Service Queensland Ambulance Service
FIRE – RURAL	Med	Queensland Fire and Rescue Service – Rural Operations	Redland City Council Queensland Police Service State Emergency Service
FLOODING	Low	Redland City Council	State Emergency Service Queensland Police Service Queensland Fire and Rescue Service
HAZARDOUS MATERIAL ACCIDENT	Low	Queensland Fire and Rescue Service	Redland City Council Queensland Police Service Queensland Ambulance Service State Emergency Service
HEATWAVE	Low	Queensland Health	Redland City Council Queensland Ambulance Service State Emergency Service
INFRASTRUCTURE FAILURE - Power - Water - Waste	Low	Energex Redland City Council Redland City Council	Redland City Council Energex Queensland Health
MARINE OIL SPILL	Low	Queensland Transport – Maritime Safety Queensland	Department of Environment and Resource Management (DERM) Redland City Council
PANDEMICS	Low	Queensland Health	Redland City Council
TERRORISM	Low	Queensland Police Service	Redland City Council
TSUNAMI	Low	Redland City Council	Queensland Police Service Queensland Fire and Rescue Service Queensland Ambulance Service State Emergency Service Redland Hospital

TABLE 9: THREAT SPECIFIC AND SUPPORTING AGENCIES IN REDLAND CITY

The following table details functional and supporting agencies within the Redland City disaster management arrangements

Function	Lead Agency	Supporting Agencies
ANIMAL MANAGEMENT	RSPCA	Redland City Council
<p>COMMUNITY SUPPORT</p> <p>The provision of immediate and continuing care of disaster-affected persons who may be threatened, distressed, disadvantaged, homeless or evacuated and the maintenance of health and wellbeing of such persons with all available community resources until they have been rehabilitated.</p>	<p>Initially Redland City Local Disaster Management Group through Community Recovery Committee in collaboration with Department of Communities.</p> <p>Handover to District Community Recovery Committee for long-term recovery services</p>	<p>Redland City Council Australian Red Cross Salvation Army St Vincent De Paul Centrelink Lifeline Queensland Housing Queensland Health Adventist Development and Relief Agency (ADRA) Community and church groups</p>
<p>DISASTER COORDINATION</p> <p>To assist the Local Disaster Management Group to coordinate the priorities, tasks, information and resources required to effectively respond to and recover from a disaster event and to effectively communicate with the Brisbane District Disaster Management Group.</p>	Redland City Council	<p>Redland City Local Disaster Management Group Emergency Coordination Centre</p>
<p>EVACUATION</p> <p>To provide for the planned relocation of the community or parts of the community from a dangerous situation to a place of safety.</p>	<p>Redland City Disaster Management Group District Disaster Management Group</p>	<p>Queensland Police Service State Emergency Service Queensland Ambulance Service Queensland Transport Local transport companies (Road, Bay)</p>
<p>EVACUATION SHELTER MANAGEMENT</p> <p>To manage evacuation shelters that provide evacuees with basic needs for short period. These include accommodation, catering, information and personal support.</p>	<p>Redland City Council Disaster Management Group (Community Recovery Committee)</p>	<p>Australian Red Cross Redland City Council State Emergency Service Queensland Ambulance Service Community and church groups</p>
<p>IMPACT ASSESSMENT</p> <p>To assist the Local Disaster Management Group in prioritising, planning and resourcing the response and recovery of a disaster affected community. The assessment gathers comprehensive information on the scale of the impact to the community including the social, built, economic and natural environments.</p>	Redland City Council	<p>All member agencies of Redland City Local Disaster Management Group</p>
MEDICAL SERVICES	Queensland Health	<p>Private medical services Redland Hospital</p>

To provide a coordinated approach to responding to the health and medical needs of the disaster-affected community.		Private hospitals and surgeries Queensland Ambulance Service External medical service providers.
PUBLIC HEALTH To assist in the protection of the community to minimise threats to public health.	Population Health Unit – Queensland Health	Redland City Council
PUBLIC INFORMATION & WARNINGS To provide timely and accurate information bulletins and warning advices on what has occurred, what is happening and what the community can expect as the response and recovery phases continue.	Redland City Local Disaster Management Group	Bureau of Meteorology Redland City Council District Disaster Management Group Electronic media services Print media Emergency Services Emergency Management Queensland Community and church organisations Evacuation shelters Recovery centres
PUBLIC WORKS AND ENGINEERING To ensure the continuity of essential services to support the community including water and sewerage services, building and transport infrastructure inspections and assessments, restoration of services and infrastructure as well as debris clearance.	Asset owner	Redland City Council Department of Transport and Main Roads Queensland Rail Department of Public Works Queensland Health
RESCUE Provide support to disaster-affected communities and to coordinate the use of relevant resources necessary during search and rescue operations.	Queensland Police Service	Queensland Fire and Rescue Service State Emergency Service Emergency Management Queensland (Air Wing) Queensland Ambulance Service Volunteer Marine Rescue Redland City Council Commercial contractors
RESUPPLY OF COMMUNITIES To ensure that isolated communities are re-supplied with food and water and other essential goods following the impact of a disaster event.	Redland City Council	Retailers Suppliers District Disaster Management Group
TRANSPORT To coordinate the use of transport resources to support response and recovery operations following the impact of a disaster event.	Redland City Local Disaster Management Group Redland City Community Recovery Committee	Redland City Council Moreton Bay transport companies Local coach services Private contractors Queensland Rail Department of Transport & Main Roads

TABLE 10: FUNCTIONAL AND SUPPORTING AGENCIES IN REDALND CITY

PROVISION OF SUPPORT ARRANGEMENTS

Requests for assistance will come from a variety of sources.

As an example, for severe weather events and flooding, requests for assistance from the community will be received by the State Emergency Service through the state-wide 132 500 community assistance line.

Other requests will come from lead and supporting agencies so that they can fulfil their obligations agreed to under this plan.

132 500 Requests for Assistance (RFA's) will be actioned from the State Emergency Service Incident Control Centre (ICC), Wellington Street, Cleveland. The ICC is the Operational Control Centre for actioning RFA's that are received from the community. It is at this location that the majority of agency liaison officers will be situated.

The emergency coordination centre (ECC) will provide a strategic overview of the operations and will be responsible for the collection and distribution of information as well as acquisition of resources necessary to sustain the operation for responding agencies.

The following figure details the process of requesting support.

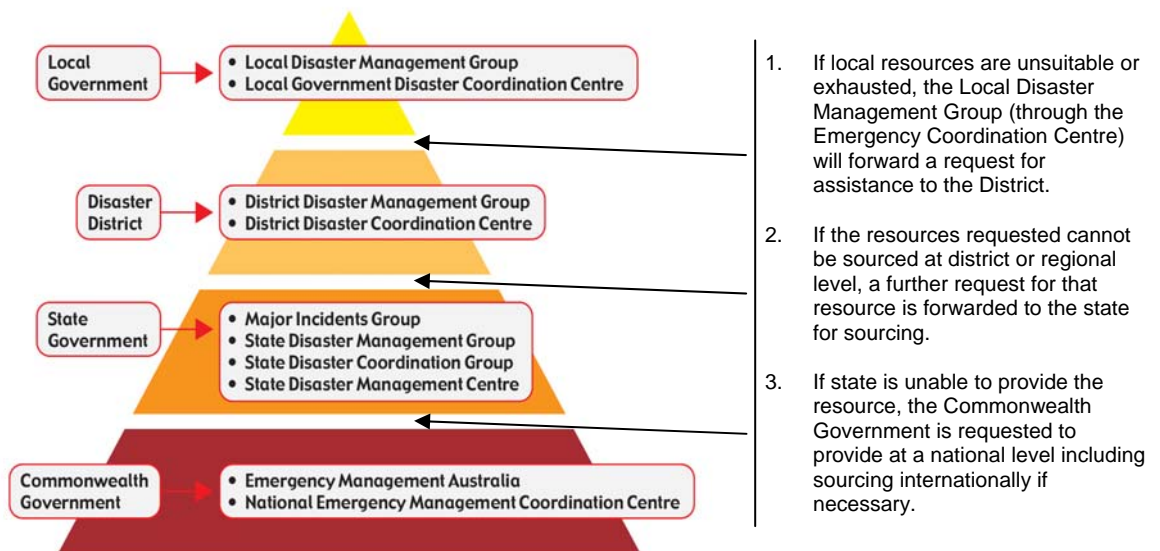


FIGURE 5: SUPPORTING ARRANGEMENTS AND PROCESS

PROCESS OF ACCESSING SUPPORT

In the first instance, all resources required to support the response and recovery efforts should be sourced locally. In the event that local resources are not suitable or are exhausted, a request for assistance is forwarded via the Redland City Emergency Coordination Centre (ECC) to the District Disaster Management Group (It is important that the Chair and Executive Officer of the Redland City Local – missing text?)

The disaster management group maintains regular communications with the district group to ensure that all requests are met and that responding agencies have sufficient resources to undertake their roles to support the effected communities).

In the event that the request cannot be actioned at the district level, the District Disaster Coordinator will forward a request for assistance through to the Executive Officer of the State Disaster Management Group for actioning.

EMERGENCY RESPONSE GROUP (ERG)

The Redland City ERG is a local alliance consisting of local and state government agencies. The group's role is to discuss issues relevant to response actions and to provide solutions to problems that may arise during operations. Redland City Council facilitates the group meetings with meetings occurring quarterly.

The following list details the current ERG membership:

- a) Redland City Council Emergency Management – Facilitator
- b) Redland City Council – Parks and Conservation (Fire Management)
- c) Redland City Council – Operations and Maintenance
- d) Queensland Police Service
- e) Queensland Fire and Rescue Service
- f) Queenslandd Ambulance Service
- g) Department of Environment and Resource Management (DERM)
- h) State Emergency Service
- i) Emergency Management Queensland

The group is also responsible for the development of evacuation strategies with a focus on traffic management plans, evacuation routes and shelter arrangements.

INCIDENT CONTROL CENTRE (ICC)

Redland City Council works closely with other lead agencies in sharing the responsibilities for response and recovery. Analysis of recent events (TC Larry and The Gap Storms) has highlighted the benefit of all or the majority of agency liaison officers being positioned at an Incident Control Centre (ICC). The ICC is the focal point for directly tasking teams to respond to community requests for assistance. It can be run from any location but preferably an emergency service facility with suitable infrastructure to support operational needs. The other role of the ICC is to ensure critical operational information is communicated to the ECC.

Functions of the ICC

The following functions are carried out with the ICC:

- a) rapid impact assessment
- b) team tasking
- c) forward planning
- d) resource management
- e) agency liaison.

The following figure illustrates the relationship between the LDMG, ECC and ICC.

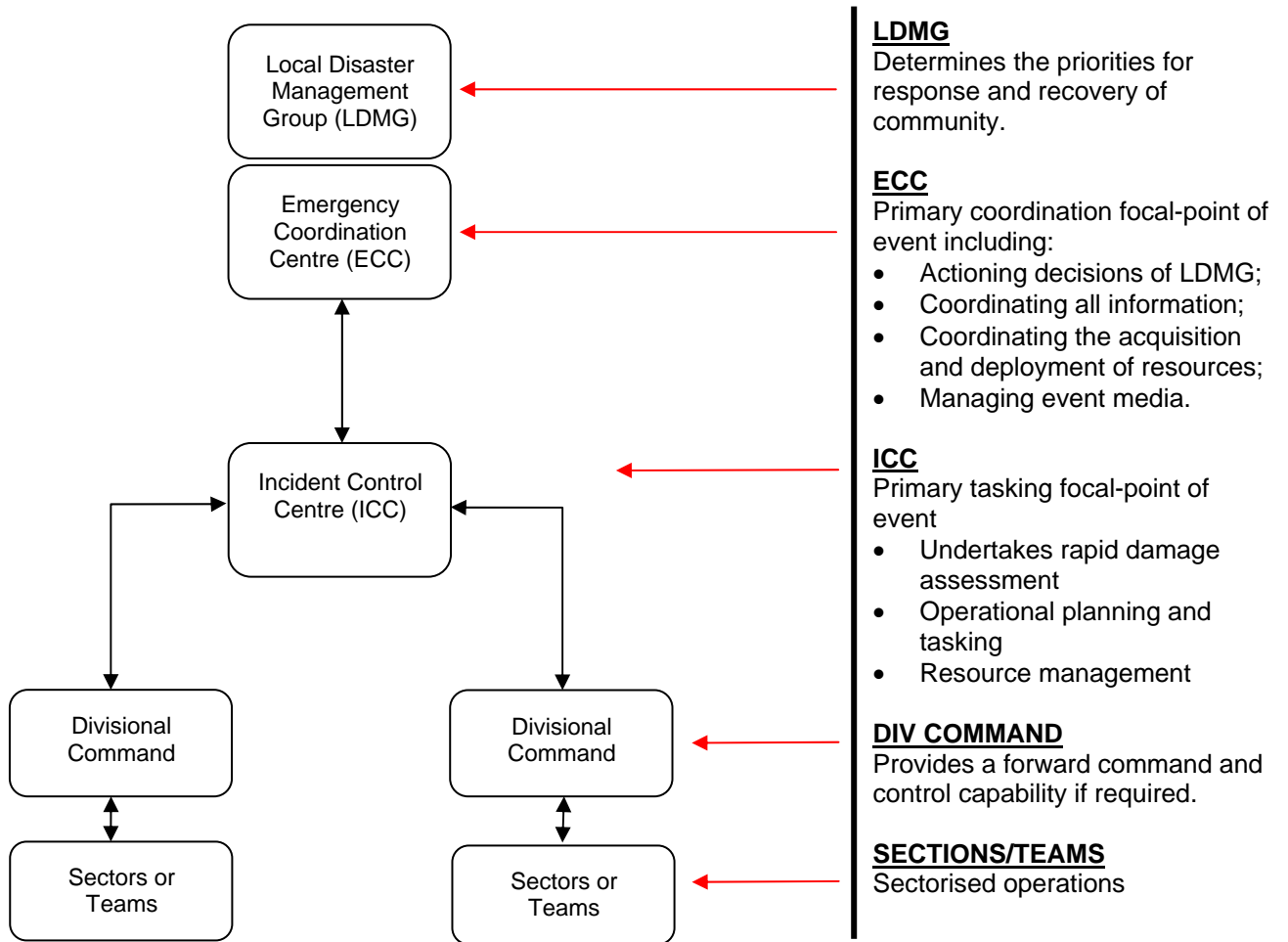


FIGURE 6: RELATIONSHIP BETWEEN LDMG, ECC AND ICC

FINANCIAL ARRANGEMENTS

The recovery of communities from the effects of emergencies and disasters is assisted by a range of financial measures, which provide a source of funds to business, government, households and the community to affect recovery.

Insurance

The major types of insurance cover that are available to policy holders to recover from emergencies and disasters are home and contents, property and business interruption policies.

The Insurance Disaster Relief Organisation (IDRO), with the assistance of the insurance industry, provides a unified presence and coordinated response to disasters.

Together, IDRO and the insurance industry will help to provide:

- a) one central contact point for insurance information
- b) a faster, more informed assessment of disasters
- c) support in resolving claims, assessing damage and rebuilding
- d) post-disaster reviews to help evaluate costs and recovery times.

Adherence to, and maintenance of financial management procedures is paramount during a disaster. The Chief Executive Officer will consult and make recommendations to the DDC, EMQ and senior Council management with regard to any major financial commitments.

Responsibilities

The Council Finance Officer will be responsible for maintaining a register for recording costs to ensure possible Natural Disaster Relief and Recovery Arrangements or State Disaster Relief Arrangements funding can be sought.

The ECC Logistics Team Leader is responsible for maintaining a record of all costs incurred by the ECC to support ECC operations. Receipts/tax invoices for all purchases are to be obtained and recorded.

The ECC Logistics Team Leader is also responsible for recording all costs made by the ECC to support the event. Purchase requisitions shall be in accordance with Council's purchasing policy.

Assumptions

Financial expenditure related to disaster management response and recovery activities are not usually included in the Redland City Council budget, or that of other responding agencies. However, the allocation of substantial funds, often at short notice, may be required when disasters or emergencies occur.

The nature of many disaster events necessitates that finance operations be conducted in compressed time frames with other external pressures such as public perception, necessitating the implementation of non-routine procedures. These demands, however, do not reduce the requirement for thorough financial management and accountability.

Declaration of a Disaster Situation

The Declaration of a Disaster Situation is not a prerequisite for the reimbursement of expended funding.

Supporting agencies

Each support organisation or agency is responsible for meeting the costs of goods and services necessary to conduct their own activities during its response operations.

Where support is requested from Redland City Council by a non-government agency for the provision of goods and services during an event, approval is to be obtained from the LDMG prior to the ordering of those goods and services. In these instances all accounts for approved expenditure on goods and services shall be provided to Council or appropriate authority for payment.

Financial delegations

Authority to undertake financial commitment and expenditure remains with the delegated authorities pursuant to the Council's normal Schedule of Delegation of Authority for Contracts and Authorisation of Expenditure.

Procedures

- a) **Incurring Costs/Procurement:** Each participating department, organisation or agency should commence accounting of all resource costs related to their response to a disaster immediately after the event occurs. Recording of these expenses should be undertaken in accordance with normal Council procedures. Whilst the time demands of the disaster may require innovative and expeditious means of procurement, good procurement principles and practices must be utilised. A diligent approach to these activities will help to ensure that public funds are not used fraudulently, wasted or abused.
- b) **Reimbursement:** To enable future reimbursement of expenditure incurred during disaster response activities, clear and reasonable justification will be required. Careful recording of expenses through the maintenance of logs, formal accounting records and maintaining copies of all expenditures incurred will facilitate this reimbursement procedure. Reimbursement from other agencies or through Natural Disaster Relief and Recovery Arrangements or State Disaster Relief Arrangements is not an automatic process. Detailed proof of disaster-related expenditure is critical to support these claims for reimbursement.

Commonwealth and State assistance arrangements (NDRRA & SDRA)

Natural Disaster Relief and Recovery Arrangements: The primary objectives of the Natural Disaster Relief and Recovery Arrangements (NDRRA) are to relieve the financial burden on states and territories of natural disaster relief and recovery efforts and to facilitate the early provision of a comprehensive range of relief and recovery measures to disaster affected communities.

The NDRRA Determination 2007 states that:

Natural disasters often result in large-scale expenditure by state governments in the form of disaster relief and recovery payments and infrastructure restoration. To assist with this burden, the Commonwealth has made arrangements to provide financial assistance to the states in some circumstances. Usually the assistance is in the form of partial reimbursement of actual expenditure.

The Commonwealth's assistance is intended to be directed to state measures that complement other strategies in relation to natural disasters, such as insurance and disaster mitigation planning and implementation.

The arrangements (called the 'Natural Disaster Relief and Recovery Arrangements') are set out in this Determination and are administered by the Department of Transport and Regional Services.

The Commonwealth may make payments to a state in partial reimbursement for state expenditure in relation to a natural disaster.

Although payments are generally made after the state has submitted a claim for financial assistance, the Commonwealth may provide advance payments if the Minister is satisfied that exceptional circumstances exist.

Eligible Disaster Relief Measures: The following disaster relief measures are eligible for NDRRA funding. It should be noted that not all relief measures are activated with respect to each disaster:

- a) Personal hardship and distress: this measure includes emergency payments, or payments in kind, to individuals for accommodation and food, as well as disaster relief assistance for the replacement of essential household contents and the repair of dwellings.
- b) Restoration of public assets: this measure covers state expenditure on the restoration of essential public assets, such as roads and government buildings.
- c) Concessional loans to primary producers: this measure provides for concessional rate loans to primary producers for carry-on needs, stock replacement and restoration of fixed assets.
- d) Concessional loans to small businesses: this measure provides for concessional rate loans to small business operators for re-establishment of business operations following physical loss.
- e) Concessional loans/grants to non-profit organisations: this measure provides for concessional rate loans and accompanying grants to non-profit organisations for the restoration of assets.
- f) Psychological counselling: this measure covers psychological counselling adopted to alleviate distress that is a direct result of an eligible disaster.

Other acts of relief and recovery: Other expenditures have been accepted as NDRRA eligible under this provision, including some costs associated with disaster suppression, such as extraordinary fire fighting costs.

State Disaster Relief Arrangements: The State Disaster Relief Arrangements (SDRA) provide a mechanism for the Queensland Government to provide disaster relief to communities and individuals in circumstances where the Commonwealth/State Natural Disaster Relief Arrangements threshold has not been reached. SDRA relief measures are specifically intended to relieve personal hardship and distress and apply to those who may need grants for emergency food and clothing needs, housing contents and dwelling repairs.

SECTION 8 – RECOVERY

Recovery is the coordinated process of supporting disaster-affected individuals, families and communities towards the restoration of emotional, social, economic and physical well-being following a disaster. The services provided typically include provision of information, payment of financial support and the provision of personal and psychological support. Implicit in this is the requirement to take account of specific needs of the community including culture, traditions, ethnicity and demographics.

It is also important to engage the affected community prior to and during the recovery phase. This empowers them to be part of the recovery process and to make decisions relevant to their needs.

It is also important to commence the recovery phase simultaneously with the response phase. In this sense, the Community Recovery Committee should be activated when agencies commence responding to community needs.

Redland City Local Disaster Management Group is responsible for coordinating the recovery efforts of the City in conjunction with various local, state and commonwealth government agencies.

PRINCIPLES OF RECOVERY

- a) Timely and accurate impact assessments conducted to ascertain recovery needs;
- b) To ensure that critical infrastructure and essential services are returned to normal as soon as possible after the event;
- c) To ensure the provision of emergency welfare and assistance is provided to the disaster-affected community;
- d) To ensure that the business community resumes trading as soon as possible;
- e) To rehabilitate the environment as soon as possible; and
- f) To develop a resilient community better able to mitigate the affects of future disaster events.

RECOVERY ELEMENTS

It is recommended that Redland City Local Disaster Management Group organises its recovery strategies based on the following community elements:

- a) community recovery (Social);
- b) infrastructure recovery;
- c) economic recovery; and
- d) environmental recovery.

Community Recovery

Community recovery and welfare services aim to assist communities to recover from the effects of disasters. Such services are delivered by a selection of commonwealth, state and local governments agencies together with a broad range of not-for-profit, community-based and commercial welfare and support agencies.

The services required and the duration of the operation will be dictated by the nature, severity and effect of the particular disaster.

The Community Recovery Committee (CRC) in conjunction with the, Redland City Local Disaster Management Group (LDMG), District Disaster Coordinator (DDC) and the Department of Communities (DoCs) will activate the community recovery and welfare services and will coordinate their services with the recovery and welfare objectives and priorities set by the LDMG. It is important that feedback from the community recovery and welfare services is regularly provided to the CRC and LDMG so that priorities and programs can be adjusted as necessary.

Community recovery and welfare services will usually be associated with and may operate from 'community recovery centres'.

A community recovery centre is established by DoC's to facilitate the delivery of disaster recovery services to the disaster-affected community by multiple agencies from a single location. All three tiers of government, as well as non government welfare and support agencies may be represented. The centre may also be referred to as a "One-Stop -Shop".

The centre would normally be located in a large community building in close proximity to the disaster area. The decision as to whether to establish a centre in any disaster would be made by the Local Community Recovery Centre in consultation with the LDMG, DoC's and the DDC. When deciding to establish a centre, some of the factors to be considered include:

- a) community needs;
- b) accessibility to normal services;
- c) isolation of the disaster-affected community;
- d) preparedness of community recovery agencies to be represented; and
- e) availability of a suitable location.

For the majority of incidents the normal method of operation will be the establishment of centre/s on the mainland and perhaps on one of the larger islands, supplemented by the deployment of small 'outreach teams' for limited periods. An outreach team is deployed to assess the needs of disaster affected individuals and families and to advise them on the information, resources and services available.

Recovery workers of all types need to be aware of the potential impacts and likely reactions that may be experienced by individuals affected by disasters. In particular, they need to be aware of the ways in which individuals may react, to ensure services are delivered in the most supportive and effective ways possible.

Activation of Community Recovery Services

The CRC is activated by the Chair of the LDMG or delegate when there is a disruption to the community or any part thereof to provide and coordinate recovery services as required. The Chair of the CRC or Executive Officer, LDMG may also activate the committee.

Membership of Community Recovery Committee (CRC)

Membership of the CRC may include representatives from all levels of government and community-based agencies with the capability of contributing to the community recovery process. Any person/organisation may be co-opted to this process.

The following list details the current CRC membership:

- a) Redland City Council – Chair and Secretariat;
- b) Department of Communities (including housing);
- c) Salvation Army;
- d) St Vincent de Paul;
- e) Centrelink;
- f) Lifeline;
- g) Australian Red Cross; and
- h) ADRA (Adventist Development and Relief Agency).

Participating Agency Roles

Redland City Council, through the CRC works in partnership with the DoC's (as lead State agency) to provide the coordinated delivery of recovery services.

The following table details roles and responsibilities of recovery agencies.

Function	Responsible Agency	Remarks
Registration & tracing	QPS	Supported by Australian Red Cross
Financial assistance	Department of Communities	Supported by Centrelink
Centre establishment, management & staffing	Department of Communities	Multiple agencies working from a single location
Agency services	Multiple agencies	
Counselling	Department of Communities	
Mental health services	Queensland Health	
Accommodation	Redland City Council	Supported by Department of Communities and ADRA (?)
Personal support	Department of Communities	
Outreach services	Department of Communities	
Local government services	Redland City Council	

TABLE 11: COMMUNITY RECOVERY AGENCY FUNCTIONS

Infrastructure Recovery

Infrastructure is broadly defined as anything that contributes to the normal function of a community and includes things, people and organisations. With the relatively high dependence of modern-day communities on physical infrastructure, large-scale disruption to these lifelines may cause severe hardships for the community. The loss of infrastructure may also significantly affect the management and delivery of a broad range of recovery services.

The plan has identified the following broad priorities for restoration of essential services:

- a) restoration of living conditions and housing security, and
- b) community infrastructure (whether publicly or privately owned), including wharves and jetties, dry storage, roads, public transport, fuel, gas, water, electricity, telecommunications, garbage and sewerage, waterways, parks, flora and fauna.

The LDMG will use the existing communications strategies to engage the community to assist with setting specific priorities for communities, localities and islands.

Acknowledging that regulations change over time and it is important that buildings being rebuilt or repaired conform to existing standards, the CRC will ensure that local regulations are readily available, particularly to contractors and tradesmen who may not be from the local area.

The LDMG will maintain oversight of the CRC to ensure that recovery and welfare plans are adequately integrated with plans of other relevant services such as health, energy and telecommunications.

LDMG may establish a separate Infrastructure Recovery Committee.

Economic Recovery

While local authorities have limited existing capacity to assist with economic recovery, the immediate priorities will be focused on restoration of common services necessary for a viable community, e.g. food outlets, banks and fuel.

While community recovery and welfare services provide immediate relief and support, it is important that a comprehensive assessment of the economic impacts of the disaster begin as soon as possible so that long term economic viability is restored.

Longer term economic recovery may involve specific programs and support beyond those available from local authorities. The Redland City Local Disaster Management Group, in conjunction with local business groups and state and commonwealth agencies will assess the following:

- a) What impact will disasters have on job security in the community?
- b) What mechanisms and resources will be required to assist and ensure the economic recovery of the community?
- c) Who needs to be involved in re-establishing economic viability in the community?
- d) This assessment is the first step in developing longer term economic recovery plans.

The Local Disaster Management Group in consultation with Redland City Council may establish a separate Economic Recovery Committee.

Environmental Recovery

Major environmental considerations resulting from a disaster include:

- a) the unique environment of Moreton Bay and islands
- b) community involvement in the restoration process
- c) a process for determining environmental restoration priorities.

At the earliest possible time, consistent with safety and the availability of suitable personnel, the LDMG will arrange for an environmental review. This review will form the basis for development of environmental restoration priorities.

Where there has been widespread or long-term environmental damage, the Redland City Local Disaster Management Group, through the Disaster District structure may seek the support of appropriate state and commonwealth agencies.

LDMG may establish a separate Environmental Recovery Committee.

SECTION 9 – ANNEXURES

The following list of sub-plans and Standard Operating Procedures are attached in CD form for reference:

- a) Community Recovery & Welfare Plan
- b) Emergency Coordination Centre Standard Operating Procedure (SOP)
- c) Redland City Risk Management Study (2004)
- d) Evacuation Plan
- e) Communications Plan
- f) Public Health Plan
- g) Russell Island Evacuation Plan
- h) Evacuation Shelter Standard Operating Procedure (SOP)
- i) Tsunami Warning & Alert arrangements

Note:

A review of ***Bushfire Management Plans*** for Southern Moreton Bay Islands and Mainland Redland City were completed in late 2009. For further information please contact David Beaty, Conservation Fire Management Officer, Parks and Conservation, Redland City Council.
david.beaty@redland.qld.gov.au.

NOTES

NOTES

13.5 COMMITTEE CLOSED SESSION

The committee meeting was closed to the public under Section 463(1) of the *Local Government Act 1993* to discuss the following items:

13.5.1 Community Proposal for the Management of the North Stradbroke Island Holiday Parks; and

13.5.2 Tender Proposals for the Management of the North Stradbroke Island Holiday Parks.

Cr Townsend declared a material personal interest in Item 13.5.1 *Community Proposal for Management of the North Stradbroke Island Holiday Parks* and Item 13.5.2 *Tender Proposals for the Management of the North Stradbroke Island Holiday Parks* as her husband owns a company that previously contracted to Council to clean the North Stradbroke Island Caravan Parks and he had been contacted by one of the Tenderers during the tender process.

As this committee meeting was the completion of Cr Townsend's term as Chair of the Finance and Corporate Management Committee, the Mayor took the opportunity to express her thanks and appreciation to the councillor for all of her assistance during her last two years in the role.

Cr Townsend vacated the chair and left the committee meeting.

Following deliberation on these matters, the Committee meeting was again opened to the public.

Prior to deliberation and resolution on these matters at today's meeting, Cr Townsend declared a material personal interest for the same reasons as above and left the chamber.

13.5.1 COMMUNITY PROPOSAL FOR MANAGEMENT OF THE NORTH STRADBROKE ISLAND HOLIDAY PARKS

Datworks Filename: CP Straddie Holiday Parks - General
Responsible Officer Name: Mike Hyde
General Manager Customer Services
Author Name: Michael Tait
Project Manager, Customer and Community Services

EXECUTIVE SUMMARY

A confidential report from General Manager, Customer Services dated 8 March 2010 was discussed in closed session.

COMMITTEE RECOMMENDATION

That the Officer's Recommendation in confidential report from General Manager Customer Services dated 8 March 2010, be adopted.

PROPOSED MOTION

Moved by: Cr Ogilvie
Seconded by: Cr Henry

That the Committee Recommendation be adopted.

It was noted that councillors wished to further discuss the item, which required that the meeting be closed to the public.

Cr Ogilvie subsequently withdrew his motion.

MOTION TO CLOSE MEETING

Moved by: Cr Williams
Seconded by: Cr Ogilvie

That the meeting be closed to the public under Section 463(1) of the *Local Government Act 1993* to discuss the following items:

13.5.1 *Community Proposal for Management of the North Stradbroke Island Holiday Parks; and*

13.5.2 *Tender Proposals for the Management of the North Stradbroke Island Holiday Parks*

The reason that is applicable in these instances is as follows:

"(e) contracts proposed to be made by it." (Council)

CARRIED

MOTION TO REOPEN MEETING

Moved by: Cr Bowler
Seconded by: Cr Elliott

That the meeting be again opened to the public.

CARRIED

COUNCIL RESOLUTION

Moved by: Cr Ogilvie
Seconded by: Cr Henry

That Council resolve as follows:

- 1. Contingent to agreement on contractual clausung that satisfies the requirements of Department of Environment and Resource Management, Council and the Community Management Organisation; enter into a 30 year Trustee Lease with the Community Management Organisation for the management of the premises located at:**
 - a. The Bookings Office, Dunwich;**
 - b. Bradbury's Beach Holiday Park, Dunwich;**
 - c. Amity Point Holiday Park, Amity Point;**
 - d. Adder Rock Holiday Park, Point Lookout;**
 - e. Thankful Rest Holiday Park, Point Lookout; and**
 - f. Cylinder Beach Holiday Park, Point Lookout.**
- 2. To enter into a 5 year Trustee Lease with the Community Management Organisation for the operation of Adams Beach Holiday Park, Dunwich;**
- 3. To enter into a management agreement with the Community Management Organisation for management of the foreshore camping grounds at Flinders Beach and Main Beach, until such time as the lease for the holiday parks expires, or is terminated, or the Department of Environment and Resource Management assumes management of the foreshore camping and Council relinquishes its role;**
- 4. To delegate authority to the Chief Executive Officer to:**
 - a. make, vary and discharge the contract; and**
 - b. sign all relevant documentation.**
- 5. To appoint a lease/contract manager to oversight the implementation of the lease, capital works program, lease and contract compliance, and provide support to the Community Management Organisation in continuing the building compliance program commenced by Council relating to storage and long term residents' caravans; and**
- 6. That this report remains confidential until a final resolution is made in this matter, and any 'commercial in confidence' information in this matter remains confidential.**

CARRIED

A division was called for.

Crs Reimers, Murray, Bowler, Williams, Henry, Ogilvie, Boglary and Hobson voted in the affirmative.

Crs Burns and Elliott voted in the negative.

Cr Townsend was absent from the meeting.

The motion was declared by the Mayor as **CARRIED**.

Cr Townsend declared a material personal interest in Item 13.5.2 *Tender Proposals for the Management of the North Stradbroke Island Holiday Parks* as her husband owns a company that previously contracted to Council to clean the North Stradbroke Island Caravan Parks and he had been contacted by one of the Tenderers during the tender process.

13.5.2 TENDER PROPOSALS FOR THE MANAGEMENT OF THE NORTH STRADBROKE ISLAND HOLIDAY PARKS

Dataworks Filename: CP Tender Process – Management of NSI Caravan Parks and Camping Grounds

Responsible Officer Name: Greg Jensen
Group Manager, Customer and Community Services

Author Name: Michael Tait
Project Manager, Customer and Community Services

EXECUTIVE SUMMARY

A confidential report from Group Manager, Customer and Community Services dated 5 March 2010 was discussed in closed session.

COMMITTEE RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Bowler
Seconded by: Cr Boglary

That Council resolve as follows:

- 1. That all tenders remain under active consideration;**
- 2. To request the parties to the tender to extend the validity period of their tendered offers until 2 July 2010; and**
- 3. That this report remains confidential until a final resolution is made in this matter, and any 'commercial in confidence' information in this matter remains confidential.**

CARRIED

Cr Townsend returned to the meeting at 5.59pm.

13.6 COMMITTEE GENERAL BUSINESS**13.6.1 QUESTION ON NOTICE – RATES BILL – COMMUNITY SERVICE ORGANISATIONS****Cr Williams (Division 9)**

The Councillor advised that she had recently received a telephone call from a community service organisation that are now receiving a rates bill and enquired as to whether there had been a recent policy change or had this always been the case.

This question was taken on notice for referral to the General Manager Corporate Services to arrange a response.

**COMMITTEE RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr Townsend
Seconded by: Cr Reimers

That the general business item be noted.

CARRIED

14 NOTICE OF BUSINESS

14.1 ON-SITE SEWERAGE MONITORING PROGRAM RELATING TO SEPTIC TRENCHING PERFORMANCE (CR TOWNSEND – DIVISION 5)

BACKGROUND – (Provided by Cr Townsend)

Councils are empowered, under numerous State legislation, or at the very least, strongly recommended, to monitor performance and maintenance of On-site Sewerage Systems. These include the *Plumbing and Drainage Act 2002*, the *Environmental Protection Act 1994* and the *Health Act 1937*.

These matters have been considered in the past by both the former Pine Rivers Shire and the former Caloundra City and Maroochy Shire (and possibly others). The experience in these areas has resulted in the implementation of monitoring programs as well as information and awareness programs.

The purpose of this motion is to require a thorough investigation into the best method to deal with the large number of un-monitored systems that now exist on the islands, particularly given the experience already gained elsewhere.

The report I am seeking is to firstly establish the size of the problems this Council may be experiencing, the best ways to tackle them and, at the very least, recommend a program that should educate as well as move towards a monitoring program for systems that are currently un-monitored and have been, in some cases, for the past 40 or 50 years.

COUNCIL RESOLUTION

Moved by: Cr Townsend

Seconded by: Cr Henry

That a report be prepared on the feasibility of an on-site sewerage monitoring program relating to septic trenching performance and the health and environmental risks associated with these, particularly on the Bay Islands.

CARRIED

15 DIRECT TO COUNCIL REPORTS

15.1 PLANNING AND POLICY

15.1.1 SOUTH EAST THORNLANDS STRUCTURE PLAN

Datworks Filename: South East Thornlands Structure Plan

Attachments: [Ministerial Letter & Notice](#)
[South East Thornlands Structure Plan](#)

Responsible Officer Name: Wayne Dawson
Manager Land Use Planning Group

Author Name: Stephen Hill
Principal Advisor Local Area & Strategic Planning

EXECUTIVE SUMMARY

At the General Meeting on the 30 November 2008 Council resolved to formally submit the amended statutory provisions of the South-east Thornlands Structure Plan (SETSP) to the Minister for Infrastructure and Planning for approval under section 18(2) of Schedule 1 of the repealed *Integrated Planning Act 1997*(IPA). On the 12 March 2010, the Minister advised that Council could proceed to adopt the SETSP as an amendment of the Redlands Planning Scheme (RPS) subject to conditions pursuant to section 18 (4)(b) of Schedule 1 of IPA.

Recognising Council issues have been addressed in the revised Ministerial correspondence and notice it is recommended that Council adopt the SETSP and set an effective date of 19 April 2010 for its commencement as part of the Redlands Planning Scheme.

PURPOSE

The purpose of this report is to seek Council adoption of the South- east Thornlands Structure Plan and to incorporate it into the Redlands Planning Scheme as an amendment.

BACKGROUND

The following is a chronological history of the key stages involved in the development of the South east Thornlands Structure Plan:

- On the 21 August 2006, the Council resolved to endorse a draft Structure Plan under the South East Queensland Regional Plan 2005-2026;
- The draft plan was submitted for First State Interest Review in the last quarter of 2006. Ministerial approval to commence public notification was received in January 2008;

- On 4 March 2008, the Council commenced public notification of the draft SETSP in accordance with section 12 of Schedule 1 of IPA;
- At the close of the submission period seven hundred and sixty nine (769) submissions had been received. After considering properly made submissions, the Council decided to proceed with the proposed Amendment, subject to modifications pursuant to section 16(1)(b) of Schedule 1 in November 2008;
- In November 2008, Council as a response to the public submissions received and other contemporary matters such as the policy recommendations of the draft Local Growth Management strategy (LGMS) provided the modified amendments to the Minister for the Department of Infrastructure and Planning for Second State Interest Review pursuant to section 18(2) of Schedule 1;
- At the time the Amendment was provided to the Minister, Council sought approval of the modified draft Structure Plan by the regional planning Minister under section 6.8.7 (1)(c) of IPA;
- On the 15 December 2009, the Minister for Infrastructure and Planning advised that Council may proceed to adopt the Amendment subject to conditions pursuant to section 18 (4)(b) of Schedule 1;
- Following receipt of the Minister's letter, revised mapping and documentation was prepared by Council officers to address the Ministerial conditions. This material was presented to a workshop of Councillors on 28 January 2010;
- At the workshop Councillors expressed concern with the proposed inclusion of land on the southern side of Boundary Road within a medium density residential designation and sought to make further representation to the Minister;
- On the 12 March 2010 the Minister advised that the South- east Thornlands Structure Plan Map (prepared by Council and dated 14 January 2010) and associated documentation generally complied with the Ministerial conditions. A revised Ministerial Notice was also attached.
- The Minister also advised as follows :
 - Council is to amend the South- east Thornlands Structure Plan document to reflect the approved Structure Plan map in relation to Area 7;
 - the widened boulevard roads as proposed in the plan are acceptable;
 - Section 6.8.7(1)(c) of the repealed *Integrated Planning Act 1997* applies to the South- east Thornlands Structure Plan;
 - Council is requested to formally adopt the revised Structure Plan in accordance with Section 19 of Schedule 1 of the repealed *Integrated Planning Act 1997* within 20 business days.

ISSUES

All outstanding matters associated with the SETSP have been addressed. It is therefore recommended Council proceed to adopt the South-east Thornlands Structure plan in line with the Minister's Conditions and incorporate it into the Redlands Planning Scheme.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to preserve a balance with urban, rural, bushland, village, coastal and island character of the Redlands by managing growth. In addition the Structure Plan and associated amendments will contribute to the achievement of the Natural Environment, Essential services, Community Health and Well being and Economic Prosperity strategic priorities in the Corporate Plan.

FINANCIAL IMPLICATIONS

Completion of the drafting the South-east Thornlands Structure Plan is a budgeted project in the 2009/2010 financial year. Implementation of the South-east Thornlands Structure Plan will require infrastructure planning frameworks to be aligned to support the preferred settlement pattern for the South-east Thornlands area. Once finalised, the Redlands Priority Infrastructure Plan and Infrastructure Charges Schedules will progressively deliver and fund trunk infrastructure.

Other infrastructure will be provided through infrastructure agreements and the imposition of conditions on development as part of the development assessment process. Areas of open space identified in the Structure Plan to come into public ownership but not obtained through the process described above will need to be acquired through a range of other Council and potentially State Government funding sources. This will have funding implications over the life of the Plan and will need to be considered as part of future Council budget deliberations.

Preliminary estimates indicate an additional \$7.2 million may be required to secure the Greenspace Network and public open space system. Approximately \$2.2 million will be recoverable from the future collection of Infrastructure Charges for public park purposes. This will reduce the overall cost for the greenspace/openspace network to approximately \$5 million. The majority of this shortfall is directly attributable to the provision of the proposed district park.

In addition to the Greenspace/open space network additional funding is also likely to be required to secure the proposed 50m wide boulevard road in the Central Sector of the Structure Plan area.

PLANNING SCHEME IMPLICATIONS

Adoption of the draft South-east Thornlands Structure plan will result in amendments to the Redlands Planning Scheme (RPS).

CONSULTATION

A number of workshops have been undertaken with Councillors throughout the Second State Interest Review process.

In addition the following groups have all participated in the preparation of the draft Structure Plan:

- Redland Water;
- Assessment Services;
- Planning and Policy Groups,
- State Government Agencies
- Redlands Community

OPTIONS

PREFERRED

That Council resolve as follows:

1. To adopt, under Schedule 1 Section 19 of the repealed *Integrated Planning Act 1997*, the South-east Thornlands Structure Plan, in compliance with the outcomes of the Second State Interest Review including the Minister's Conditions as an amendment of the Redlands Planning Scheme (refer to Attachment B);
2. To provide public notice of the adoption of the South-east Thornlands Structure Plan in the Bayside Bulletin and/or Redland Times and in the Government Gazette in accordance with Schedule 1 of the repealed *Integrated Planning Act 1997*;
3. To set an effective date of 19 April 2010 for commencement of the South-east Thornlands Structure Plan as an amendment of the Redlands Planning Scheme; and
4. To provide a copy of the published notice of adoption and five certified copies of the South-east Thornlands Planning Scheme amendment package to the Director-General of the Department of Infrastructure and Planning.

ALTERNATIVE

That Council resolve as follows:

1. To not proceed with the South-east Thornlands Structure Plan and not incorporate it into the Redlands Planning Scheme;
2. To provide public notice that Council has decided not to proceed with the proposed South-east Thornlands Structure Plan in the Bayside Bulletin and/or Redland Times; and
3. To provide the Department of Infrastructure and Planning a copy of the public notice.

OFFICER'S RECOMMENDATION

That Council resolve as follows:

1. To adopt, under Schedule 1 Section 19, of the repealed *Integrated Planning Act 1997*, the South-east Thornlands Structure Plan, in compliance with the outcomes of the Second State Interest Review including the Minister's Conditions as an amendment of the Redlands Planning Scheme (refer to Attachment B);
2. To provide public notice of the adoption of the South east Thornlands Structure Plan in the Bayside Bulletin and/or Redland Times and in the Government Gazette in accordance with Schedule 1 of the repealed *Integrated Planning Act 1997*;
3. To set an effective date of 19 April 2010 for commencement of the South east Thornlands Structure Plan amendment as an amendment of the Redlands Planning Scheme; and
4. To provide a copy of the published notice of adoption and five certified copies of the South east Thornlands Planning Scheme amendment package to the Director-General of the Department of Infrastructure and Planning.

It is noted that Cr Bowler provided some additional dot points to Council for noting within the Background section of the report as follows:

- *The 1998 Strategic Plan included the South east Structure Plan area within the Specific Planning Intent 4 and Park Residential preferred land use designations. These designations provided opportunity for development of single detached dwelling houses on large lots between 6000 and 10000 sqm while retaining the rural non urban and environmental values of the area.*
- *The Redlands Planning Scheme (RPS) Statement of Proposals released in May 2002 retained the area within the Specific Planning Intent 4 and Park Residential preferred land use designations;*
- *In 2005 the draft Redlands Planning Scheme, released for public consultation included the area within the Emerging Urban Community zone. The EUC zone recognised the suitability of the area for urban residential purposes subject to the completion of a structure plan;*
- *In March 2006 Council adopted the RPS and included the area in the EUC zone. In May 2006 the State Government declared the area a Major Development Area.*

COUNCIL RESOLUTION

Moved by: Cr Bowler
Seconded by: Cr Murray

That the Officer's Recommendation be adopted.

MOTION TO SUSPEND STANDING ORDERS

Moved by: Cr Townsend
Seconded by: Cr Henry

That Standing Orders be suspended to allow for open discussion.

CARRIED

MOTION TO RESUME STANDING ORDERS

Moved by: Cr Townsend
Seconded by: Cr Reimers

That Standing Orders be resumed.

CARRIED

On being put to the vote the motion was declared by the Mayor as **CARRIED**.

A division was called for.

Crs Burns, Reimers, Murray, Bowler, Williams, Townsend, Henry, Ogilvie, Boglary and Hobson voted in the affirmative.

Cr Elliott voted in the negative.

The motion was declared by the Mayor as **CARRIED**.



Hon Stirling Hinchliffe MP
Member for Stafford



**Queensland
Government**

Minister for Infrastructure and Planning

Our ref: 10/6882

Councillor Melva Hobson
Mayor
Redland City Council
PO Box 21
Cleveland QLD 4163

Melva

I refer to your correspondence dated 2 February 2010 and information submitted by Redland City Council (Council) officers on 18 and 21 January 2010 regarding the South East Thornlands Structure Plan.

I have reviewed the material in response to the conditions outlined in the Ministerial Notice and I wish to advise that I am now satisfied that the South East Thornlands Structure Plan map (prepared by Council and dated 14 January 2010) and associated documentation generally complies with my conditions. For your reference, I have amended the Ministerial Notice. This Notice (copy attached) replaces the previous Ministerial Notice dated 15 December 2009.

Please be advised of the following:

- Council is to amend the South East Thornlands Structure Plan document to reflect the approved Structure Plan map in relation to "Area 7".
- The widened boulevard roads as proposed in the plan are acceptable.
- Section 6.8.7(1) of the repealed *Integrated Planning Act 1997* applies to the South East Thornlands Structure Plan.

You are now requested to formally adopt the Structure Plan in accordance with section 19 of Schedule 1 of the repealed *Integrated Planning Act 1997*. I would request that you do this within 20 business days.

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100 George Street Brisbane
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I also take this opportunity to highlight that the density objectives outlined in the *South East Queensland Regional Plan 2009-2031* for Redland remains at 21 000 new dwellings by 2031 of which 6 000 have been earmarked for broadhectare land. Accordingly, it is imperative that other key Greenfield sites in Redland including Kinross Road and Victoria Point seek to achieve an efficient and effective land use settlement pattern maximising opportunities for development on unconstrained land.

I have also written to Mr Gary Stevenson, Chief Executive Officer, regarding this matter.

I trust this information is of assistance. If you require any further information, please contact Mr Brendan Nelson, Executive Director, Planning Services Division, Local Government and Planning Group, Department of Infrastructure and Planning, on (07) 3247 5448 who will be pleased to assist.

Yours sincerely



Stirling Hinchliffe MP
Minister for Infrastructure and Planning

Enc.

MINISTERIAL NOTICE

Table of Conditions for the South-East Thornlands Structure Plan

Item	Ref.	Action
1	South-east Thornlands Structure Plan Map (pg 35 and 52)	Replace map with DIP revised version, and amend other maps as required.
1a	SETSP – Area 1	Remove the District Park from Precinct 4 – Greenspace Network and mark "indicative" within Precinct 2 - Housing.
1b	SETSP – Area 2	Maintain a 50 m separation buffer from the bushfire hazard area (Pinklands Conservation Area).
1c	SETSP – Area 3	Permit a dwelling density up to 15 dwellings per hectare.
1d	SETSP – Area 4	Provide a local park in this location.
1e	SETSP – Area 5	Designate this site 'Rural Non-Urban' to allow the existing rural-based business to continue operating.
1f	SETSP – Area 6	Provide local park adjacent to medium density housing.
1g	SETSP – Area 7	Area to be included in the Greenspace Network.
2	South-east Thornlands Structure Plan Document	The "track changes" function has been used to specify the required changes to the document. Intent statements have been crafted by the Department but are not considered to be final. Redland City Council is required to modify, where appropriate, the general style of writing to be in accordance with the Redlands Planning Scheme, without changing the intent of the changes made. Any amendments are to be submitted to DIP for approval prior to final adoption by RCC.
2a	Precinct 5 – Rural Non-Urban (pg 17)	This section [5.14.7(2)a(ii)e] requires planning intent statements. Suggest

		using similar/identical intent statements to that included in the 'Rural Non-Urban' Zone of the Redlands Planning Scheme.
3	Road Movement Network Plan(pg 36)	Make consequential changes arising from revised SETSP as follows: <ul style="list-style-type: none"> • Key elements to be amended e.g. Collector Streets, etc • Amend the proposed bus route within the structure plan area (as advised by Queensland Transport)
4	Pedestrian/Cycleway and Public Transport Network Plan (pg 37)	Make consequential changes arising from revised SETSP as follows: <ul style="list-style-type: none"> • Show potential bus route in new location- ie follow Cleveland Redland Bay Road north to Boundary Road intersection, turn left , follow Boundary Road to first junction (new proposed road), turn right and follow new road to junction with Cleveland Redland Bay Road, turn left and follow Cleveland Redland Bay Road north.
5	South East Thornlands Overlay Map – South East Thornlands Zoning (pg 42)	Make consequential changes arising from revised SETSP map.
6	Bushland Habitat Overlay Map (pg 45)	Make consequential changes arising from revised SETSP map.

South-east Thornlands Structure Plan



South-east Thornlands Structure Plan

March 2010

OUR redlands...OUR future

(1) Overview

- (a) The South-east Thornlands Structure Plan will predominantly be implemented through the Redlands Planning Scheme which aims to regulate development in an ecologically sustainable manner. An amendment to the Redlands Planning Scheme is necessary to reflect the outcomes of the South-east Thornlands Structure Plan.
- (b) The Redlands Planning Scheme amendments relate to:
 - (i) the introduction of provisions for the South-east Thornlands Structure Plan area. These provisions are incorporated into the Redlands Planning Scheme through the introduction of a new Local Level Strategy - Part 3 - Division 2 - 3.2.4 (4) - South-east Thornlands Structure Plan area and in a new Overlay - Part 5 - Division 14 - South-east Thornlands Structure Plan Overlay;
 - (ii) necessary cross referencing and other consequential amendments to other parts of the Redlands Planning Scheme;
 - (iii) mapping changes to the zone maps, certain overlay maps and diagrams to reflect the outcomes expressed in the South-east Thornlands Structure Plan Overlay code.



South-east Thornlands Structure Plan

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Division 2 – Strategic Framework

3.2.1 Local Level Strategies applying to certain parts of the City

(1) South-east Thornlands Structure Plan

(a) Overview

- (i) The South-east Thornlands Structure Plan area covers one hundred and forty-six (146) hectares of land abutting Moreton Bay on the east coast of mainland Redland City. It is bound to the north by Pinklands Sporting Reserve, to the east by Moreton Bay, to the south by Erapah Creek and is in close proximity to the Victoria Point Major Centre.
- (ii) The former South East Queensland Regional Plan 2005-2026 included South-east Thornlands within the Urban Footprint regional land use category. On 16 June 2006, South-east Thornlands was identified as a Major Development Area (MDA) by the regional planning Minister.
- (iii) In accordance with the South East Queensland Regional Plan 2009-2031 (SEQ Regional Plan), land use and infrastructure planning is required to be prepared and adopted prior to any future development taking place within the South-east Thornlands Structure Plan area. A structure plan must address all relevant planning matters and respond to the area's constraints.
- (iv) The SEQ Regional Plan identifies dwelling targets to be accommodated in Redland City by 2031 in a combination of Greenfield and infill locations. The target figure for new dwellings in Redland City for 2031 is 21,000, comprising 15,000 infill and redevelopment dwellings and 6,000 dwellings in balance areas.
- (v) Prior to completion of the Structure Plan, South-east Thornlands was included in the Emerging Urban Community (EUC) Zone and affected by a number of Overlays under the Redlands Planning Scheme (2006).
- (vi) The South-east Thornlands Structure Plan is a critical tool for the planning and development of South-east Thornlands. The Structure Plan interprets the policies and strategies of the SEQ Regional Plan and responds to the local issues within the South-east Thornlands Structure Plan area.

Note –

The *South-east Thornlands Planning Report (2010)* provides additional background information to the Structure Plan.

(b) Overall Development Intent and Vision Statement

- (i) Redland City is currently home to approximately 133,000 residents and continues to experience strong population growth with an expected increase of persons to 169,000 by 2031 (SEQ Regional Plan).
- (ii) This population growth is expected to be distributed with 15,000 infill and redevelopment dwellings and 6,000 dwellings in balance areas.
- (iii) South-east Thornlands is recognised as a Local Development Area under the SEQ Regional Plan.
- (iv) Vision statement for the South-east Thornlands Structure Plan – *“In 2031 South-east Thornlands is a sustainable, integrated and well planned urban community. The area accommodates a range of dwelling types, integrated movement and public open space networks and a range of local community, commercial and retail facilities. The area has a distinct sense of place, community identity and strong respect for its natural environment and the protection and enhancement of koalas and koala habitat.”*

The integration of land uses and movement networks ensures the community enjoys a range of transport choices including a network of pedestrian and cycle links, public transport and road systems. Strong linkages provide ease of access to the Victoria Point Major Centre, the Mixed Use Precinct, the Moreton Bay foreshore and the public open space network.

South-east Thornlands is divided into three distinct land parcels by the existing arterial roads. These land parcels can be identified as the eastern, central and southern sectors.



Each of the three sectors includes a number of land use precincts which articulate preferred land uses and development outcomes.

The southern sector is a walkable environment with access to a range of retail and community services and the public transport interchange at Victoria Point Major Centre. The central and eastern sectors while also having easy access to services at Victoria Point, are also within convenient walking distance of the Mixed Use – Local Centre Precinct on Beveridge Road. This precinct provides a limited range of retailing for the purpose of local convenience shopping as well as opportunity for local employment and a community meeting space. The Mixed Use – Local Centre Precinct in combination with existing educational and religious facilities, and the local park will create a community hub that provides a sense of place, identity, and a focal point for the residential communities in the central and eastern sectors.”

(c) Key Strategies for Achieving the Overall Development Intent

The overall development intent for South-east Thornlands will be achieved through the following strategies:

- Land Use Precincts Strategy;
- Infrastructure and Services Strategy;
- Integrated Water Management Strategy;
- Energy Distribution Strategy;
- Sustainable Energy Strategy;
- Telecommunication Strategy;
- Development Sequencing Strategy;
- Non Planning Scheme Implementation Strategy.

(d) Land Use Precincts Strategy

- (i) The intent of the Land Use Precinct Strategy is to provide for an integrated, efficient and sustainable urban community in South-east Thornlands that protects and enhances environmental values and minimizes any potential conflicts between future and existing land uses. The structure plan will provide a diverse range of accommodation types, opportunity for local economic and employment activities, community facilities and conservation and open space networks.
- (ii) Diagram 9 – Land Use Precincts – allocates all land within the South-east Thornlands Structure Plan area into one of five land use precincts which in combination will contribute to the achievement of the overall development intent for the area. The five precincts are:
 - Mixed Use – Local Centre Precinct (Precinct 1);
 - Housing Precinct (Precinct 2);
 - Medium Density Housing Precinct (Precinct 3);
 - Greenspace Precinct (Precinct 4); and
 - Rural Non-Urban Precinct (Precinct 5).

(e) Land Use Precincts Strategy – Mixed Use – Local Centre Precinct

- (i) The Mixed Use – Local Centre Precinct will provide limited local retail and commercial activities to service the convenience needs of the local community as well as providing opportunity for local employment and community purpose space within the South-east Thornlands Structure Plan area.
- (ii) Outcomes for the Mixed Use – Local Centre Precinct include:
 - a. providing limited retail and commercial services, to meet the convenience and local employment needs of South-east Thornlands resident population;
 - b. providing community purpose space (office space and/or meeting rooms) to meet the social infrastructure needs of local residents;
 - c. consolidating retail, commercial and community activities and in association with adjoining community, recreational and educational facilities creating a focal point for the surrounding residential precincts;
 - d. ensuring the function and amenity of the Mixed Use – Local Centre Precinct is supported by:
 - strong pedestrian and cycle paths linking with surrounding residential precincts and bus stops; and



- medium density housing at above ground level that is integrated with retail commercial and community activities at street level.
- e. ensuring built form incorporates:
 - sustainable sub tropical building design;
 - ground level active street frontages; and
 - efficient and compact designs that maximise concentration of uses that achieves critical mass for the precinct.
- f. accommodating a range of uses that contribute to an integrated community exhibiting principles of land use and transit integration.

Note –

Council will seek to head lease for a minimum period of ten to fifteen years the community purpose space (office space and/or meeting rooms) to a community group/organisation(s).

(f) Land Use Precincts Strategy – Housing Precinct

- (i) The Housing Precinct accommodates a range of predominately detached dwelling types on individual lots of varying size.
- (ii) Outcomes for the Housing Precinct include –
 - a. accommodating a range of dwelling stock at conventional residential densities.
 - b. ensuring built form incorporates:
 - low rise structures not exceeding two storeys in height;
 - a coordinated subdivision layout of individual dwellings that vary in appearance, creating a unique residential identity;
 - attractive facades that address street frontages; and
 - principals of sustainable sub tropical design.
 - c. incorporating a network of pedestrian, cycle, public transport and vehicular movement routes that maximise connectivity, permeability and ease of mobility.
 - d. ensuring dwellings in the Housing Precinct are within convenient walking distance of linear open space, local and district parks and the Mixed Use – Local Centre Precinct.
 - e. providing opportunity for home based employment contributing to local employment needs.
 - f. incorporating principles of Water Sensitive Urban Design throughout all Housing Precincts.
 - g. within Sub-precinct 2a Attached Housing accommodating an increased range of dwelling types and residential uses including multiple dwellings such as town houses, villas and terrace housing and aged persons and special needs housing at conventional residential densities.

Note –

Provision exists for a potential district park (2-4 ha) to be located in the northern area of the Structure Plan area adjacent to Cleveland Redland Bay Road. The area is marked indicatively on Diagram 1 – Land Use Precincts and will be subject to Council Acquisition. Lot 8 on RP84253 has an existing Planning and Environment court approval for 8 unsewered park residential lots. The proposal includes building envelopes for proposed dwelling houses, indicative areas for effluent disposal and stormwater treatments and covenants on title addressing environmental protection values.

(g) Land Use Precinct Strategy – Medium Density Housing Precinct

- (i) The Medium Density Housing Precinct provides concentrations of medium density housing to accommodate the housing needs of a diverse community in a compact urban form with good levels of convenience and amenity.
- (ii) Outcomes for the Medium Density Housing Precinct include:
 - a. providing a diversity of housing styles including apartment buildings, multiple dwellings, town houses and terrace housing to meet the diverse housing needs of the resident population;
 - b. ensuring building layout and design enhances built form of the surrounding streetscape by:
 - contributing to the establishment of an attractive streetscape;



- reducing building bulk by a combination of balconies, recesses and variations in building form and materials;
- requiring roofs to be pitched, articulated, gabled or provide other features to avoid single plane or flat rooflines; and
- a mid-rise building height.
- c. Ensuring residents have ready access to retail, commercial and community services and public transport located within the Mixed Use – Local Centre Precinct or Victoria Point Major Centre as well as convenient access to recreational opportunities associated with linear open space and local parks;
- d. Taking advantage of views and amenity provided by areas of open space, waterway corridors, and significant habitat corridors;
- e. Incorporating pedestrian, cycle and vehicular movement networks to maximise connectivity, permeability and ease of mobility;
- f. Incorporating principles of Water Sensitive Urban Design;
- g. Sub-precinct 3a Medium Density Housing (Erapah Creek) accommodates a range of dwelling types including apartment buildings that maximise the use of the limited land within walking distance of the Victoria Point Major Centre and bus interchange while ensuring the design and layout to the greatest extent maximizes the retention and ongoing protection and management of existing koala habitat trees.

(h) Land Use Precinct Strategy – Greenspace Network

- (i) The Greenspace Network incorporates a protected and connected network of natural areas and accessible open spaces in private and public ownership comprised of parklands, wetlands, bushland habitats and landscape values that help to define the footprint of urban development in South-east Thornlands.
- (ii) Outcomes for the Greenspace Precinct include:
 - a. an area comprising six (6) Sub-precincts that are designed and located to:
 - enhance, protect and maintain environmental, landscape, scenic and recreation values;
 - protect the hydraulic and ecological processes of the Moreton Bay foreshore, waterway corridors, flood prone land and land subject to storm surge;
 - protect, manage and enhance koalas and koala habitat to ensure the long term viability of koalas in the area;
 - protect remnant and non-remnant vegetation, cleared areas and artificial wetlands that contribute to local habitat and movement of fauna;
 - provide a buffer for core habitat values associated with Erapah Creek, Moreton Bay foreshore and Pinklands Reserve;
 - incorporate active recreational facilities including a potential district park, three local parks and a network of passive linear open spaces and connections incorporating shared pedestrian and cycle networks;
 - where in Sub-precincts 4a, 4b, 4c, 4d and 4f be progressively transferred to public ownership; and
 - where in Sub-precinct 4e be retained in private ownership.
 - b. Sub-precinct 4a Coastal Corridor protects and enhances publicly owned land that:
 - incorporates a regionally important habitat and movement corridor for koalas and other fauna between Pinklands Reserve and bushland adjacent to Erapah Creek;
 - buffers ecologically sensitive Ramsar wetlands, wader bird roosts and the Moreton Bay foreshore and marine habitats;
 - incorporates a local park in close proximity to the Mixed Use – Local Centre and Medium Density Housing Precincts;
 - maintains the hydraulic capacity of the Moreton Bay foreshore to accommodate ecological processes including storm tide, potential sea level rises and overland stormwater flows.
 - c. Sub-precinct 4b Erapah Creek Corridor protects and enhances publicly owned land that:
 - incorporates a regionally important habitat and movement corridor for koalas and other fauna;
 - protects remnant and non remnant vegetation;
 - maintains the hydraulic capacity of Erapah Creek and its riparian flood plains to accommodate local flooding and overland stormwater flows;



- incorporates a local park and interconnected pedestrian path linking to Victoria Point Major Centre and to a controlled pedestrian crossing on Boundary Road;
 - buffers the ecologically sensitive habitats and receiving waters of Eprapah Creek.
 - d. Sub-precinct 4c Pinklands Reserve Corridor protects and enhances publicly owned land that:
 - buffers the adjoining ecologically sensitive habitat areas;
 - serves as a movement corridor for koalas and other fauna;
 - protects remnant and non remnant vegetation;
 - incorporates an important habitat and movement corridor for koalas and other fauna;
 - in combination with the existing Pinklands Sporting Reserve provides a physical and visual break of open space and greenspace between the urban communities of Thornlands.
 - e. Sub-precinct 4d Thornlands Creek Corridor protects and enhances publicly owned land that:
 - buffers the ecological sensitive habitats and receiving waters of Thornlands creek;
 - maintains the hydraulic capacity of Thornlands Creek and its riparian flood plains to accommodate local flooding and overland stormwater flows;
 - protects remnant and non remnant vegetation;
 - incorporates an important habitat and movement corridor for koalas and other fauna.
 - f. Sub-precinct 4e Bushland Living provides for single dwelling houses on existing privately owned lots that:
 - maintains the hydraulic capacity of existing wetlands, waterways and Moreton Bay Foreshore to accommodate ecological processes including tidal storm surges, flooding and overland stormwater flows;
 - serves as a habitat and movement corridor for koalas and other fauna;
 - protects remnant and non remnant vegetation.
 - g. Sub-precinct 4f Flood Prone Area – Central Open Space protects and enhances publicly owned land that:
 - maintains the hydraulic capacity, water quality and ecological values of this locally important drainage line;
 - incorporates a local park;
 - provides opportunity for establishing habitat and movement corridor for koalas and other fauna;
 - provides pedestrian connectivity to a controlled pedestrian crossing on Boundary Road and the Victoria Point Major Centre;
 - in combination with the existing school grounds and bushland areas to the east and south-east provides for a physical break between the urban communities of Thornlands and Victoria Point.
- (i) Land Use Precinct Strategy – Rural Non-Urban Precinct
 - (i) The Rural Non Urban Precinct provides opportunity for a limited range of rural, residential and low key tourism uses.
 - (ii) Outcomes for the Rural Non Urban Precinct include:
 - a. providing opportunity for a range of productive rural activities that rely on the use of land including traditional and emerging rural activities which will not compromise sensitive land uses on adjoining lands;
 - b. generating employment and economic activities from low key tourism opportunities;
 - c. including small scale traditional cottage industry that is operated and maintained by the residents such as timber work, pottery or similar crafts;
 - d. providing for the establishment of a single detached dwelling house on existing lots;
 - e. maintaining current lot size with no additional lots being created;
 - f. ensuring vehicular movements generated to and from the use can be managed without detrimental effect or impact on Boundary Road.
- (j) Infrastructure and Services Strategy
 - (i) Urban growth in South-east Thornlands is supported by the coordinated planning and timely delivery of infrastructure including:
 - a. transport networks;
 - b. potable water supply;



- c. wastewater disposal and treatment;
- d. stormwater management;
- e. energy provision; and
- f. information and communication.

(k) Infrastructure and Services Strategy – Movement Strategy

- (i) The structure plan provides an integrated transportation network of roads, streets and pathways that facilitates the safe and efficient movement of private vehicles, buses, cyclists and pedestrians to destinations within and beyond South-east Thornlands including:
 - a. a legible, connecting and permeable road network for all street users, while ensuring appropriate levels of safety, security and protection from the impact of traffic;
 - b. an integrated cycle and pedestrian network that maximises connectivity and permeability to the Greenspace Network, Victoria Point Major Centre, Mixed Use – Local Centre Precinct and existing educational facilities;
 - c. strong pedestrian and cycle paths linking residential precincts with the Victoria Point bus interchange and local bus stops contributing to increased public transport patronage.

(l) Infrastructure and Services Strategy – Integrated Water Management Strategy

- (i) Potable water, wastewater and stormwater infrastructure networks are integrated to reduce the impacts of urban development of the water cycle through:
 - a. reductions in overall potable water demand and use;
 - b. maintaining wastewater production;
 - c. incorporating water reuse infrastructure to maximise recycling opportunities;
 - d. protecting waterway health by improving stormwater quality and reducing site runoff and ensuring all such treatments and supporting infrastructure are located outside of the Greenspace Network.

(m) Energy Distribution Strategy

- (i) South-east Thornlands will be provided with new power line feeders from the existing zone substation at Victoria Point. No new substation will be required in the area as a result of the proposed development.

(n) Sustainable Energy Strategy

- (i) Grid connected solar lighting systems will be investigated for use in all streets, public spaces and bus stop lighting. Urban development in South-east Thornlands will have a variety of energy options from a variety of energy retailers (including sustainable power options).

(o) Telecommunications Strategy

- (i) South-east Thornlands is provided with high quality telecommunications infrastructure including conduits for fibre optics or secure wireless networking that enables the deployment of high speed broadband services.

(p) Development Sequencing Strategy

- (i) Ongoing development of South-east Thornlands will occur progressively in response to market demands;
- (ii) Infrastructure planning frameworks support the preferred settlement pattern for South-east Thornlands. Once finalised, the Redlands Priority Infrastructure Plan and Infrastructure Charges Schedule will deliver and fund trunk infrastructure in a timely and efficient manner;
- (iii) Other infrastructure will be progressively provided through Infrastructure Agreements and charges, Planning Scheme Policies and the imposition of conditions on development as part of the development assessment process and other mechanisms.

(q) Non Planning Scheme Implementation Tools



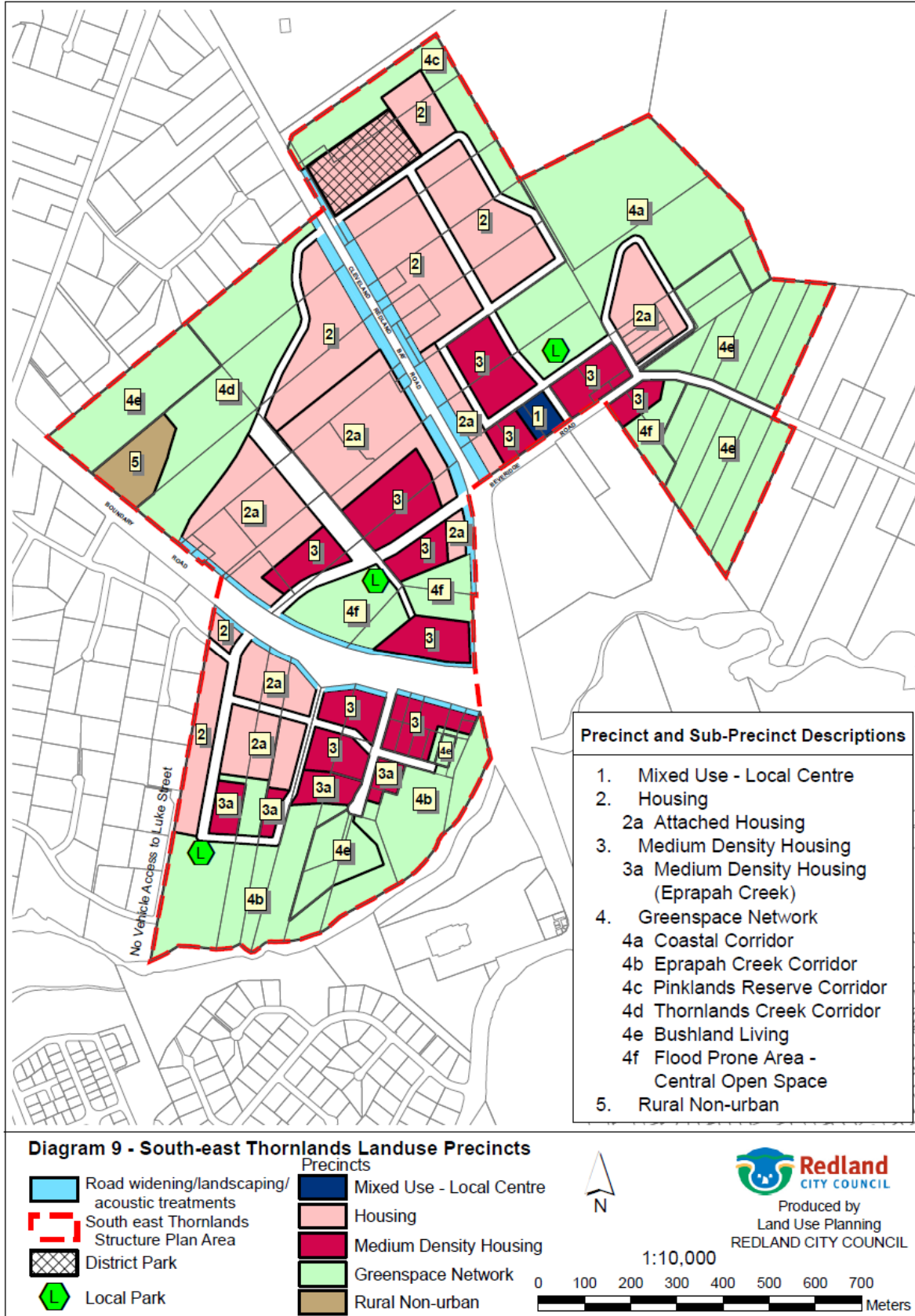
- (i) key outcomes sought by the South-east Thornlands Structure Plan will primarily be achieved through the implementation of the South-east Thornlands Structure Plan Overlay and other provisions of the Redlands Planning Scheme (RPS). Existing Council policies, local laws and programs will also be utilised to assist in achieving a sustainable, integrated and well planned community. In addition a number of non scheme activities and programs are planned to be undertaken to contribute to the achievement of the specific strategies and outcomes sought by the South-east Thornlands Structure Plan.

Note –

The *South-east Thornlands Planning Report (2010)* identifies a range of tools, other than the Redlands Planning Scheme that Redland City Council proposes to undertake to assist in the implementation and delivery of the South-east Thornlands Structure Plan.

Diagram 9 – South-east Thornlands Landuse Precincts

South-east Thornlands Structure Plan



Division 14 – South-east Thornlands Structure Plan Overlay

5.14.1 Introduction

- (1) This division contains the provisions for the South-east Thornlands Structure Plan Overlay. They are –
- (a) The South-east Thornlands Structure Plan Overlay Tables of Assessment, that incorporates –
 - (i) levels of assessment for development in the South-east Thornlands Structure Plan overlay (section 5.14.2);
 - (ii) assessment criteria for development in the South-east Thornlands Structure Plan Overlay (section 5.14.3);
 - (iii) South-east Thornlands Structure Plan Overlay – Table of Assessment for Material Change of Use Premises (section 5.14.4);
 - (iv) South-east Thornlands Structure Plan Overlay – Table of Assessment for Other Development not associated with a Material Change of Use of Premises (section 5.14.5).
 - (b) The South-east Thornlands Structure Plan Overlay Code, that incorporates –
 - (i) compliance with the South-east Thornlands Structure Plan Overlay Code (section 5.14.6);
 - (ii) overall outcomes for the South-east Thornlands Structure Plan Overlay Code (section 5.14.7);
 - (iii) Specific Outcomes and Probable Solutions applicable to Assessable Development (section 5.14.8).

5.14.2 Levels of assessment for development affected by the South-east Thornlands Structure Plan Overlay

- (1) Section 5.14.4 and 5.14.5 identify the level of assessment for development affected by the South-east Thornlands Structure Plan Overlay, as follows –
- (a) Section 5.14.4 South-east Thornlands Structure Plan Overlay – Table of Assessment for Making a Material Change of Use of Premises –
 - (i) column 1 identifies uses that are exempt or assessable;
 - (ii) column 2 identifies the level of assessment for the uses listed in column 1;
 - (iii) where the use is defined in Part 9 - Schedule 3 - Dictionary, Division 1 - Uses and is not listed in column 1 it is exempt;
 - (iv) where the use is not defined in Part 9 - Schedule 3 - Dictionary, Division 1 - Uses and is not listed in column 1 it is code assessable.
 - (b) section 5.14.5 South-east Thornlands Structure Plan Overlay – Table of Assessment for Other Development not associated with a Material Change of Use of Premises –
 - (i) column 1 identifies other development that is exempt or assessable;
 - (ii) column 2 identifies the level of assessment for other development listed in column 1;
 - (iii) where the other development is not listed in column 1 it is exempt.
- (2) Zones and other Overlays may alter the level of assessment identified in 1(a) and (b).^{5.68}

^{5.68} Refer to Part 4 Zones and Part 5 Overlays to determine the level of assessment for the use or other development. Part 1 section 1.2.5(10)(f) explains how the highest level of assessment applies.



5.14.3 Assessment criteria for development in the South-east Thornlands Structure Plan Overlay

- (1) Development affected by the South-east Thornlands Structure Plan Overlay is assessed against the assessment criteria listed in column 3 of section 5.14.4 and 5.14.5, being the specific outcomes in section 5.14.8 of the South-east Thornlands Structure Plan Overlay Code for assessable development.
- (2) The South-east Thornlands Structure Plan Overlay Code only addresses assessment criteria specific to the South-east Thornlands area that are not adequately dealt with by other parts of the Redlands Planning Scheme. In all circumstances reference must be made to the relevant zone code and any other overlay a material change of use or other development may trigger. Should any case arise where provisions of the South-east Thornlands Structure Plan Overlay Code are in conflict with another code in the Redlands Planning Scheme, the Specific Outcome and Probable Solutions in section 5.14.8 of the South-east Thornlands Structure Plan Overlay shall take precedence.



5.14.4 South-east Thornlands Structure Plan Overlay – Table of Assessment for Material Change of Use of Premises

South-east Thornlands Structure Plan Overlay – Table of Assessment for Material Change of Use of Premises

column 1	column 2	column 3
Use^{5.69}	Level of Assessment^{5.70}	Assessment Criteria
<ul style="list-style-type: none"> ■ Aged Persons and Special Needs Housing ■ Apartment Building ■ Caretakers Dwelling ■ Child Care Centre ■ Commercial Office ■ Community Facility ■ Display and Sale Activity ■ Dual Occupancy ■ Education Facility ■ Emergency Services ■ Estate Sales Office ■ Garden Centre ■ Health Care Centre ■ Indoor Recreation Facility ■ Minor Utility ■ Mobile Home Park ■ Multiple Dwelling ■ Outdoor Dining ■ Outdoor Recreation Facility ■ Park ■ Place of Worship ■ Refreshment Establishment ■ Service Industry ■ Service Station ■ Shop ■ Telecommunications Facility ■ Temporary Use ■ Tourist Accommodation ■ Tourist Park ■ Utility Installation^{5.71} ■ Veterinary Surgery 	<u>Code Assessable</u>	<ul style="list-style-type: none"> ■ South-east Thornlands Structure Plan Overlay Code
Defined uses not listed in column 1	<u>Exempt</u>	
Uses not defined in Part 9 - Schedule 3 - Dictionary, Division 1 - Uses	<u>Code Assessable</u>	<ul style="list-style-type: none"> ■ South-east Thornlands Structure Plan Overlay Code

^{5.69} See Schedule 3 – Dictionary, Division 1 – Uses for defined uses.

^{5.70} See Schedule 3 – Dictionary, Division 2 – Administrative Terms for a definition of level assessment.

^{5.71} Except where required for electrical power distribution.



5.14.5 South-east Thornlands Structure Plan Overlay – Table of Assessment for Other Development not associated with a Material Change of Use of Premises

South-east Thornlands Structure Plan Overlay – Table of Assessment for Other Development

column 1	column 2	column 3
Other Development	Level of Assessment ^{5.72}	Assessment Criteria
Reconfiguration for -		
Creating lots by subdividing another lot by Standard Format Plan ^{5.73}	<u>Code Assessable</u>	■ South-east Thornlands Structure Plan Overlay Code
Rearranging the boundaries of a lot by registering a plan for subdivision	<u>Code Assessable</u>	■ South-east Thornlands Structure Plan Overlay Code
Operational Work for -		
Excavation and Fill	<u>Code Assessable</u>	■ South-east Thornlands Structure Plan Overlay Code
Operational Work for Reconfiguring a lot (by Standard Format Plan)	<u>Code Assessable</u>	■ South-east Thornlands Structure Plan Overlay Code
All other development not listed in column 1	<u>Exempt</u>	

South-east Thornlands Structure Plan Overlay

^{5.72} See Part 9 – Schedule 3 – Dictionary, Division 2 – Administrative Terms for a definition of level of Assessment.

^{5.73} Whether or not having a Community Management Statement.



5.14.6 Compliance with the South-east Thornlands Structure Plan Overlay Code

- (1) Development that is consistent with the specific outcomes in section 5.14.8 complies with the South-east Thornlands Structure Plan Overlay Code.

5.14.7 Overall Outcomes of the South-east Thornlands Structure Plan Overlay Code

- (1) The overall outcomes are the purpose of the South-east Thornlands Structure Plan Overlay Code.
- (2) The overall outcomes sought for the South-east Thornlands Structure Plan Overlay Code are described by four (4) key characteristics –
- (a) Land Use Precincts;
 - (b) Movement Network;
 - (c) Land Use Conflict Mitigation;
 - (d) Infrastructure.

Each of these are detailed below –

- (a) Land Use Precincts
 - (i) Provide for a range of uses and other development that contribute to the creation of an integrated urban community that:
 - a. respects and protects the natural environment;
 - b. maintains and enhances natural ecological systems;
 - c. creates a vibrant urban community that promotes a sustainable, healthy lifestyle and a strong sense of community;
 - d. ensures a mix of housing densities and building types;
 - e. promotes and facilitate alternatives to the use of the car for residents and visitors alike;
 - f. provides a range of recreational opportunities;
 - g. delivers a density of development that makes efficient use of scarce developable land;
 - h. delivers an efficient and affordable infrastructure network;
 - i. creates a sustainable, walkable, highly connected urban community that embraces design excellence and promotes design innovation;
 - j. within land use precincts 1, 2, 2a, 3, 3a and 5 as depicted on Map 1 – South-east Thornlands Structure Plan – Land Use Precincts, maintains koala habitat linkages, and incorporates koala sensitive development;
 - k. within lands use precincts 4a, 4b, 4c, 4d, 4e, 4f as depicted on Map 1 – South-east Thornlands Structure Plan – Land Use Precincts, assists the survival of local koala populations by protecting and enhancing koala habitat areas and movement corridors;
 - l. within all land use precincts, maximise the retention of existing koala habitat trees as well as clusters of other trees and significant individual trees as valuable landscape features;
 - m. ensure that where koala habitat trees are to be removed they are replaced such that there is a net gain in the area or number of koala habitat trees within the Structure Plan area;
 - n. ensure development respects the existing topography and minimises to the greatest extent practicable the need for excavation and fill.

Note –

Redland City Council will seek endorsement and support from the Department of Environment and Resource Management (DERM) to include all land located in the Greenspace Precinct as depicted on Map 1 – South-east Thornlands Structure Plan – Land Use Precinct within the Koala Planning Area 1 as defined by the draft South East Queensland Koala Conservation State Planning Policy.

- (ii) uses and other development reinforce the specific development intent for each Land Use Precinct, depicted on Map 1 South-east Thornlands Structure Plan – Land Use Precincts, as follows –
 - a. Mixed use – Local Centre Precinct (Precinct 1) –
 - provides limited shopping and commercial activities to service the convenience needs of the surrounding local community;



- provides community purpose space (office space and/or meeting rooms) to meet the social infrastructure needs of local residents;
 - provides strong links with the pedestrian and cycling network and surrounding residential precincts;
 - provides, in association with adjoining community, parkland and educational facilities, a local community focal point for the surrounding residential precincts;
 - provides opportunities for medium density residential accommodation at above ground level to be integrated with commercial, and retail activities at street level;
 - supports a mid-rise built form to achieve critical mass for the precinct.
- b. Housing Precinct (Precinct 2) –
- provides predominantly low-rise detached dwellings on individual lots of varying size;
 - achieves a density of 12 – 15 dwellings/ha with a low-rise building form;
 - Sub-precinct 2a Attached Housing –
 - ▶ provides an increased range of residential uses to include aged persons and special needs houses and multiple dwellings such as town houses, villas and terrace housing;
 - ▶ provides a transition from mid-rise medium density residential to urban residential housing forms;
 - ▶ is within walking distance or adjacent to local and district parkland, or the Mixed Use – Local Centre Precinct or Victoria Point Major Centre.

Note 1 –

Lot 8 on RP84253 has an existing Planning & Environment Court approval for 8 unsewered 'Park Residential' Lots. The proposal includes building envelopes for proposed dwelling houses, indicative area for effluent and stormwater treatment and covenants on title regarding environmental protection values.

Note 2 –

Provision exists for a potential district park (2 to 4 hectares) to be located in the northern area of the Structure Plan area adjacent to Cleveland Redland Bay Road. The area is marked indicatively on the Structure Plan and will be subject to Council acquisition.

- c. Medium Density Residential Precinct (Precinct 3) –
- provides for a range of medium density residential uses that are predominantly of a mid-rise built form;
 - are located adjacent to or in close proximity to the Mixed Use – Local Centre Precinct or Victoria Point Major Centre or located along principal streets and designed to take advantage of views and amenity provided by adjoining open space areas;
 - Sub-Precinct 3a Medium Density Housing (Eprapah Creek) provides for increased building heights to maximise the use of a scarce developable land with walking distance of the Victoria Point Major Centre and bus interchange while ensuring design and layout maximises the retention and on going protection and management of existing habitat koala trees.
- d. Greenspace Precinct (Precinct 4) –
- provides for the long term management, protection and enhancement of the following elements:
 - ▶ habitat and movement corridors for koala and native fauna;
 - ▶ waterways and coastal ecosystems;
 - ▶ visual amenity associated with natural and semi natural landscapes;
 - ▶ land subject to flooding and storm surge;
 - ▶ land intended to remain in private ownership for residential use for a single dwelling house on existing lots in an environmentally sensitive setting;
 - ▶ recreational facilities including active recreational facilities comprising three local parks and a network of passive linear open recreational spaces and connections.



- Sub-precinct 4a Coastal Corridor protects and enhances publicly owned land that:
 - ▶ incorporates a regionally important habitat and movement corridor for Koalas and other fauna between Pinklands Reserve and bushlands adjacent to Eprapah Creek;
 - ▶ buffers ecologically sensitive Ramsar wetland wader bird roosts and the Moreton Bay foreshore and marine habitats;
 - ▶ restricts active recreation opportunity to the local park;
 - ▶ maintains the hydraulic capacity of the Moreton Bay foreshore to accommodate ecological processes including tidal storm tide, potential sea level rise, flooding and overland stormwater flows;
 - ▶ protects existing remnant and non-remnant vegetation.
 - Sub-precinct 4b Eprapah Creek Corridor protects and enhances publicly owned land that:
 - ▶ incorporates a regionally important habitat and movement corridor for koalas and other fauna;
 - ▶ maintains the hydraulic capacity of Eprapah Creek and its riparian flood plains to accommodate local flooding and overland stormwater flows;
 - ▶ incorporates a local park;
 - ▶ buffers the ecologically sensitive habitats and receiving waters of Eprapah Creek;
 - ▶ protects existing remnant and non-remnant vegetation.
 - Sub-precinct 4c Pinklands Reserve Corridor protects and enhances publicly owned land that:
 - ▶ buffers the adjoining ecologically sensitive habitat areas;
 - ▶ serves as a movement corridor for koalas and other fauna;
 - ▶ protects existing remnant and non-remnant vegetation;
 - ▶ in combination with the existing Pinklands Spring Reserve provides a physical and visual break of open space and bushland between the urban communities of Thornlands.
 - Sub-precinct 4d Thornlands Creek Corridor protects and enhances publicly owned land that:
 - ▶ buffers the ecologically sensitive habitats and receiving waters of Thornlands Creek;
 - ▶ maintains the hydraulic capacity of Thornlands Creek and its riparian flood plains to accommodate local flooding and overland stormwater flows;
 - ▶ incorporates an important habitat and movement corridor for koalas and other fauna.
 - Sub-precinct 4e Bushland Living provides for single dwelling houses on existing privately owned lots that:
 - ▶ maintains the hydraulic capacity of existing wetlands/waterways and Moreton Bay Foreshore to accommodate ecological processes including tidal storm surges, flooding and overland stormwater flows;
 - ▶ serves as a habitat and movement corridor for koalas and other fauna.
 - Sub-precinct 4f Flood Prone Area – Central Open Space protects and enhances publicly owned land that:
 - ▶ maintains the hydraulic capacity, water quality and ecological values of this locally important drainage line;
 - ▶ incorporates a local park;
 - ▶ provides opportunity for establishing habitat and movement corridor for koalas and other fauna;
 - ▶ in combination with the existing school grounds and bushland areas to the east and south east provides for a physical and visual break between the urban communities of Thornlands and Victoria Point.
- e. Rural Non-Urban Precinct (Precinct 5) –
- provides opportunity for productive rural activities that rely on the use of land including traditional activities which will not compromise sensitive land uses on adjoining lands;
 - generates employment and economic activities from low key tourism opportunities;



- supports small scale traditional cottage industry that is operated and managed by the residents, such as timber work, pottery or similar crafts;
- provides for the establishment of single detached dwelling houses on existing lots;
- maintains current lot size with no additional lots being created;
- ensures vehicular movements generated to and from the use can be managed without detrimental effect or impact on Boundary Road.

Note –

This precinct ensures the existing rural-based activities on Lot 16 on RP14839 can continue in perpetuity. Future development applications lodged over this lot will be subject to access provisions and will need to obtain an approval with the Department of Transport and Main Roads to obtain direct access to Boundary Road.

- (b) Movement Network
- (i) uses and other development reinforce a safe, integrated, highly accessible and interconnected road network that:
- a. provides high levels of legibility, connectivity and permeability for all street uses, while ensuring appropriate levels of safety, amenity and protection from the impact of traffic movements;
 - b. provides attractive streetscapes which reinforce the amenity of residential precincts;
 - c. ensures the provision of esplanade roads to separate land within the Greenspace precinct from urban development;
 - d. ensures a consistent high quality landscaping treatment is delivered along both Cleveland Redland Bay Road and Boundary Road;
 - e. incorporates boulevard style roads with substantial landscaped medians and verges providing green pedestrian linkages between:
 - ▶ Greenspace Sub-Precinct 4d – Thornlands Creek Corridor and Greenspace Sub-Precinct 4f – Flood prone area – Central Open Space;
 - ▶ Greenspace Sub-Precinct 4a – Coastal Corridor and Greenspace Sub Precinct 4c Pinklands Reserve Corridor;
 - ▶ Greenspace Sub-Precinct 4b Eprapah Creek Corridor and the proposed intersection and pedestrian crossing point on Boundary Road.
- (ii) uses and other development create an integrated cycle and pedestrian network that maximises connectivity and permeability to public open space, Victoria Point Major Centre, the Mixed Use – Local Centre Precinct and adjoining community facilities.
- (iii) uses and other development are designed to maximise accessibility to public transport by ensuring pedestrian and cycling paths link residential precincts with the Victoria Point bus interchange, local bus stops and the Mixed Use – Local Centre Precinct.
- (c) Land Use Conflict Mitigation
- (i) uses and other development achieve a high standard of amenity by mitigating potential conflicts and impacts between new residential uses and
- a. existing rural, agricultural and nursery activities;
 - b. traffic on Cleveland Redland Bay Road, Boundary Road and the internal trunk collector road;
 - c. sensitive environmental areas including koala habitats, Eprapah Creek and the Moreton Bay foreshore;
 - d. existing dwelling houses on Park Residential zoned land adjoining the structure plan area.
- (d) Infrastructure
- (i) uses and other development are serviced by infrastructure necessary to support an integrated urban community by –
- a. maximising the use of existing infrastructure;
 - b. providing for the extension of infrastructure in an orderly, sustainable and cost effective manner while ensuring design and layout minimises adverse impacts on environmental values;
 - c. providing high quality:
 - reticulated water;
 - reticulated sewerage;
 - storm water management;



- energy;
 - telecommunications including conduits for fibre optics or secure wireless networking enabling the development of high speed board band services.
- d. ensuring potable water, wastewater and stormwater infrastructure networks are integrated to reduce the impacts of urban development on the water cycle through:
- reductions in overall potable water demand and use;
 - minimising wastewater production;
 - incorporating water reuse infrastructure to maximise recycling opportunities;
 - protecting waterway health by improving stormwater quality and reducing site runoff;
 - ensuring all water, sewerage and stormwater infrastructure is designed and located to the greatest extent practicable outside the Greenspace Network.



5.14.8 Specific Outcomes and Probable Solutions applicable to Assessable Development

South-east Thornlands Structure Plan Overlay

Assessable Development			
Specific Outcomes			Probable Solutions
	<u>Land Use Precincts</u>		
S1.1	(1) Provide for a range of uses and other development that contribute to the creation of an integrated urban community in accordance with Map 1 – Land Use Precincts.	P1.1	(1) No probable solution identified.
S1.2	<p>(1) Precinct 1 – Mixed Use – Local Centre incorporates uses and other development that –</p> <ul style="list-style-type: none"> (a) integrate local scale commercial, service industry, community and retail uses with residential accommodation; (b) provide, in association with the adjoining educational, parkland, religious and community facilities a focal point for the surrounding residential precincts; (c) contribute to social interaction and activity at street level. <p>(2) Uses within Precinct 1 – Mixed Use – Local Centre include –</p> <ul style="list-style-type: none"> (a) a limited amount of retailing (shops) that provides for local convenience shopping whilst respecting the role and function of Victoria Point Major Centre as the pre-eminent retail and service activity centre in the southern half of the City; (b) small scale commercial offices or service industry activities that encourage and support local employment opportunities while respecting and protecting the amenity of adjoining residential precincts; (c) a small scale community facility such as a meeting room to meet the social infrastructure needs of local residents; (d) multiple dwellings and apartment buildings where part of a mixed use development and where ensuring the maintenance of active street frontages at ground level. <p>(3) Building height adopts a mid-rise built form complementary with adjoining residential zones.</p>	P1.2	<p>(1) No probable solution identified.</p> <p>(2) In Precinct 1 – Mixed Use – Local Centre, the gross floor area of:</p> <ul style="list-style-type: none"> (a) a single ‘shop’ tenancy does not exceed 400m²; (b) all ‘shop’ tenancies do not exceed 800m² in total; (c) commercial office, service industry and refreshment establishment tenancies do not exceed 1,200m² in total; (d) a single commercial office, service industry or refreshment establishment does not exceed 200m²; (e) a community facility achieves a minimum of 200m². <p>Note –</p> <p>Refer to Part 8 Division 3 – Centre Design for further assessment criteria related to Centre Design.</p> <p>(3) Buildings or structures do not exceed 14 metres above ground level.</p>



Assessable Development			
Specific Outcomes		Probable Solutions	
S1.3	<p>(1) Precinct 2 – Housing is designed and located to –</p> <ul style="list-style-type: none"> (a) provide low-rise detached dwellings on individual lots of varying size; (b) ensure reconfiguration provides: <ul style="list-style-type: none"> (i) a mix of lot sizes to accommodate a variety of dwelling types; (ii) an average net residential density of 12-15 dwellings per hectare. <p>(2) Sub-Precinct 2a – Attached Housing is designed and located to provide an increased range of residential uses including multiple dwellings and aged persons and special needs housing.</p>	P1.3	<p>(1) No probable solution identified.</p> <p>(2) No probable solution identified.</p>
S1.4	<p>(1) Precinct 3 – Medium Density Housing is designed and located to –</p> <ul style="list-style-type: none"> (a) provide for a range of medium density uses such as multiple dwellings, apartment buildings and aged persons and special needs housing; (b) limit overall building height to 13m and 3 storeys except in Sub-precinct 3a; (c) maximise views and outlook across adjoining areas of open space; (d) facilitate convenient walking to – <ul style="list-style-type: none"> (i) public open space and local and district parks; or (ii) convenience shopping employment and community opportunities within Precinct 1 – Mixed Use – Local Centre; or (iii) higher order facilities and bus interchange at Victoria Point Major Centre; (e) ensure that where development adjoins Precinct 4 – Greenspace network it is located and designed so as not to compromise adjoining environmental values or the hydraulic capacity and ability of the adjoining land to accommodate the one percent AEP flood; 	P1.4	<p>(1) No probable solution identified.</p>



South-east Thornlands Structure Plan Overlay

Assessable Development	
Specific Outcomes	Probable Solutions
<p>(f) ensure a building layout and design that –</p> <ul style="list-style-type: none"> (i) contributes to the establishment of an attractive streetscape; (ii) reduces building bulk by a combination of balconies, recesses and variations in building form and materials; (iii) requires roofs to be pitched, articulated, gabled or other features to avoid single plane or flat rooflines; (iv) on lot 20 on SP140739 incorporates a range of design treatments that: <ul style="list-style-type: none"> ■ ensure the establishment of a high quality attractive streetscape on the corner of the visually prominent intersection of Cleveland Redland Bay Road and Boundary Road; ■ positively recognises the strategic position of the locality as the southern gateway to the South-east Thornlands Structure Plan area. <p>(2) Sub-precinct 3a Medium Density Housing (Eprapah Creek) is designed and located to –</p> <ul style="list-style-type: none"> (a) limit overall building height to 16m and 4 storeys, where it is demonstrated that buildings do not dominate the landscape when viewed from Boundary Road; (b) restrict non residential uses to protect the role and function of Victoria Point Major Centre; (c) ensure development is integrated with existing topography and designed to step down the existing slope towards Eprapah Creek; (d) maximise to the greatest extent practicable the retention and ongoing protection and management of existing koala habitat trees. <div style="background-color: #d3d3d3; padding: 5px;"> <p>Note –</p> <p>Redland City Council in consultation with the landowners and developers will develop a series of design manuals to assist and guide the creation of sustainable integrated local neighbourhoods.</p> </div>	<div style="background-color: #d3d3d3; padding: 5px;"> <p>Note –</p> <p>Refer to relevant use codes for specific built form assessment criteria.</p> </div> <p>(2) No probable solution identified.</p>



Assessable Development			
Specific Outcomes		Probable Solutions	
S1.5	<p>(1) Uses and other development reinforce the specific development intent for land use precincts 1, 2, 2a,3 and 3a as depicted in Map 1 – South-east Thornlands Structure Plan – Land Use Precincts, while being designed to:</p> <ul style="list-style-type: none"> (a) maintain koala habitat linkages; (b) ensure the location and design of buildings and other structures and other works allows koalas to traverse the landscape in which the development is located including: <ul style="list-style-type: none"> (i) Siting buildings/structures, roads and works in ways that minimise the fragmentation of koala habitat to be retained; (ii) incorporating layout and design measures to minimise the extent to which a koala that is traversing the landscape is impeded from reaching its destination either within the development site, or on the other side of the development site; (iii) locating buildings/structures and other works in existing cleared areas; (iv) retaining koala habitat trees as well as clusters and significant individual other trees which provide valuable landscape and environmental features; (v) providing habitat links of native vegetation across the site; (vi) erecting koala friendly fences on lot boundaries, except where koala exclusion fences are the only practical way of safeguarding koalas from uses on the lot; (vii) ensuring roads or road networks are located, designed and constructed to minimise the risk to koalas from vehicle strikes; (viii) respects the existing topography and minimises to the greatest extent practicable the need for excavation and fill. 	P1.5	<p>(1) No probable solution identified.</p>



Assessable Development			
Specific Outcomes		Probable Solutions	
S1.6	<p>(ix) ensuring where development unavoidability results in the loss of koala habitat trees, offset planting is carried out at the rate of one tree for every one metre of tree height removed.</p> <p>(1) Precinct 4 – Greenspace Network comprising six (6) Sub-precincts is designed and located to –</p> <ul style="list-style-type: none"> (a) enhance, protect and maintain environmental, landscape, scenic and recreation values; (b) protect the hydraulic and ecological processes of the Moreton Bay foreshore, waterway corridors, flood prone land and land subject to storm tide; (c) protect, manage and enhance koalas and koala habitat to ensure the long term viability of koalas in the area; (d) protect remnant and non remnant vegetation, cleared areas and artificial wetlands that contribute to local habitat and movement of fauna; (e) provide a buffer for core habitat values associated with Eprapah Creek, Moreton Bay foreshore and Pinklands Reserve; (f) incorporate active recreational facilities including three local parks and a network of passive linear open spaces and connections incorporating shared pedestrian and cycle networks; (g) where in Sub-precincts 4a, 4b, 4c, 4d and 4f, be progressively transferred to public ownership; (h) where Sub-precinct 4e be retained in private ownership. 	P1.6	<p>(1) No probable solution identified.</p>



Assessable Development	
Specific Outcomes	Probable Solutions
<p>(2) Sub-precinct 4a Coastal Corridor protects and enhances publicly owned land that –</p> <ul style="list-style-type: none"> (a) incorporates a regionally important habitat and movement corridor for koalas and other fauna moving between Pinklands Reserve and bushland adjacent to the tidal section of Eprapah Creek; (b) incorporates a local park in close proximity to the Mixed Use – Local Centre Precinct (Precinct 1) and surrounding Medium Density Housing Precinct (Precinct 3); (c) protects a locally important node of vegetation located between the local park and Precinct 2 – Housing, and Sub-precinct 2a Attached Housing, and Precinct 3 Medium Density Housing; (d) provides a buffer of a minimum of 200m to the Ramsar listed wetland wader bird roost and marine habitat and foreshore areas of high ecological sensitivity from the impacts of passive recreation along the shared pedestrian cycle way and adjoining housing precinct; (e) ensures the large existing farm dam adjoining the housing precinct to the west is maintained as an artificial wetland and habitat area; (f) protects the hydraulic capacity and ecological features and values of the Moreton Bay foreshore which naturally accommodate the flow of waters during storm tide events and potential sea level rises; (g) is transferred to public ownership where part of a development site. <p>(3) Sub-precinct 4b – Eprapah Creek Corridor protects and enhances publicly owned land that –</p> <ul style="list-style-type: none"> (a) incorporates and protects a regionally important habitat and movement corridor for koalas and other fauna; (b) incorporates a local park and connects to a green pedestrian linkage to the proposed intersection and pedestrian crossing on Boundary Road; (c) protects existing stands of remnant and non remnant vegetation; 	<p>(2) No probable solution identified.</p> <p>(3) No probable solution identified.</p>



Assessable Development	
Specific Outcomes	Probable Solutions
<ul style="list-style-type: none"> (d) protects existing stands of remnant and non-remnant vegetation; (e) retains existing artificial wetlands for the purpose of providing aquatic habitats and stormwater management; (f) protects the hydraulic capacity and ecological functions and values of the waterway and lands which accommodate the flow of water during flood events; (g) is transferred to public ownership where part of a development site. <p>(6) Sub-precinct 4e Bushland Living is designed and located to –</p> <ul style="list-style-type: none"> (a) provide for a lifestyle choice that protects, maintains and contributes to environmental values; (b) protects the hydraulic capacity and ecological functions of wetlands, waterways and Moreton Bay Foreshore and lands which accommodate the flow of water during flood and storm tide events; (c) protects locally important habitat and movement corridor for koalas and other fauna; (d) ensure development envelopes are established through material change of use or reconfiguration and are shaped and located to – <ul style="list-style-type: none"> (i) accommodate all associated activities, infrastructure, access and landscaping; (ii) be within the most degraded or cleared areas of the premises; (iii) maximise edge effects to areas external to the development envelope; (e) be retained in private ownership. <p>(7) Sub-precinct 4f Flood Prone Areas – Central Open Space protects and enhances publicly owned land that –</p> <ul style="list-style-type: none"> (a) provides opportunities for re-establishing habitat and movement corridors for koalas and other fauna; (b) protects the hydraulic capacity of the waterway and lands which accommodate the flow of water during flood events; (c) incorporates a local park located above the 1 percent AEP flood inundation level; 	<p>(6) No probable solution identified.</p> <p>(7) No probable solution identified.</p>



South-east Thornlands Structure Plan Overlay

Assessable Development			
Specific Outcomes		Probable Solutions	
S1.7	<ul style="list-style-type: none"> (d) provides pedestrian connectivity to a proposed intersection and pedestrian crossing on Boundary Road; (e) in combination with the existing school grounds and bushland to the east and south east provides for a physical and visual break between the urban communities of Thornlands and Victoria Point; (f) is transferred to public ownership where part of a development site. <p>(1) Precinct 5 – Rural Non Urban incorporates uses and other development that:</p> <ul style="list-style-type: none"> (a) promote traditional and emerging rural activities that minimise adverse impacts on sensitive land uses on adjoining lands; (b) include small scale traditional cottage industry that is operated and managed by the residents such as timber work, pottery or similar crafts; (c) generate employment and economic activities from low key tourism opportunities; (d) provide for the establishment of a single detached dwelling house on existing lots; (e) maintains current lot size with no additional lots being created. (f) ensures vehicular movements generated to and from the use can be managed without detrimental effect or impact on Boundary Road. 	P1.7	<p>(1) No probable solution identified.</p>
S2.1	<p><u>Movement Network</u></p> <p>(1) Principal streets that include trunk collector and collector streets are provided generally in accordance with Map 2 – Road Movement Network Plan.</p> <p>(2) Trunk collector and collector streets are designed to accommodate the safe and efficient movement of public transport buses.</p>	P2.1	<p>(1) No probable solution identified.</p> <p>(2) Trunk collector and collector streets are designed to accommodate public transport buses.</p>



Assessable Development	
Specific Outcomes	Probable Solutions
<p>Note –</p> <p>Trunk collector and collector streets are generally fixed in their location. Changes to the location of trunk collector and collector streets will only be considered when it can be demonstrated that the revised location –</p> <ul style="list-style-type: none"> (a) provides increased levels of legibility, connectivity and permeability for all street users; (b) improves levels of safety and amenity; (c) provides enhanced environmental outcomes. <p>S2.2 (1) Access streets and access places are designed and located to –</p> <ul style="list-style-type: none"> (a) provide a high level of internal accessibility and good external connections for vehicles through the use of a grid pattern layout; (b) minimise the use of cul de sacs; (c) maximise the maintenance and protection of existing vegetation; (d) assist in the conveyance and treatment of stormwater; (e) provide alternative access to existing lots accommodating dwelling houses that currently directly access onto Cleveland Redland Bay Road and Boundary Road; (f) allow views and access to breeze and landscape; (g) ensure pedestrian and cyclist permeability and access to public bus stops on Cleveland-Redland Bay Road; (h) not extend into land included in the Greenspace Network – Precinct 4 except to facilitate access to Lot 20 on SP140739 as depicted on Map 2 – Road Network Plan. <p>Note –</p> <p>Access Streets, except where required to be located adjacent to land within the Greenspace Precinct, are not fixed in location and generally are not shown on Map 2 – Road Movement Network Plan.</p>	<p>P2.2 (1) No probable solution identified.</p>



South-east Thornlands Structure Plan Overlay

Assessable Development			
Specific Outcomes		Probable Solutions	
S2.3	<p>(2) Where new streets are created within Precinct 3 – Medium Density Housing and Sub-precinct 3a the width of the street shall be capable of accommodating street parking on both sides of the street.</p> <p>(1) Collector, access streets and access places incorporating esplanade treatments are provided adjacent to all land included within the Greenspace Precinct and designed to –</p> <ul style="list-style-type: none"> (a) achieve a low speed environment for cars, cyclists and pedestrians; (b) incorporate a shared pedestrian and cycle pathway; (c) incorporate, where possible, grassed swales instead of kerb and channel on the side of the road adjacent to land included in the Greenspace Precinct; (d) ensure no part of the road pavement is constructed within the Greenspace Precinct; (e) ensure minimum disturbance to existing native vegetation; (f) assist in the conveyance and treatment of stormwater. <p>Note –</p> <p>The esplanade road located adjacent to the Pinklands Conservation Area has been previously mapped as Koala Sustainability Area and is located within the Bushfire Hazard Overlay. No clearing is proposed within this reserve, so adequate demonstration of treatment of this corridor will be required as part of any future development application.</p> <p>Note -</p> <p>The final alignment and design of the esplanade road may be varied to ensure minimal disturbance to existing vegetation and to protect and enhance the ecological, scenic and hydrological functioning of the identified Greenspace Sub-precincts.</p>	P2.3	<p>(2) Where new streets are created within Precinct 3 – Medium Density Housing and Sub-precinct 3a the width of the street/road reserve shall be a minimum of 18m.</p> <p>(1) No probable solution identified.</p>



Assessable Development	
Specific Outcomes	Probable Solutions
<p>S2.4</p> <p>(1) All boulevard roads are designed and located to incorporate substantial landscaped medians and verges providing high quality landscaped pedestrian linkages between:</p> <ul style="list-style-type: none"> (a) Greenspace Sub-Precinct 4d – Thornlands Creek Corridor and Greenspace Sub-Precinct 4f – Flood prone area – Central Open Space; (b) Greenspace Sub-Precinct 4a – Coastal Corridor and Greenspace Sub-Precinct 4c – Pinklands Reserve Corridor; (c) Greenspace Sub-Precinct 4b – Erapah Creek Corridor and the proposed intersection and pedestrian crossing point on Boundary Road. <p>(2) The boulevard road identified on Map 2 – Road Movement Network Plan, located between Greenspace Sub-precinct 4d Thornlands Creek Corridor and Greenspace Sub-precinct 4f – Central Open Space and Flood Prone Area shall be a minimum width of 50m.</p> <div style="background-color: #d3d3d3; padding: 5px;"> <p>Note –</p> <p>The South-east Thornlands Planning Report (2010) incorporates indicative cross sections for the boulevard roads identified on Map 2 – Road Movement Network Plan.</p> </div> <p>(3) The boulevard roads identified on Map 2 – Road Movement Network Plan located between</p> <ul style="list-style-type: none"> (a) Greenspace Sub-Precinct 4c Pinklands Reserve and Greenspace Sub-Precinct 4a Coastal Corridor shall be a minimum width of 22m; (b) Boundary Road and Greenspace Sub-Precinct 4b – Erapah Creek Corridor shall be a minimum width of 25m. 	<p>P2.4</p> <p>(1) No probable solution identified.</p> <p>(2) No probable solution identified.</p> <p>(3) No probable solution identified.</p>



South-east Thornlands Structure Plan Overlay

Assessable Development			
Specific Outcomes		Probable Solutions	
S2.5	(1) All roads and streets are landscaped with native plants including koala food trees to provide shade and to assist with the movement of koalas and other fauna, and enhance visual amenity.	P2.5	(1) No probable solution identified.
S2.6	(1) Road corridors under the control of the Department of Transport and Main Roads (DTMR), (Cleveland Redland Bay Road and Boundary Road) are designed and of sufficient width, as identified on Map 2 – Road Movement Network Plan to – <ul style="list-style-type: none"> (a) incorporate fauna exclusion fencing; (b) incorporate fauna crossings; (c) restrict direct vehicular access from all new uses and new lots; (d) provide three new road intersections; (e) accommodate road widening of sufficient width to accommodate: <ul style="list-style-type: none"> (i) a minimum 2.5 metres shared use concrete path on street; (ii) cycling lanes; (iii) four vehicular lanes; (iv) a minimum ten (10) metre wide strip of land on both sides of Cleveland-Redland Bay Road to accommodate noise attenuation treatments including fencing, landscaping and earth mounds; (v) a minimum ten (10) to fifteen (15) metre wide strip of land on both sides of Boundary Road to accommodate noise attenuation treatments including fencing landscaping and earth mounds. 	P2.6	(1) No probable solution identified.



Assessable Development			
Specific Outcomes		Probable Solutions	
S2.7	<p>(1) Noise attenuation measures undertaken with DTMR road corridors (Cleveland Redland Bay Road and Boundary Road) are designed to –</p> <ul style="list-style-type: none"> (i) achieve a high quality visual appearance; (ii) ensure any acoustic fencing is erected on property boundaries and screened from the road carriageway by landscaping and landscaped earth mounds of at least ten (10) metres in width; (iii) incorporate physical and visual breaks to allow for pedestrian and cyclist permeability; (iv) give consideration to innovative measures for land identified on Map 1 – Land Use Precincts within Precinct 4 – Greenspace Network so as to maintain acoustic controls for adjoining properties while maintaining a high quality visual appearance, the (v) hydraulic capacity of the land in co-ordination with providing opportunities for re-establishing habitat and movement corridors for koalas and other fauna. 	P2.7	<p>(1) No probable solution identified.</p>



South-east Thornlands Structure Plan Overlay

Assessable Development	
Specific Outcomes	Probable Solutions
<p>Note –</p> <p>Intersection and Access Points: - The locations of the proposed intersections on Cleveland-Redland Bay Road and Boundary Road are fixed. The creation of additional intersections and access points onto either of these two roads will not be supported.</p> <p>Transport and Main Road Corridors: - To maintain residential amenity and ensure sufficient area for off street car spaces, the width of the required road corridors Cleveland Redland Bay Road and Boundary Road may be varied along the frontage of existing standard urban lots which contain an existing dwelling house.</p> <p>Fauna Exclusion Fencing and Fauna Crossings: - To assist the survival of local koala populations, it is essential appropriate exclusion fencing and koala fauna crossings are provided both on Cleveland Redland Bay Road and Boundary Road. Redland City Council will continue to liaise with DTMR and DERM to ensure the timely delivery of this infrastructure.</p> <p>S2.8</p> <p>(1) Provide an integrated network of pedestrian and cycle paths in accordance with Map 3 – Cycling and Public Transport Network Plan, ensuring safe and convenient access in accordance with CPTED principles to –</p> <ul style="list-style-type: none"> (a) local and district parks; (b) Victoria Point Major Centre and bus interchange from a shared pedestrian and cycle path along Cleveland Redland Bay Road and from a shared cycle and pedestrian path and bridge across Erapah Creek providing direct access from Abeya Street; 	<p>P2.8</p> <p>(1) No probable solution identified.</p>



Assessable Development			
Specific Outcomes		Probable Solutions	
S2.9	<p>(c) Eddie Santagiuliana Way and adjoining foreshore areas;</p> <p>(d) Pinklands Sporting Reserve;</p> <p>(e) Precinct 1 – Mixed Use – Local Centre Precinct and the adjoining educational, community and religious facilities on Beveridge Road.</p> <p>(2) The internal road network is linked to primary and secondary pedestrian/cycle links through pathways at strategic locations to provide direct access to bus stops, schools, shopping and community facilities and public open spaces.</p> <p>(3) Noise attenuation treatments along Boundary Road and Cleveland Redland Bay Road are designed to provide physical and visual breaks to ensure pedestrian and cyclist permeability and access to public bus stops.</p> <p>(1) Uses and other development maximise opportunities to incorporate public transport providing convenient connections between activity areas and residential precincts.</p>	P2.9	<p>(2) No probable solution identified.</p> <p>(3) No probable solution identified.</p> <p>(1) No probable solution identified.</p>
S3.1	<p><u>Land Use Conflict Mitigation</u></p> <p>(1) Uses and other development that adjoin Boundary Road and Cleveland Redland Bay Road incorporate noise attenuation measures that –</p> <p>(a) achieve a high quality attractive visual appearance from all public streets;</p> <p>(b) include a combination of –</p> <p>(i) vegetated earth mounds;</p> <p>(ii) acoustic screens;</p> <p>(iii) acoustic treatments incorporated into the building design;</p> <p>(c) incorporate landscaping to enhance visual amenity and minimise the visual impacts of noise screens;</p>	P3.1	<p>(1) No probable solution identified.</p> <p>Note –</p> <p>Refer to Part 11 – Planning Scheme Policy 5 – Environmental Emissions for further information on noise and air quality impacts.</p> <p>Note –</p> <p>Noise sensitive development will need to meet Main Roads Road Traffic Noise Management Code of Practice. Refer also to Part 5 Division 10 Road and Rail Noise Impacts Overlay.</p>



South-east Thornlands Structure Plan Overlay

Assessable Development			
Specific Outcomes		Probable Solutions	
S3.2	<p>(d) incorporate physical and visual breaks where adjoining cul de sacs and bus stops to allow for pedestrian and cyclist permeability.</p> <p>(1) Uses and other development are located and designed to protect the ongoing operation of adjoining existing agricultural or rural activities by limiting the potential impacts of chemical spray, noise, odour, fumes, steam, soot, ash, dust, grit, oil, radio or electrical interference by –</p> <p>(a) incorporating staging plans which minimise potential conflicts; or</p> <p>(b) incorporating attenuation measures including vegetated buffers and noise attenuation barriers that minimise noise and other environmental emissions whilst respecting the landscape setting.</p>	P3.2	(1) No probable solution identified.
S3.3	<p>(1) Uses and other development are designed and located to protect the amenity of dwelling houses on existing lots included in the Park Residential Zone by:</p> <p>(a) requiring reconfiguration of land involving the creation of any new lots directly adjoining the Park Residential Zone to achieve a minimum:</p> <p style="margin-left: 20px;">(i) site area of 1200m²;</p> <p style="margin-left: 20px;">(ii) a frontage of 25m;</p> <p>(b) restricting the establishment of dual occupancies and multiple dwellings on newly created lots which directly adjoin existing Park Residential zoned lots.</p>	P3.3	(1) No probable solution identified.
S4.1	<p><u>Infrastructure Network</u></p> <p>(1) Uses and other development are serviced by infrastructure including –</p> <p>(a) reticulated water;</p> <p>(b) reticulated sewerage;</p> <p>(c) stormwater management systems.</p>	P4.1	<p>(1) No probable solution identified.</p> <p>Note –</p> <p>For additional assessment requirement refer to Part 8 – Division 7 – Infrastructure Works Code and Division 9 – Stormwater Management Code.</p>



Assessable Development	
Specific Outcomes	Probable Solutions
<p>S4.2</p> <p>(2) Reticulated water sewerage and stormwater management infrastructure is designed to ensure, where practicable it is located outside the Greenspace Network as depicted on Map 1 – Land Use Precincts.</p> <div style="background-color: #d3d3d3; padding: 5px;"> <p>Note –</p> <p>Currently there is limited potable water supply, waste water disposal and stormwater management infrastructure within South-east Thornlands. This infrastructure is required to be constructed.</p> </div> <p>(1) Development must include measures to integrate water supply, wastewater and stormwater and thus ensure protection of the water cycle and environment by:</p> <ul style="list-style-type: none"> (a) reducing overall water use; (b) minimising wastewater production where practicable; (c) incorporating water reuse infrastructure to maximise recycling opportunities; (d) protecting waterway health by improving stormwater quality and reducing site run-off; (e) minimising impacts on the water cycle; (f) locating to the extent practicable all water, wastewater and stormwater infrastructure outside the Greenspace Network (Precinct 4). <div style="background-color: #d3d3d3; padding: 5px;"> <p>Note –</p> <p>To assist in achieving S4.2 all development proposals are required to be accompanied by an Integrated Water Management Plan (IWMP) that identifies the range of strategies and actions proposed to integrate water supply, wastewater and stormwater and thus ensure protection of affected waterways and catchment areas. An IWMP also identifies those Water Sensitive Urban Design (WSUD) measures proposed to be incorporated in a development to ensure protection of the water cycle.</p> </div>	<p>P4.2</p> <p>(2) No probable solution identified.</p> <p>(1) No probable solution identified.</p>

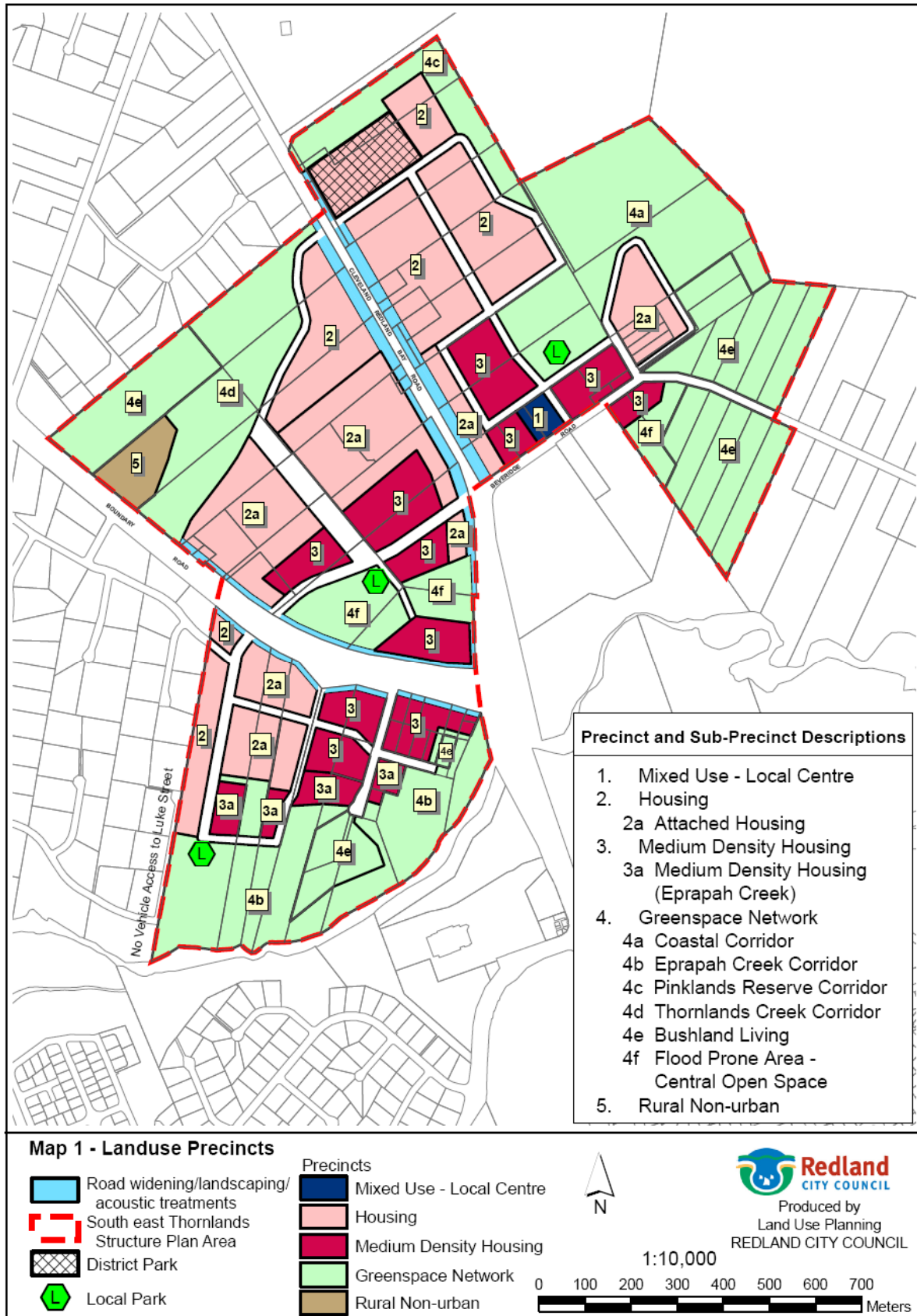


South-east Thornlands Structure Plan Overlay

Assessable Development			
Specific Outcomes		Probable Solutions	
	<p>The IWMP must provide sufficient information on how these matters are to be dealt with for the particular site. Detailed design of the drainage network and Water Sensitive Urban Design measures will usually be required as a subsequent application for operational works or as a condition of approval.</p> <p>Any proposal to locate any water, wastewater or stormwater infrastructure within the Greenspace Precinct must demonstrate that such infrastructure cannot be located within an Urban Precinct and be accompanied by a full ecological assessment which demonstrates such works can be designed, constructed and maintained in a manner which protects the ecological and hydrological integrity of the area.</p>		
S4.3	(1) New development is provided with high quality telecommunications infrastructure including conduits for fibre optics or secure wireless networks that enable the deployment of high speed broadband services.	P4.3	(1) No probable solution identified.
S4.4	(1) New development is provided with energy distribution and reticulation network with the under grounding where practicable of all electrical network infrastructure.	P4.4	(1) No probable solution identified.
S4.5	(1) Energy efficient lighting systems including grid connector solar powered LEDP lighting systems will be utilised where practicable for use in all public spaces and bus stops.	P4.5	(1) No probable solution identified.



Map 1 – Landuse Precincts

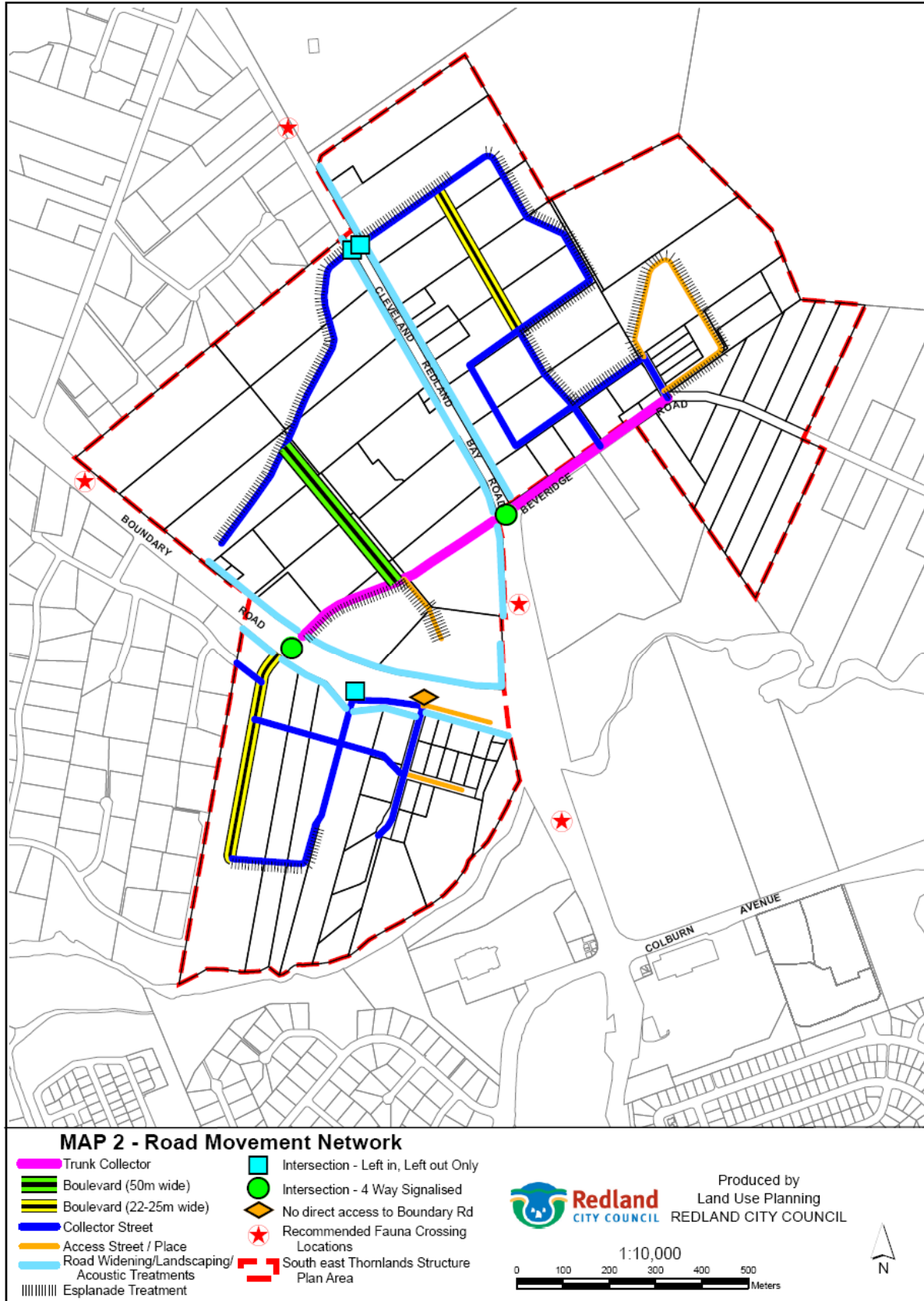


South-east Thornlands Structure Plan Overlay

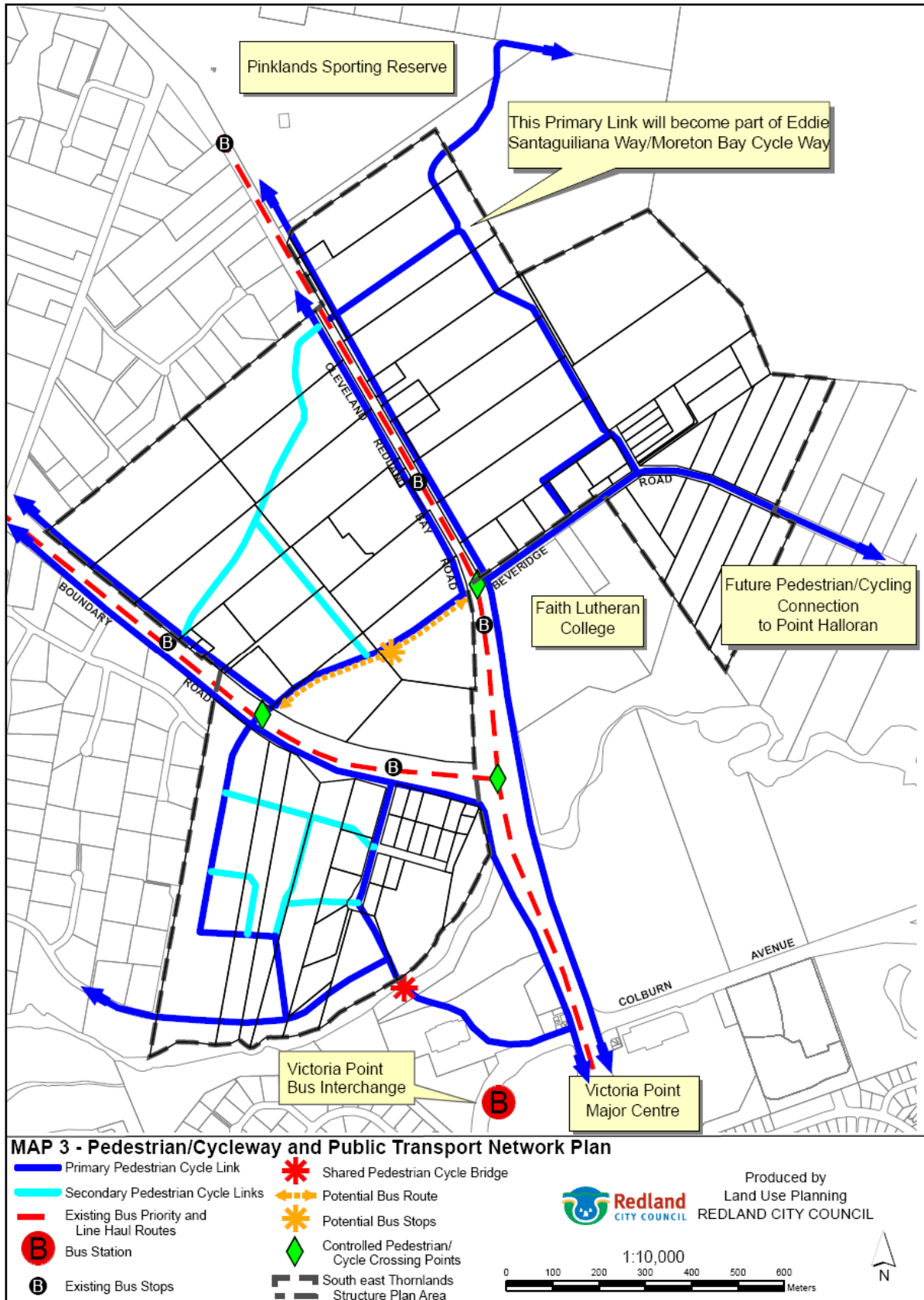


Map 2 – Road Movement Network

South-east Thornlands Structure Plan Overlay



Map 3 – Pedestrian/Cycleway and Public Transport Network Plan



South-east Thornlands Structure Plan Overlay



South-east Thornlands Structure Plan Overlay

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Other Amendments to the Redlands Planning Scheme

Amendment to the Redlands Planning Scheme is necessary to reflect the outcomes of the South-east Thornlands Structure Plan. The following details the various cross references and other consequential amendments to other parts of the Redlands Planning Scheme required to achieve the outcomes sought by the South-east Thornlands Structure Plan.

- (1) Content - Insert Part 5 – Overlays, a new Division 14 - South-east Thornlands Structure Plan Overlay.
- (2) Part 1 – Introduction Division 2 – Planning Scheme structural elements insert the following new clauses:
 - (a) 1.2.2 (4) insert the following:
 - (i) 1.2.2 (4) (J) (ii) sub area LC2 Beveridge Road, South-east Thornlands identified on zone maps as LC2;
 - (ii) 1.2.2 (4) (n) (iv) sub area MDR4 – Abeya Street, South-east Thornlands identified on zone maps as MDR4.
 - (b) 1.2.3 (4) (n) South-east Thornlands Structure Plan as shown on South-east Thornlands Structure Plan Overlay Map
 - (i) sheet 1 of 1 Mainland.
 - (c) 1.2.5 (8) (n) sections 5.14.4 and 5.14.5 - South-east Thornlands Structure Plan Overlay.
 - (d) 1.2.7 (3) (n) South-east Thornlands Structure Plan Overlay.
- (3) Part 3 – Desired Environmental Outcomes, Division 2 – Strategic Framework amend existing and insert new clauses as follows:
 - (a) 3.2.3 (1) (f) (i) delete existing sub clause referencing South-east Thornlands;
 - (b) 3.2.4 Insert the following new clause –
 - (i) 3.2.4 (4) South-east Thornlands Structure Plan Area;
 - (c) 3.2.5 Strategy Diagrams – Amend Diagrams 1, 2, 4, 5 and 7 and insert Diagram 9 to reflect the outcomes of the local level strategy – Part 3, Division 2, 3.2.4 (4) South-east Thornlands Structure Plan Area and the South-east Thornlands Structure Plan Overlay Code (Part 5 Division 14).
- (4) Part 4 – Zones, Division 10 – Local Centre Zone:
 - (a) insert a new sub area LC2 – Beveridge Road, South-east Thornlands identified in zone maps as LC2;
 - (b) amend 4.10.4 Local Centre Zone – Table of Assessment for Material Change of Use of Premises by inserting the following wording into the Table;

Use	Level of Assessment	Assessment Criteria
Commercial Office	<p><u>Self-Assessable</u> If complying with the assessment criteria being the acceptable solutions listed in column 3</p> <p><u>Code Assessable</u> If –</p> <p>(1) Not self-assessable;</p> <p>(2) 200m² or less gross floor area; or</p> <p>(3) Where in sub-area LC2</p> <p>(a) the use is undertaken in association with the provision of a minimum of 200m² gross floor area of Community Facilities;</p> <p>(b) building height does not exceed three storeys – 14m above ground level;</p> <p>(c) 200m² or less gross floor area.</p> <p>Otherwise –</p> <p><u>Impact Assessable</u></p>	<ul style="list-style-type: none"> ■ Acceptable Solutions in section 8.2.4 of the Centre Activity Code ■ Local Centre Zone Code ■ Access and Parking Code ■ Centre Design Code ■ Development Near Underground Infrastructure Code ■ Erosion Prevention and Sediment Control Code ■ Excavation and Fill Code ■ Infrastructure Works Code ■ Landscape Code ■ Stormwater Management Code



Use	Level of Assessment	Assessment Criteria
Multiple dwelling	<p><u>Code Assessable</u> If –</p> <p>(1) In sub area LC2; (2) The use is undertaken as part of a mixed use development; (3) Building height does not exceed three storeys 14m above ground level.</p> <p>Otherwise – <u>Impact Assessable</u></p>	<ul style="list-style-type: none"> ■ Local Centre Zone Code ■ Multiple Dwelling Code ■ Access and Parking code ■ Centre Design Code ■ Development Near Underground Infrastructure Code ■ Erosion Prevention and Sediment Control Code ■ Excavation and Fill Code ■ Infrastructure Works Code ■ Landscape Code ■ Stormwater Management Code
Shop	<p><u>Self-Assessable</u> If complying with the assessment criteria being the acceptable solutions listed in column 3</p> <p><u>Code Assessable</u> If –</p> <p>(1) Not self-assessable; (2) 500m² or less gross floor area; (3) Where in sub-area LC1 – 400m² or less gross floor area; or (4) Where in sub-area LC2</p> <p style="padding-left: 20px;">(a) the use is undertaken in association with the provision of a minimum of 200m² gross floor area of Community Facilities; (b) building height does not exceed three storeys – 14m above ground level; (c) 400m² or less gross floor area.</p> <p>Otherwise – <u>Impact Assessable</u></p>	<ul style="list-style-type: none"> ■ Acceptable Solutions in section 8.2.4 of the Centre Activity Code ■ Local Centre Zone Code ■ Access and Parking Code ■ Centre Design Code ■ Development Near Underground Infrastructure Code ■ Erosion Prevention and Sediment Control Code ■ Excavation and Fill Code ■ Infrastructure Works Code ■ Landscape Code ■ Stormwater Management Code

- (c) Amend 4.10.7 Overall outcomes for the Local Centre Zone Code by inserting a new clause 4.10.7 (2) (b) (i) (f) in sub area LC2, “maintain a low to mid rise appearance to create a critical mass for the Centre”;
- (d) Amend 4.10.8 Specific outcomes and Probable Solutions applicable to Assessable Development as follows:
 - (i) insert new Specific Outcome S1.2 (2) as follows: S1.2 (2) “In sub area LC2 the Centre includes –
 - a. a limited amount of retailing (shop) that provides for local convenience shopping for day to day needs only and respects the role and function of Victoria Point Major Centre;
 - b. small scale commercial offices or service industry uses that encourage and support local employment opportunities while protecting the amenity of adjoining residential uses”;
 - c. community facilities serving the social infrastructure needs of the community.
 - (ii) insert new probable solution P1.2 (2) as follows: “P1.2 (2) where in Sub area LC2 –
 - a. the total gross floor area within the centre of all shops does not exceed 800m² with no single shop tenancy exceeding 400m²;
 - b. the total gross floor area within the centre of commercial offices, service industry uses and refreshment establishments does not exceed 1200m² with no single tenancy greater than 200m²”;
 - c. a minimum 200m² of the total gross floor area of the centre must be utilised for Community Facilities.



- (iii) insert new Specific Outcome S2.1 (2) as follows – S2.1 (2) “Where in sub area LC2 – building height adopts a mid rise appearance to create a critical mass for the centre”. Existing clause S2.1 (2) be renumbered S2.1 (3);
 - (iv) insert new probable solution P2.1 (2) as follows – P2.1 (2) “Within sub area LC2 – buildings or structures do not exceed 3 storeys or 14 metres in height above ground level”. Existing clause P2.1 (2) be numbered P2.1 (3).
- (5) Part 4 – Zones – Division 14 – Medium Density Residential Zone
- (a) insert a new sub area MDR4 – Abeya Street, South-east Thornlands, identified on Zone Maps as MDR4;
 - (b) amend 4.14.4 Medium Density Residential Zone – Table of Assessment for Material Change of Use of premises to ensure:
 - (i) apartment buildings are code assessable within MDR4;
 - (ii) dwelling houses are impact assessable within MDR4;
 - (iii) tourist accommodation is code assessable within MDR4;
 - (iv) aged care and special needs housing are code assessable within MDR4.
 - (c) amend 4.14.7 Overall Outcomes for Medium Density Zone as follows:
 - (i) insert the following new clause :- 4.14.7 (2) (a) (i) (h) “ in sub area MDR4 provide for permanent residential and tourist uses including apartment buildings, multiple dwellings, tourist accommodation and aged and special needs housing.”;
 - (ii) insert the following new clause 4.14.7 (2) (a) (iii) “in sub area MDR4 non residential uses are highly restricted to protect the role and function of the Victoria Point Major Centre.”;
 - (iii) amend existing clause 4.14.7 (2) (a) (iii) to read “in sub area MDR1 and MDR4 restrict lower density residential dwelling unit types, large land consumers and uses that are not readily able to coexist with more intense forms of housing.”;
 - (iv) insert new clause 4.14.7 (2) (b) (i) (f) to read “in sub area MDR4 – residential or tourist uses are integrated with existing topography and designed to step down the existing slope toward Erapah Creek.”;
 - (v) insert new clause 4.14.7 (2) (b) (ii) (e) to read “in sub area MDR4 provide for a range of dwelling types and tourist accommodation that maximize use of this limited land resource within walking distance of the Victoria Point Major Centre and Bus Interchange while ensuring design and layout maximizes to the greatest extent practicable the retention and ongoing protection of existing koala habitat trees”.
 - (d) amend Section 4.14.8 Specific Outcomes and Probable Solutions applicable to Assessable Development.
 - (i) amend Specific Outcome S1.3 to also incorporate reference to sub area MDR4;
 - (ii) amend Probable Solution P1.3 to also incorporate reference to sub area MDR4;
 - (iii) insert new Specific Outcome S1.7 as follows: S1.7 “in sub area MDR4 – non residential uses are highly restricted to protect the role and function of Victoria Point Major Centre;
 - (iv) insert new Probable Solutions P1.7 as follows: P1.7 “No probable solution identified.”;
 - (v) amend Specific Outcome S2.3 (1) (c) to also incorporate reference to sub area MDR4;
 - (vi) amend Specific Outcome S2.4 (5) and Probable Solution P2.4 (5) to also incorporate reference to sub area MDR4;
 - (vii) amend Table 1 – Inconsistent uses to ensure dual occupancy, dwelling houses and small lot houses are identified as inconsistent uses in sub area MDR4;
 - (viii) amend Table 2 – Maximum Overall Building Height by incorporating reference to sub area MDR4 stating:

Location	Maximum Overall Building Height	Maximum Height to the Top of the Floor Level of Highest Habitable Room
Sub-area MDR4		
South-east Thornlands – Refer to map 6/6		
22	South-east Thornlands	16 metres
		10 metres (4 storey)

- (6) Part 6 Division 4 – Apartment Buildings and Part 6 Division 18 Multiple Dwellings. Amend Table 2 – Maximum Height to the top of the floor level of the highest room by incorporating reference to sub area MDR4 stating:



Location		Maximum Overall Building Height	Maximum Height to the Top of the Floor Level of Highest Habitable Room
Sub-area MDR4			
South-east Thornlands – Refer to map 6/6			
22	South-east Thornlands	16 metres	10 metres (4 storey)

- (7) Part 5 – Overlays, Insert new overlay – Part 5 Division 14 South-east Thornlands Structure Plan Overlay.

South-east Thornlands Structure Plan



Mapping Amendments to the Redlands Planning Scheme

Maps

- Map 1 - South-east Thornlands Zone Map
- Map 2 - South-east Thornlands Overlay – Sheet 1 of 1
- Map 3 - Bushfire Hazard Overlay – Sheet 1 of 2
- Map 4 - Flood Prone, Storm Tide and Drainage Constrained Land Overlay – Sheet 1 of 2
- Map 5 - Habitat Protection Overlay - Bushland Habitat Overlay – Sheet 1 of 1
- Map 6 - Road and Rail Noise Impacts Overlay – Sheet 1 of 2

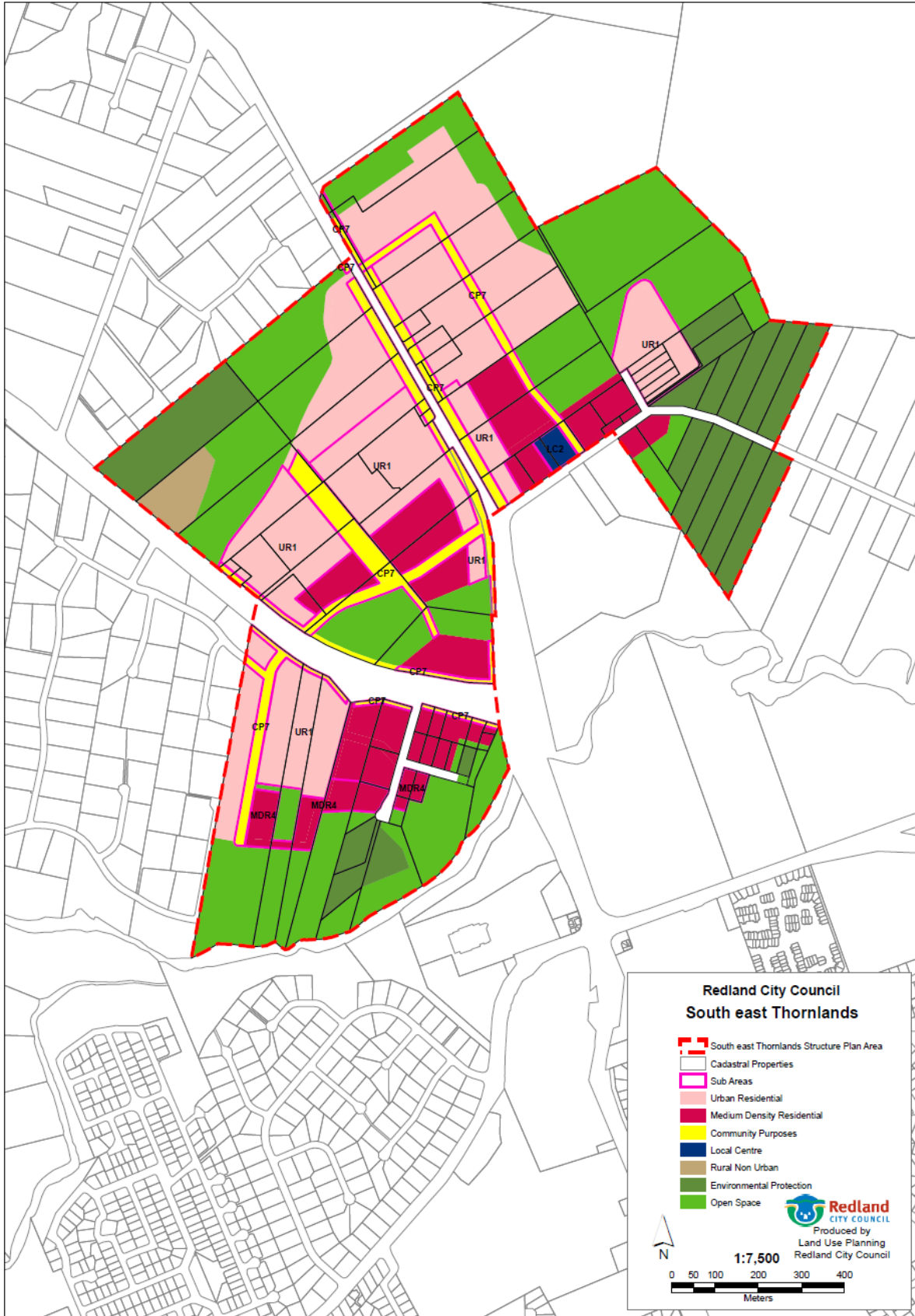
Diagrams

- Diagram 1 - Preferred Settlement Pattern
- Diagram 2 - Centres
- Diagram 4 - Natural Environment
- Diagram 5 - Open Space and Recreational Areas and Facilities
- Diagram 7 - Movement Network
- Diagram 9 - South-east Thornlands Land Use Precincts

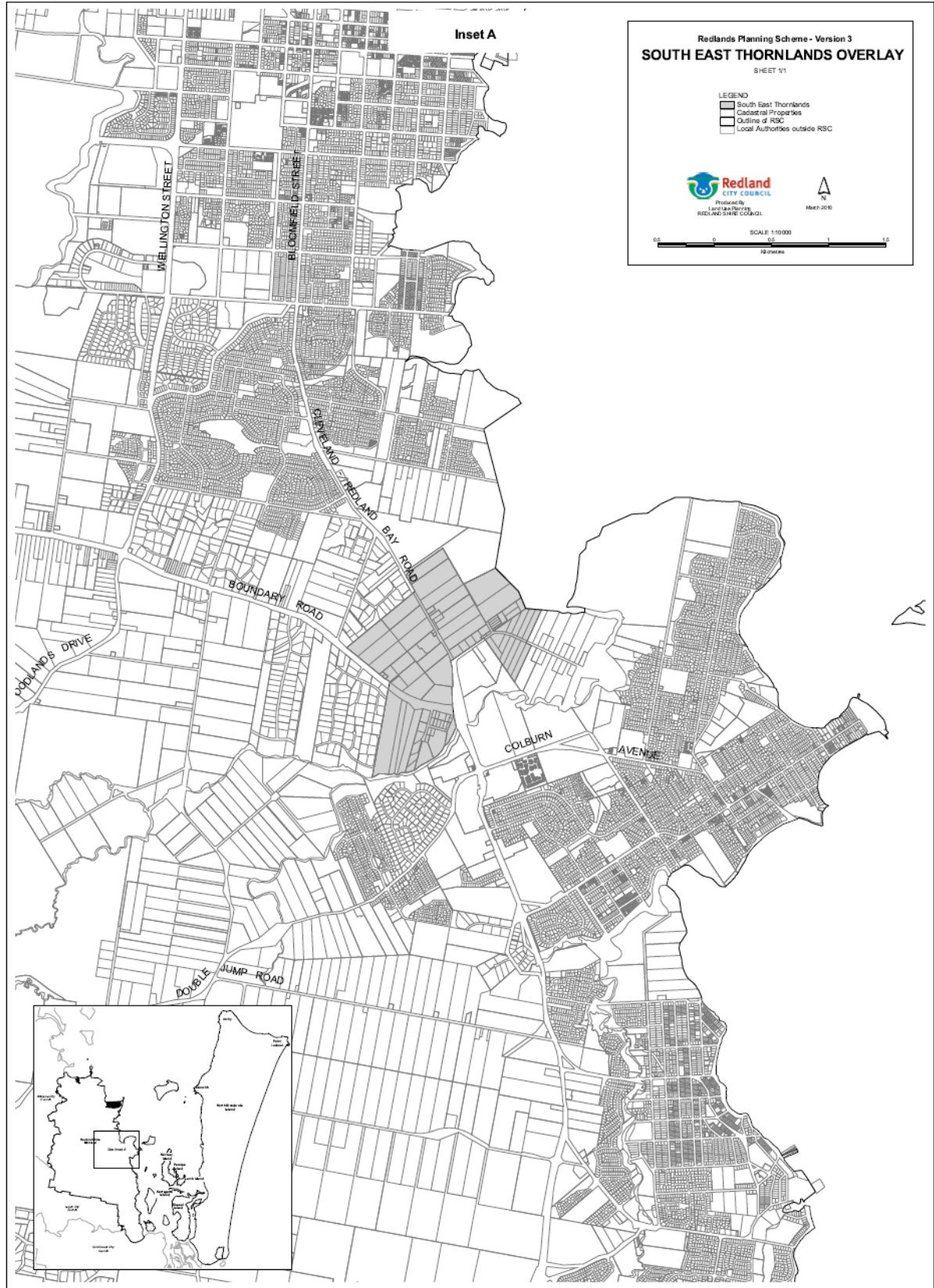


Map 1 - South-east Thornlands Zone Map

South-east Thornlands Structure Plan



Map 2 - South-east Thornlands Overlay – Sheet 1 of 1

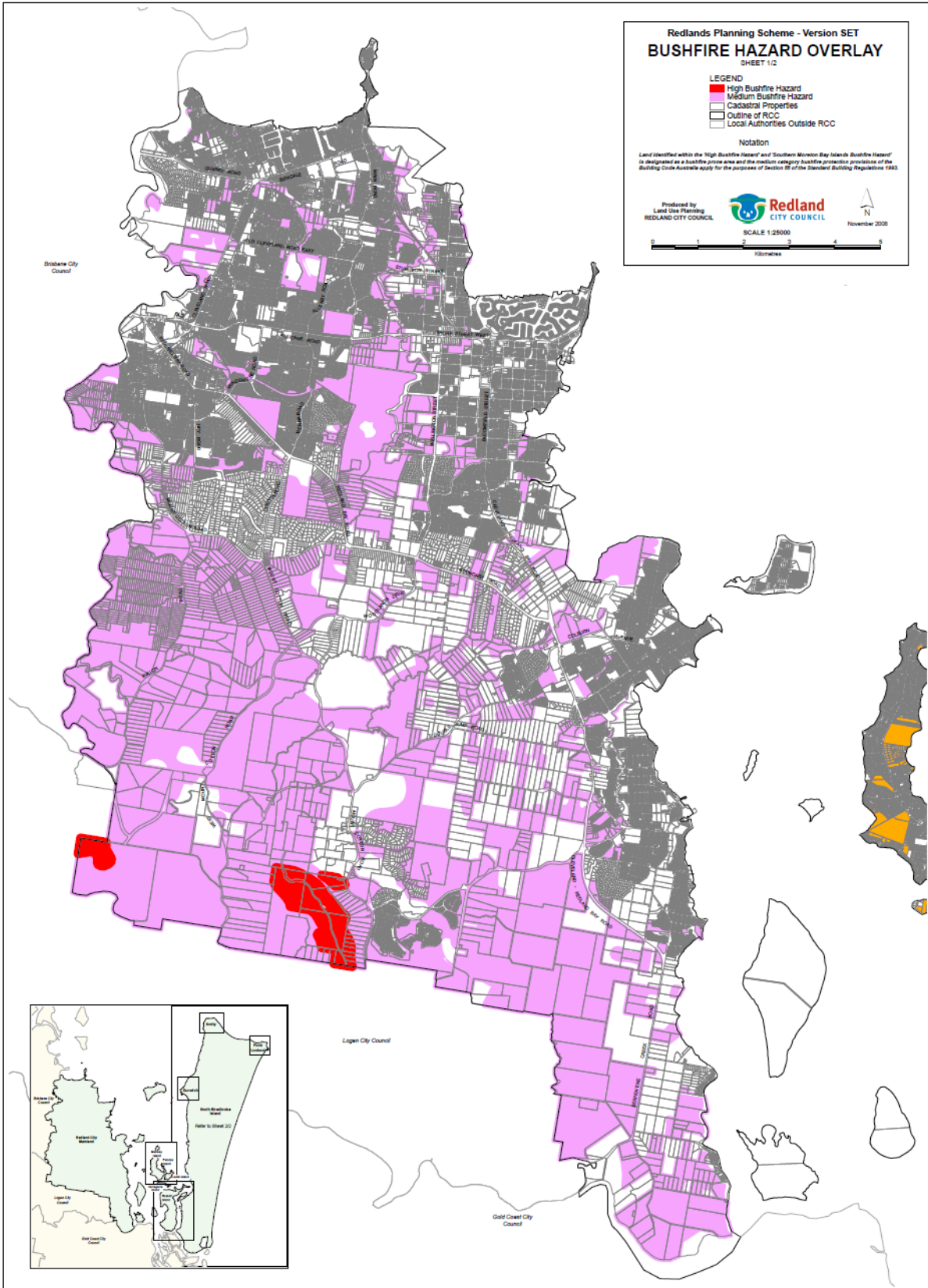


South-east Thornlands Structure Plan

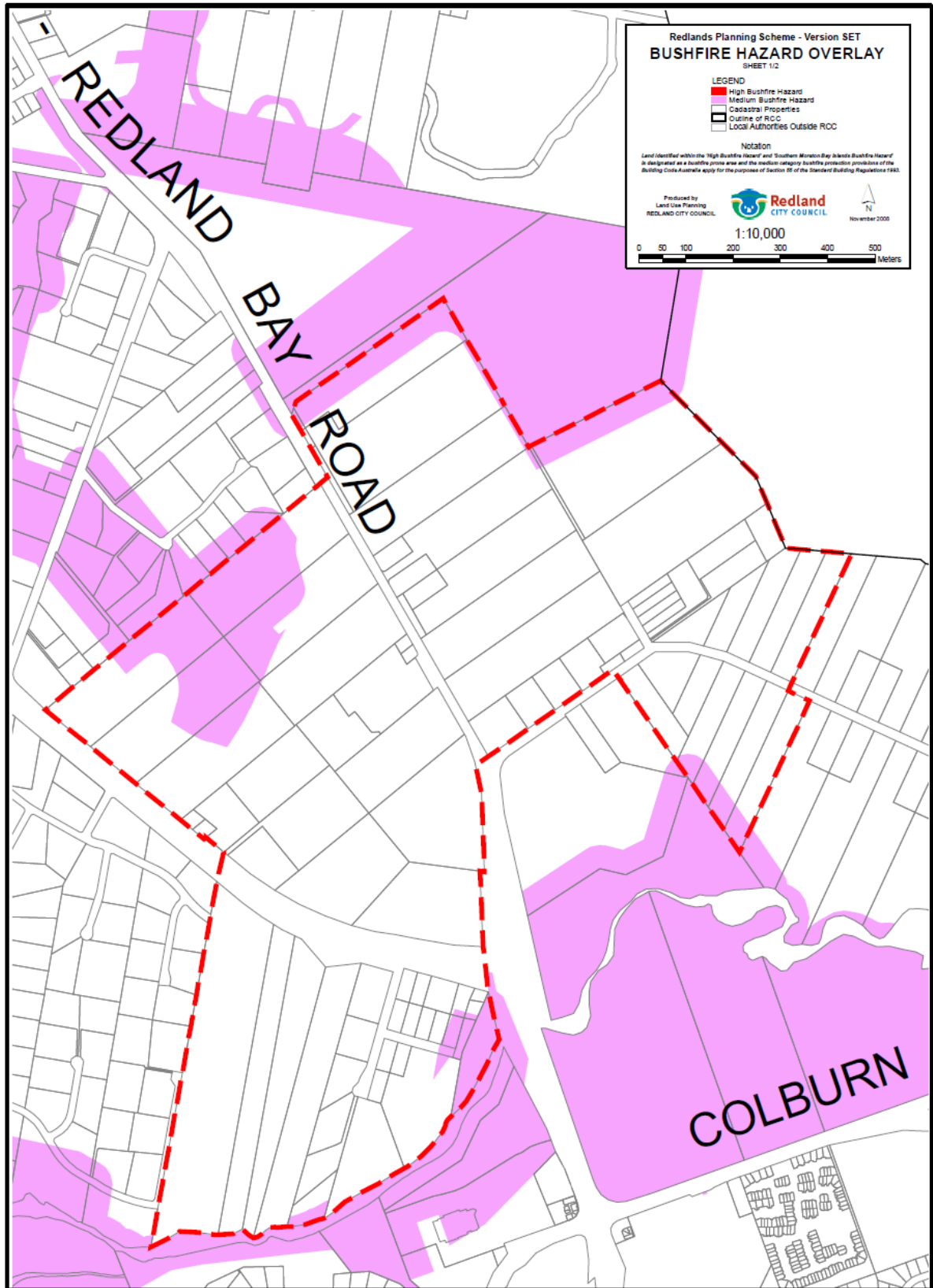


Map 3 - Bushfire Hazard Overlay – Sheet 1 of 2 (A0)

South-east Thornlands Structure Plan



Map 3 - Bushfire Hazard Overlay – Sheet 1 of 2 (A4)

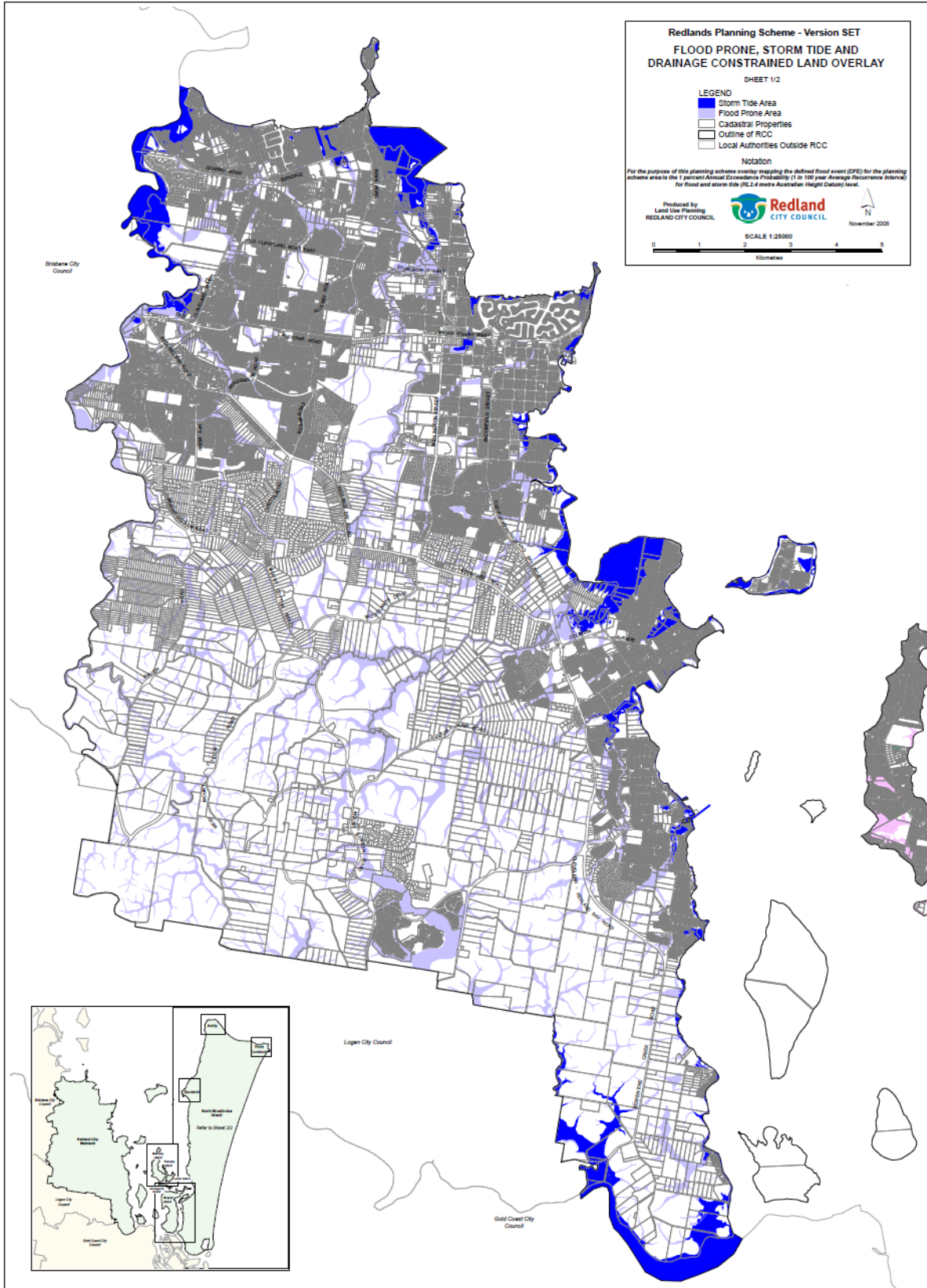


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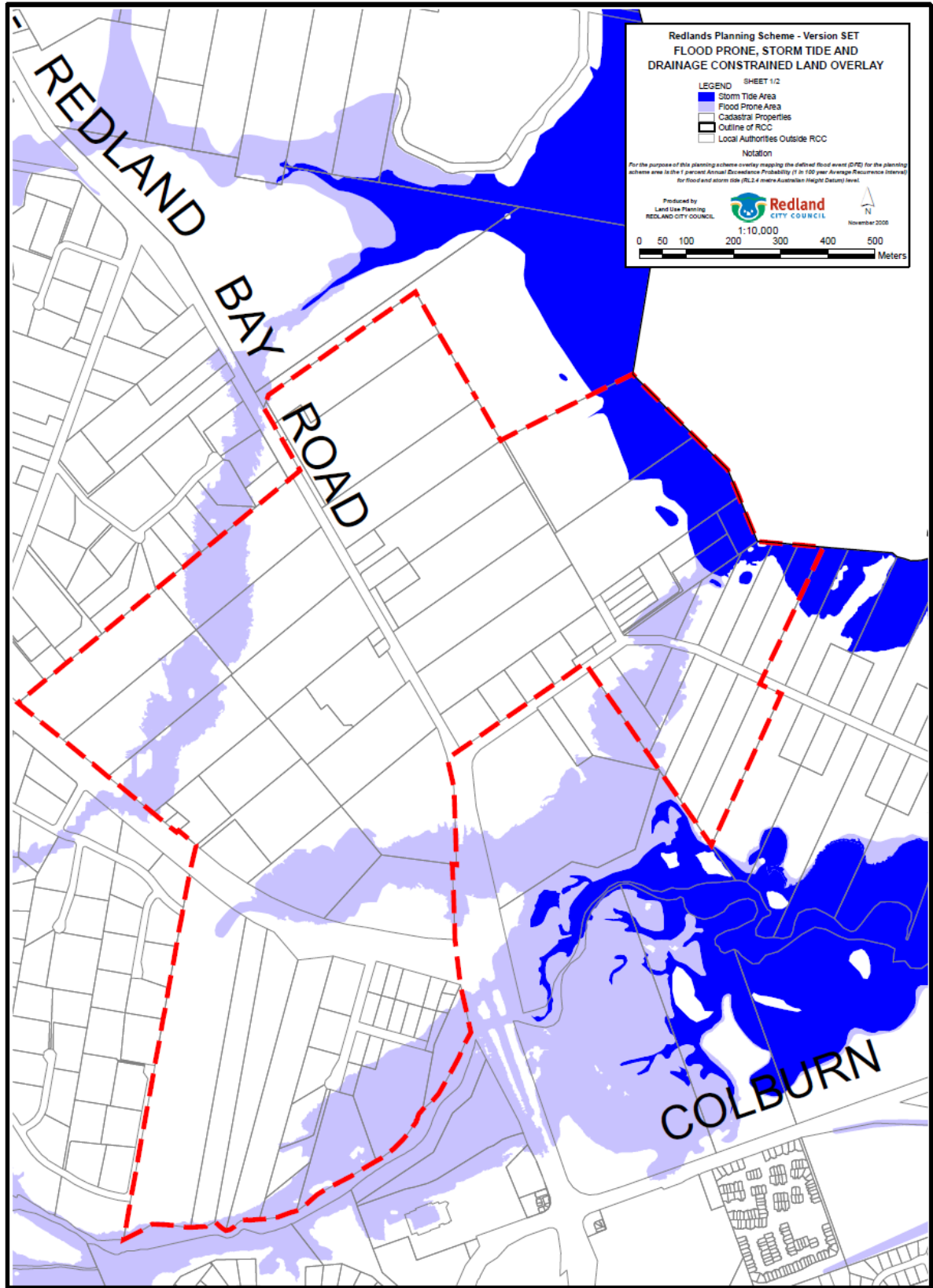


Map 4 - Flood Prone, Storm Tide and Drainage Constrained Land Overlay – Sheet 1 of 2 (A0)

South-east Thornlands Structure Plan



Map 4 - Flood Prone, Storm Tide and Drainage Constrained Land Overlay – Sheet 1 of 2 (A4)

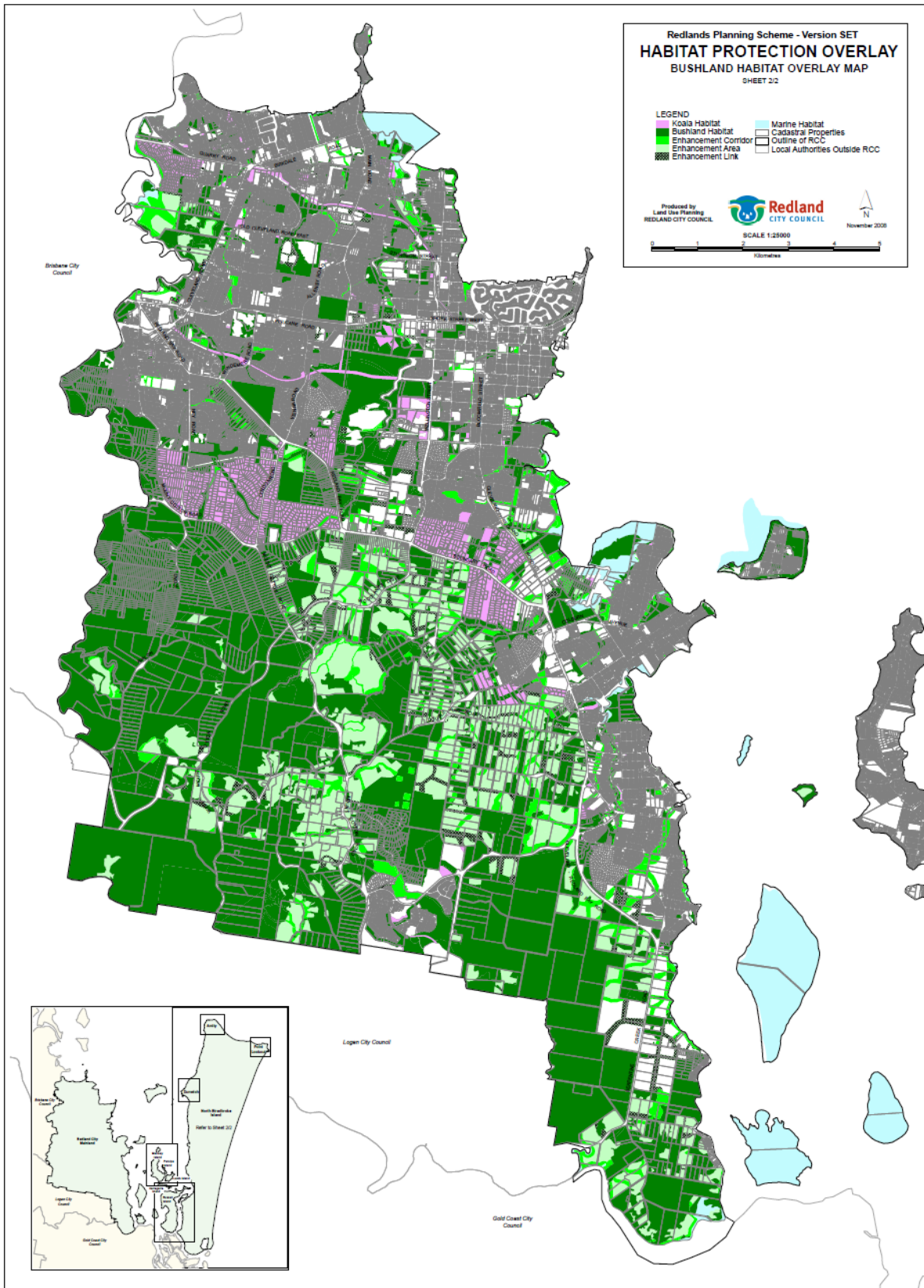


South-east Thornlands Structure Plan

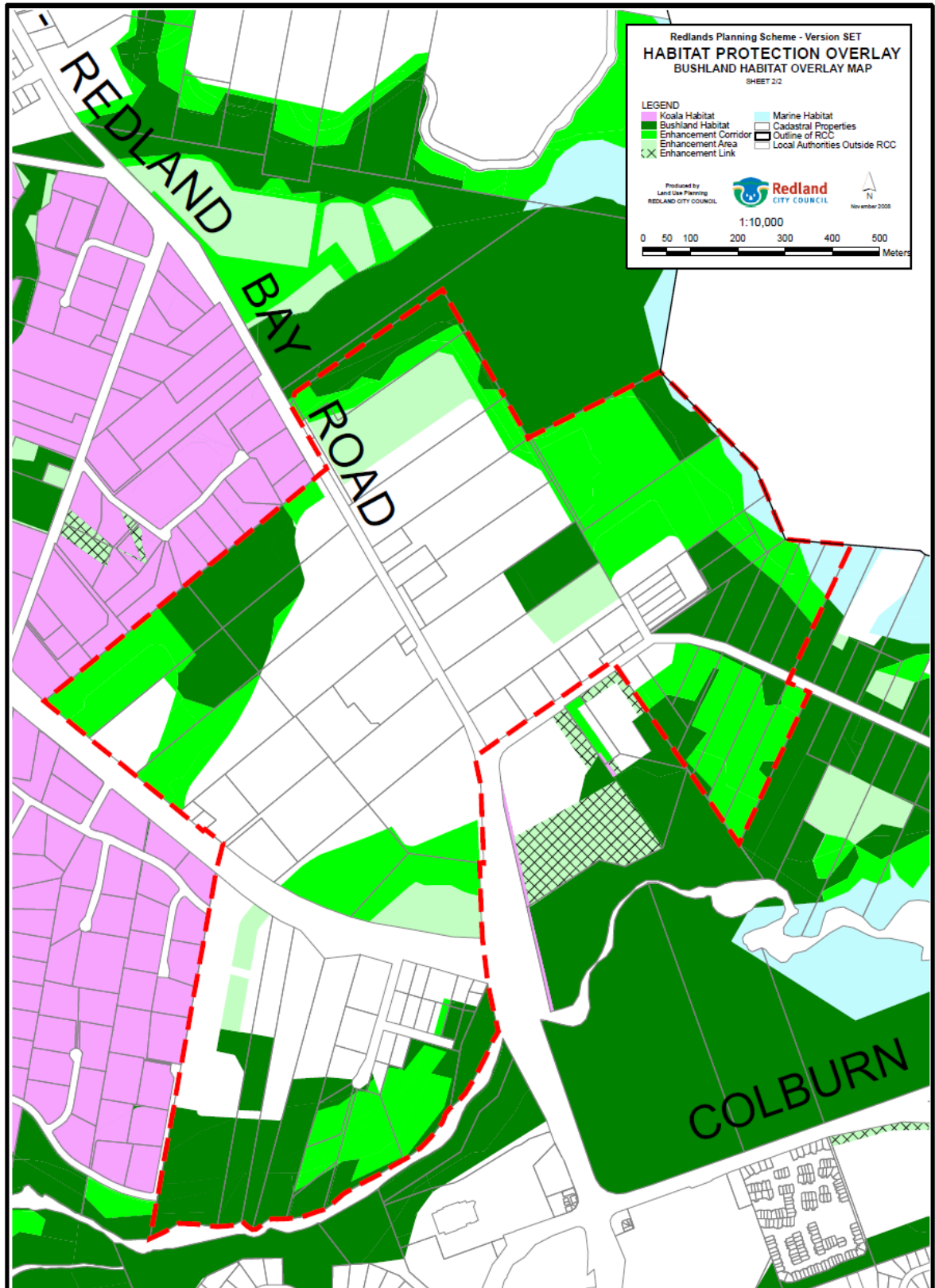


Map 5 - Habitat Protection Overlay - Bushland Habitat Overlay – Sheet 1 of 1 (A0)

South-east Thornlands Structure Plan



Map 5 - Habitat Protection Overlay - Bushland Habitat Overlay – Sheet 1 of 1 (A4)

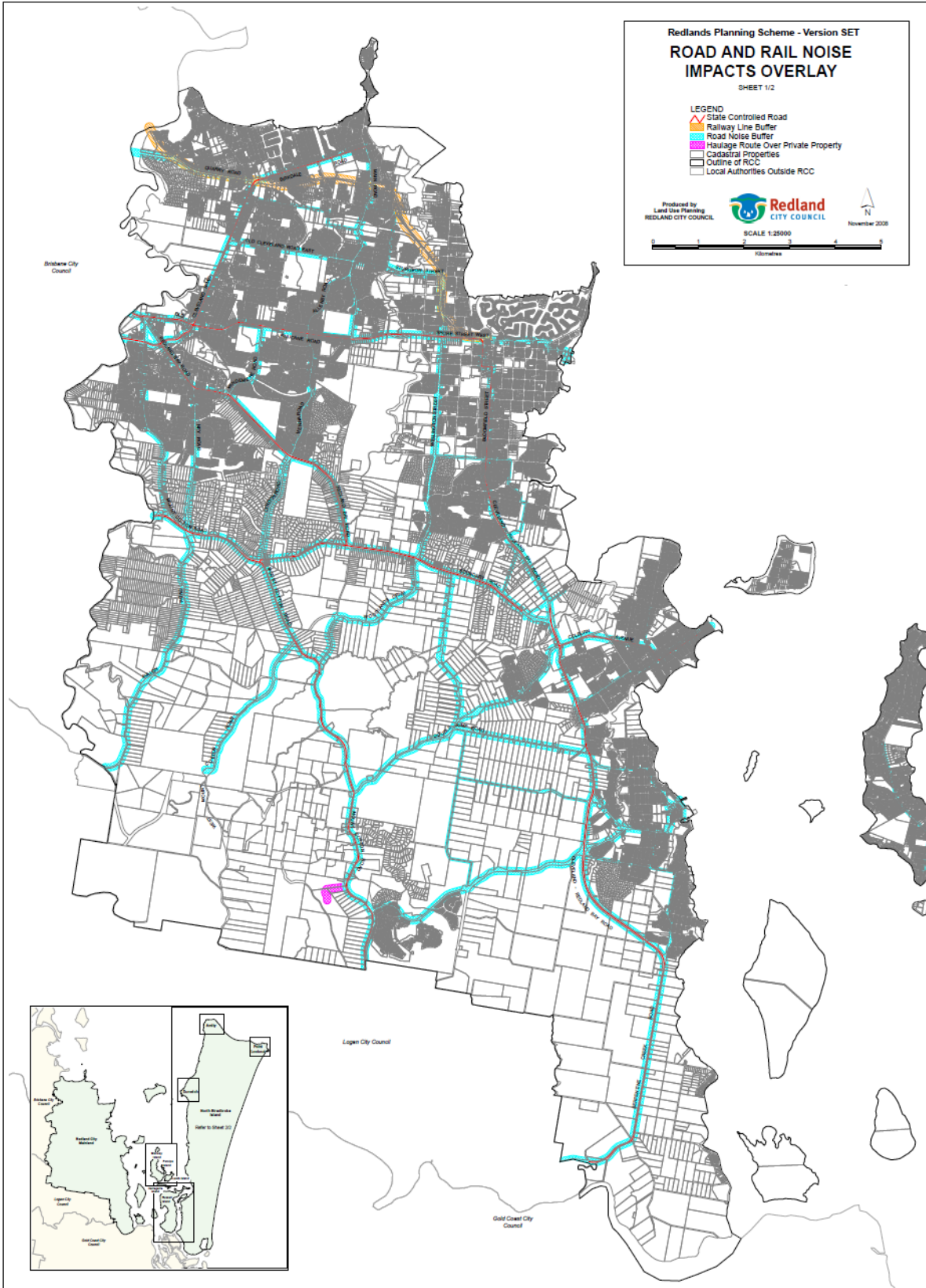


South-east Thornlands Structure Plan

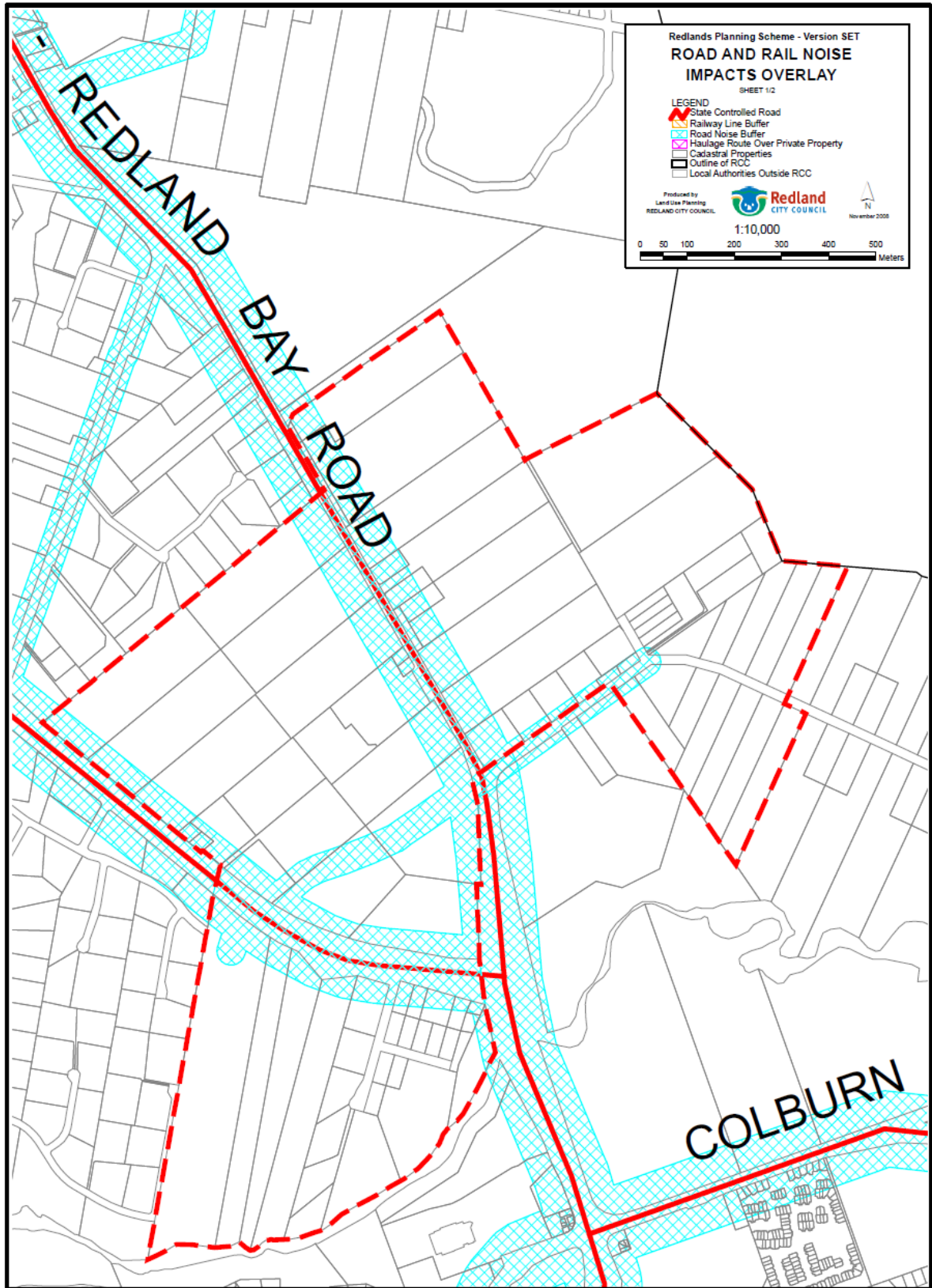


Map 6 - Road and Rail Noise Impacts Overlay – Sheet 1 of 2 (A0)

South-east Thornlands Structure Plan



Map 6 - Road and Rail Noise Impacts Overlay – Sheet 1 of 2 (A4)



South-east Thornlands Structure Plan



Diagram 1 - Preferred Settlement Pattern

South-east Thornlands Structure Plan

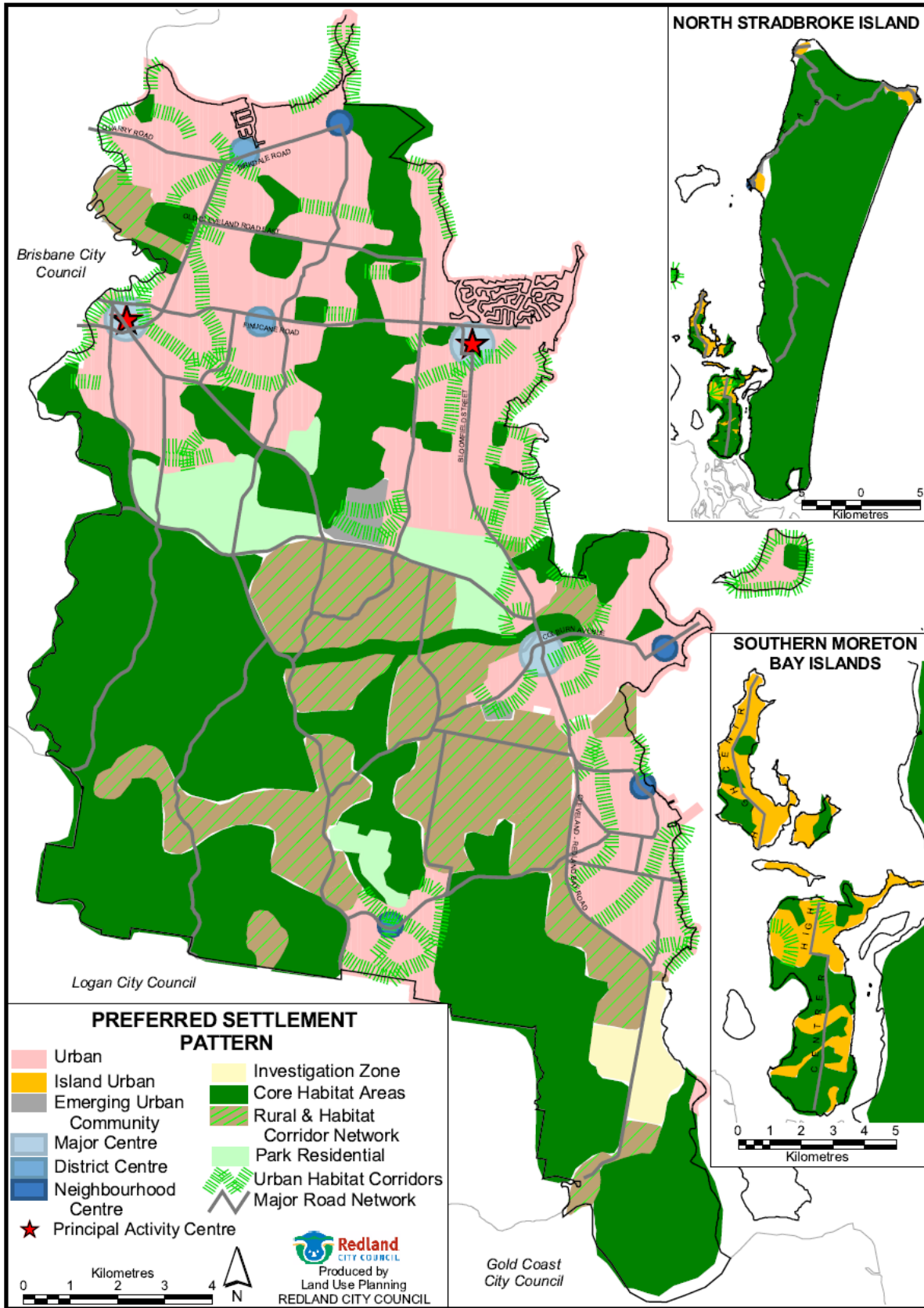
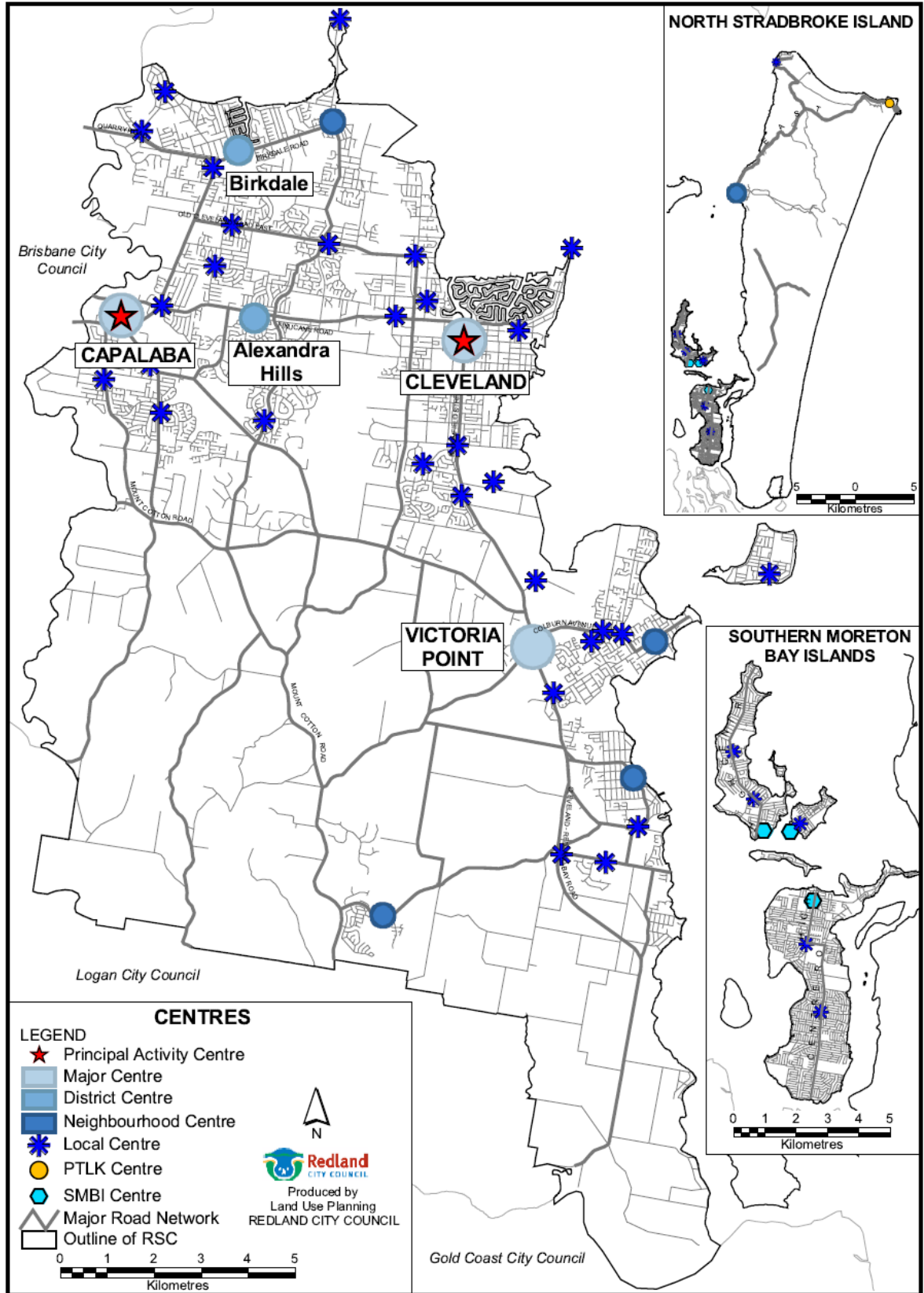


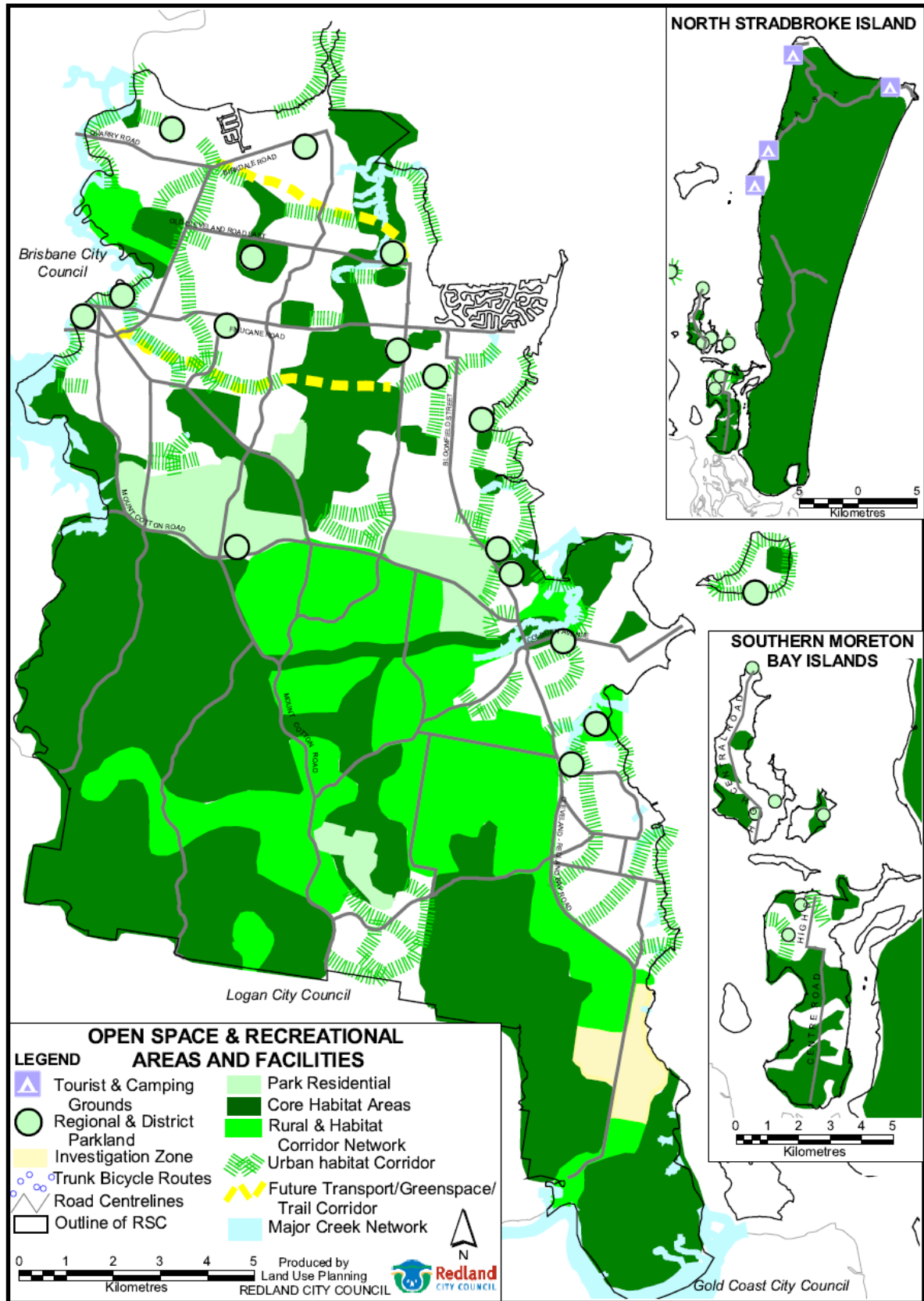
Diagram 2 – Centres



South-east Thornlands Structure Plan



Diagram 5 - Open Space and Recreational Areas and Facilities



South-east Thornlands Structure Plan



Diagram 7 - Movement Network

South-east Thornlands Structure Plan

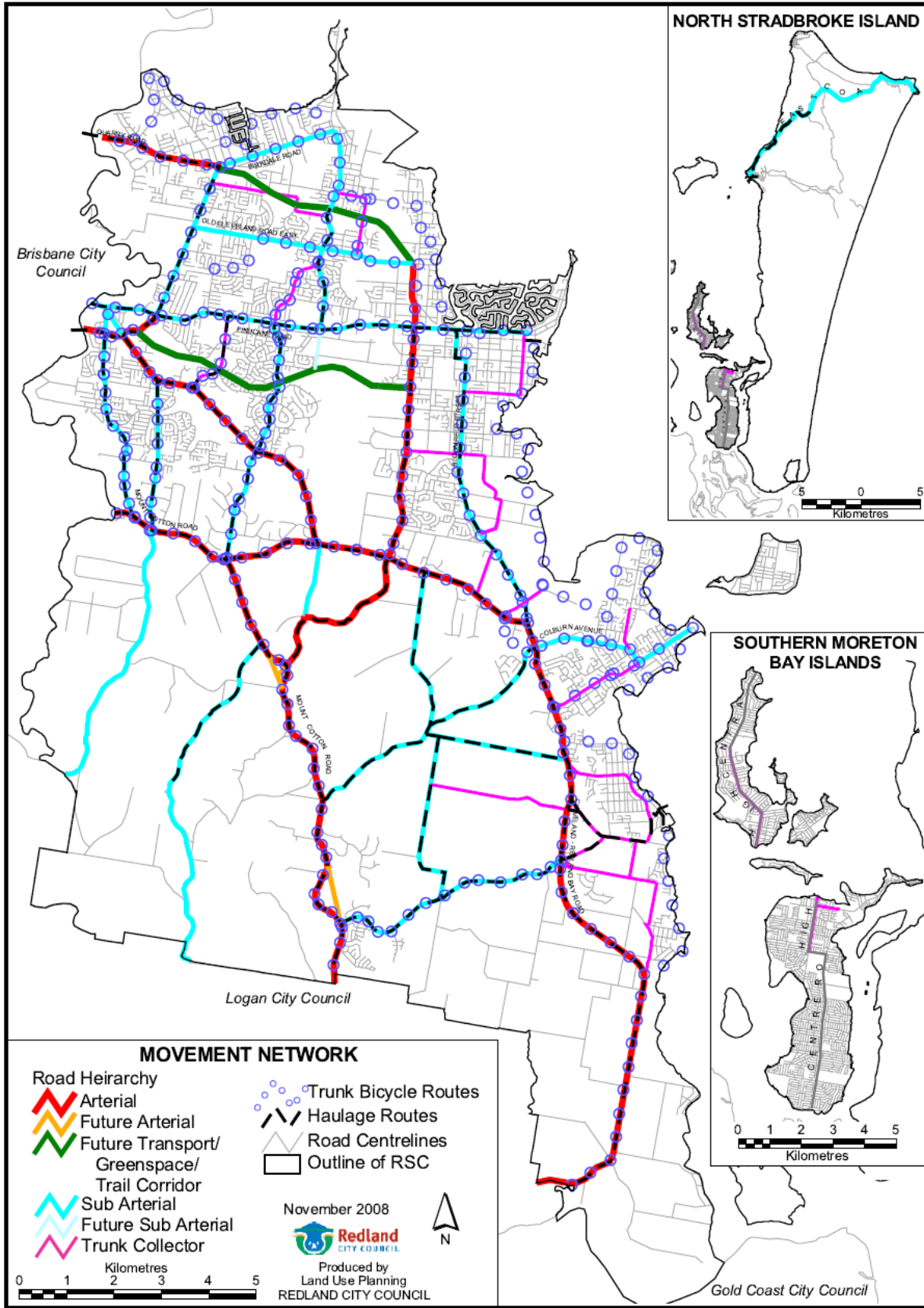
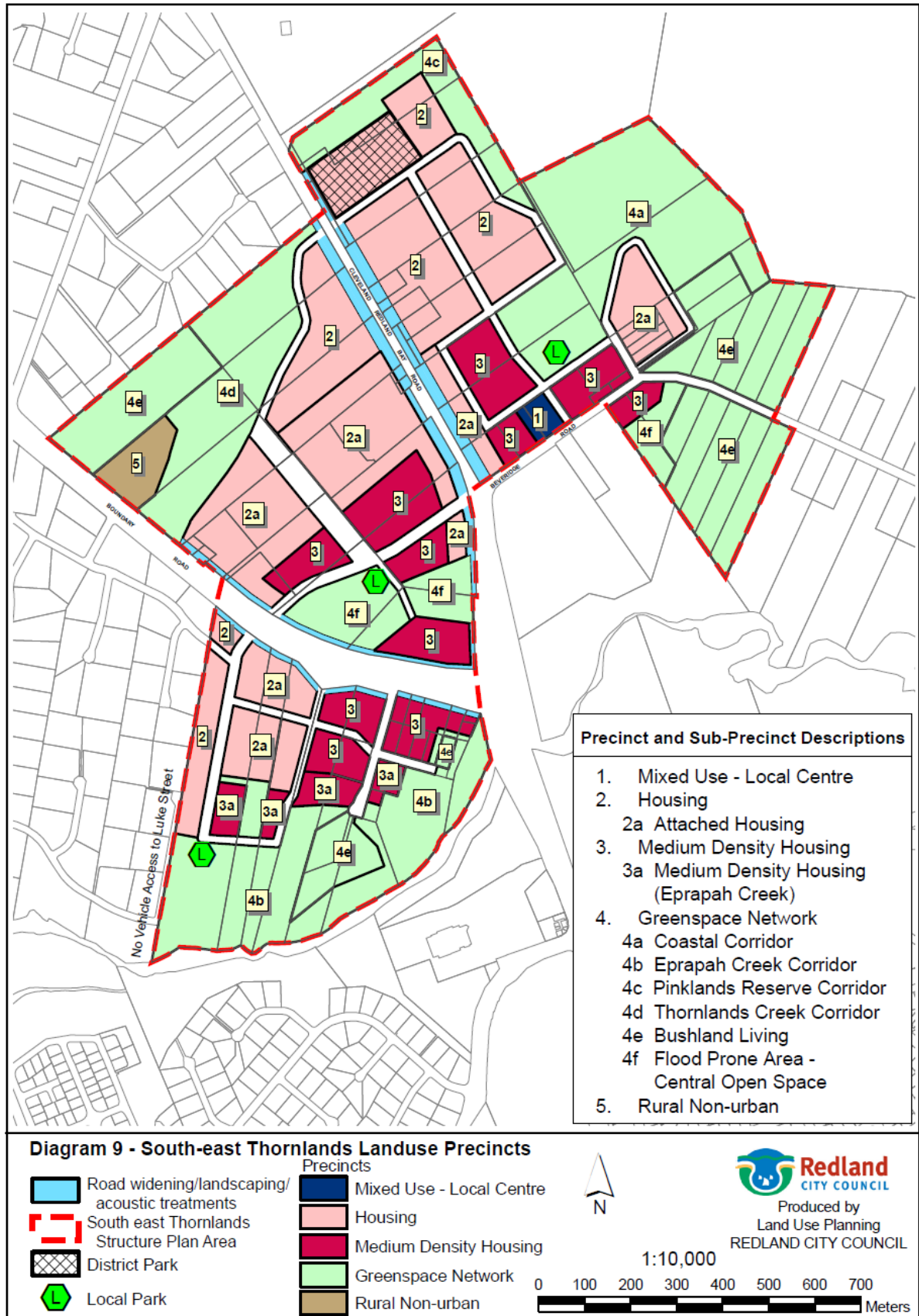


Diagram 9 - South-east Thornlands Land Use Precincts



South-east Thornlands Structure Plan



15.1.2 ADMINISTRATIVE AUTHORITY TO CHIEF EXECUTIVE OFFICER FOR LAND SURRENDER FOR OPENING ROAD RESERVES

Datworks Filename: Flinders and Main Beach
Responsible Officer Name: Gary Photinos
Manager Environmental Management
Author Name: Dan Carter
Principal Advisor Natural Environment

EXECUTIVE SUMMARY

It has become necessary to surrender Lot1 PER5571 and Lot 200 SP104018 to the State to allow for the creation of two road reserves. The first is to formalise the beach access track from Amity Point to Flinders Beach and the other being George Nothling Drive beach access onto Main Beach. The permit to occupy for both lots will be returned back to council following the creation of the road reserve. So council will continue to maintain legal management of the lot.

PURPOSE

To delegate to the Chief Executive Officer administrative authority for the surrender of Lot1 PER5571 and Lot200 SP104018 to allow the road reserve to be created for access to the beaches on North Stradbroke Island.

BACKGROUND

- July 2004 Council resolution for road opening of George Nothling Drive
- June 2005 Flinders Beach Land Management approved by council
- 2009 Capital works program identified funding for construction of 2wd carpark on the Amity Beach access track.

ISSUES

To allow the road openings of both the Flinders Beach Access track from Amity Point and opening of Gorge Nothling Drive which provides access to Main Beach. Both tracks have been surveyed and plans have been provided to the state for adoption. The State has requested to implement the road opening council must sign off the surrender of both Lot1 PER5571 and Lot200 SP104018. Council has permit to occupy for both lots.

The surrender of the lot is to allow the state to put the road reserve through the existing lot, with the permit to occupy returned to council of the amended Lot1 PER5571 and Lot200 SP104018.

It has been identified that it is necessary by both State and Redland City Council that legal beach access is required for all beach access points on North Stradbroke Island. So as works is undertaken like the construction of 2wd parking bays officers

are taking this opportunity to survey and create the road reserves for these beach access tracks. There are still existing beach access tracks that require surveying and designation they are the Flinders Beach Access from the Flinders Township and the Causeway Beach access onto Main Beach.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to Ensure the enhancement of biodiversity including koala habitat, bushland, greenspace, waterways, catchments, air and coastal ecosystems in recognition of our unique location on Moreton Bay.

FINANCIAL IMPLICATIONS

There is no financial implications for this.

PLANNING SCHEME IMPLICATIONS

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

Consultation

Consulted with Council's Survey Services Unit.

OPTIONS

PREFERRED

That Council resolve to delegate administrative authority to the Chief Executive Officer to surrender land to the State for the purpose of opening road reserves on North Stradbroke Island.

ALTERNATIVE

That Council resolve to delegate administrative authority to the Chief executive Officer to surrender Lot1 PER5571 and Lot200 SP104018 for opening of road reserve through these lots.

OFFICER'S RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Elliott
Seconded by: Cr Bowler

That Council resolve to delegate administrative authority to the Chief Executive Officer to surrender land to the State for the purpose of opening road reserves on North Stradbroke Island.

CARRIED

15.2 CUSTOMER SERVICES

15.2.1 CAPALABA REGIONAL PARK FACILITIES UPGRADE (STAGE 3B)

Dataworks Filename: Project No. 41773-4
Responsible Officer Name: Bradley Salton
Acting Group Manager - Project Delivery Group
Author Name: Gregory Finlay
Service Manager - Project Management Services Unit

EXECUTIVE SUMMARY

In accordance with section 484(1) of the *Local Government Act 1993*, Council has called for public tenders for the upgrade of park and playground facilities at Capalaba Regional Park (Stage 3b), Capalaba.

The scope of works includes:

- Block Retaining Wall;
- Playground equipment (including softfall);
- Shade Structure;
- Timber Deck;
- Concrete pathway and edging;
- Associated landscaping.

Council has been successful in obtaining funding from the Queensland Government under the "All Abilities Playground Project" and Federal Government "Strategic Projects (CIP-SP) – Gateways to Moreton Bay Project".

The Gateways to Moreton Bay Project is programmed to be constructed over the 2009/2010 and 2010/2011 financial years.

The total approved budget for the upgrade of park and playground facilities at Capalaba Regional Park as part of the Gateways to Moreton Bay Project is \$773,194.00. Total Funding for all of the Gateway projects comprises of:

Council's contribution	\$3,630,850.00
State Government contribution (Disability)	\$194,000.00
Federal Government contribution (Gateways)	\$2,520,464.00

To expedite the contract award process, delegated authority is sought for the Chief Executive Officer to accept the tender most advantageous to Council and to make, vary and discharge a contract with the successful tenderer with a value over \$500,000 (including GST).

PURPOSE

The purpose of this report is to seek resolution from Council to:

1. Delegate authority to the Chief Executive Officer to accept the tender most advantageous to Council and make, vary and discharge a contract with the successful tenderer for Tender PDG-41773-4 for the Capalaba Regional Park Facilities (Stage 3b);
2. Delegate authority to the Chief Executive Officer to sign and amend all relevant documentation;
3. Appoint the Chief Executive Officer as Principal's Representative for this contract; and
4. Authorise the Chief Executive Officer to delegate further the Principal's Representative role to an appropriate senior officer within Council.

BACKGROUND

The Gateways to Moreton Bay Project is a Council initiative to upgrade historic public spaces in Redland City, including the:

- Wellington Point Reserve on Main Road, Wellington Point;
- Victoria Point Reserve on Colburn Avenue, Victoria Point;
- Cleveland Point Reserve on Shore Street North, Cleveland; and
- Capalaba Regional Park on Old Cleveland Road, Capalaba.

The project will deliver a range of social and recreational facilities to the local community including but not limited to:

- Picnic and barbeque facilities;
- Promenade and pedestrian pavement upgrades;
- Car parking facilities; and
- Children's playgrounds.

The Capalaba Regional Park (Stage 3b) portion of the project under the terms of the Federal Funding agreement must be constructed by May 2010. An extension is currently being sought by Environmental Management (Open Space Planning Unit).

To expedite the contract award process, delegated authority is sought for the Chief Executive Officer to accept the tender most advantageous to Council and to make, vary and discharge a contract with the successful tenderer with a value over \$500,000 (including GST).

ISSUES

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 and will expedite the process. The terms under the Federal Funding agreement state that the project must be constructed by May 2010. An extension is currently being sought by Environmental Management (Open Space Planning Unit).

Council has called for tenders for this project and the evaluation process is currently in progress to identify the most advantageous tender bid to Council with the intention of awarding a contract to the successful tenderer.

In an effort to expedite the tender award process, delegated authority is being sought for the Chief Executive Officer to accept the tender most advantageous to Council and to make, vary and discharge a contract with the successful tenderer for the Capalaba Regional Park (Stage 3b) project and sign all relevant documentation in accordance with the *Local Government Act 1993*.

RELATIONSHIP TO CORPORATE PLAN

The recommendation primarily supports Council's strategic priority to build safe, strong and self reliant communities with access to community services, infrastructure and opportunities for participation in community life.

FINANCIAL IMPLICATIONS

The total approved budget for the upgrade of park and playground facilities at Capalaba Regional Park as part of the Gateways to Moreton Bay Project is \$773,194.00. Total Funding for all of the Gateway projects comprises of:

Council's contribution	\$3,630,850.00
State Government contribution (Disability)	\$194,000.00
Federal Government contribution (Gateways)	\$2,520,464.00

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 Project Management Services Unit Officers in the Evaluation Panel have been consulted in the preparation of this report and are support of the recommendation.

OPTIONS

PREFERRED

That Council resolve as follows:

1. To delegate authority to the Chief Executive Officer to accept the tender most advantageous to Council and make, vary and discharge a contract with the successful tenderer for Tender PDG-41773-4 for the Capalaba Regional Park Facilities Upgrade (Stage 3b).
2. To delegate authority to the Chief Executive Officer to sign and amend all relevant documentation.
3. To appoint the Chief Executive Officer as Principal's Representative for this contract.
4. To authorise the Chief Executive Officer to delegate further the Principal's Representative role to an appropriate senior officer within Council.

ALTERNATIVE

That Council resolve to not delegate the required authority to the Chief Executive Officer, which may result in delays to the project.

**OFFICER'S RECOMMENDATION/
COUNCIL RESOLUTION**

Moved by: Cr Williams
Seconded by: Cr Boglary

That Council resolve as follows:

1. **To delegate authority to the Chief Executive Officer to accept the tender most advantageous to Council and make, vary and discharge a contract with the successful tenderer for Tender PDG-41773-4 for the Capalaba Regional Park Facilities Upgrade (Stage 3b);**
2. **To delegate authority to the Chief Executive Officer to sign and amend all relevant documentation;**
3. **To appoint the Chief Executive Officer as Principal's Representative for this contract; and**
4. **To authorise the Chief Executive Officer to delegate further the Principal's Representative role to an appropriate senior officer within Council.**

CARRIED

16 CLOSED SESSION**MOTION TO CLOSE MEETING**

Moved by: Cr Williams

Seconded by: Cr Bowler

That the meeting be closed to the public under Section 463(1) of the *Local Government Act 1993* to discuss the following items:

16.1.1 Land Acquisition – South East Thornlands; and**16.2.1 Quandamooka People Native Title Claim QUD6010/98 AND QUD6024/99**

The reason that is applicable in these instances is as follows:

"(h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage."

CARRIED

MOTION TO REOPEN MEETING

Moved by: Cr Elliott

Seconded by: Cr Reimers

That the meeting be again opened to the public.

CARRIED

16.1 PLANNING AND POLICY**16.1.1 LAND ACQUISITION - SOUTH EAST THORNLANDS**

Dataworks Filename: LUP South East Thornlands Structure Plan Project

**Responsible Officer Name: Gary Photinos
Manager Environmental Management**

**Author Name: Angela Wright
Principal Advisor Open Space Planning**

EXECUTIVE SUMMARY

A confidential report from Manager Environmental Management dated 31 March 2010 was discussed in closed session.

OFFICER'S RECOMMENDATION

That Council resolve as follows:

1. To proceed to negotiate the purchase part of 268-270 Redland Bay Road, Thornlands (Lot 1 SP187439RP) and part of 272-294 Redland Bay Road, Thornlands (Lot 24 SP185053) at fair market value, for the purposes of creating a district recreation park, with the area for the district park to be approximately 2.7 hectares;
2. If negotiations to purchase 268-270 Redland Bay Road, Thornlands (Lot 1 SP187439RP) and part of 272-294 Redland Bay Road, Thornlands (Lot 24 SP185053) are unsuccessful that Council proceed to resuming the lots under the *Acquisition of Land Act 1967*; and
3. That the Chief Executive Officer be delegated authority, under Section 36(2) (b) of the *Local Government Act 1993*, to negotiate the purchase price and sign the relevant documentation to finalise the contract of sale.

COUNCIL RESOLUTION

Moved by: Cr Bowler
Seconded by: Cr Elliott

That Council resolve as follows:

1. **To proceed to negotiate the purchase part of 268-270 Redland Bay Road, Thornlands (Lot 1 SP187439RP) and part of 272-294 Redland Bay Road, Thornlands (Lot 24 SP185053) at fair market value for the purposes of creating a district recreation park, with the area for the district park to be approximately 2.7 hectares;**
2. **If negotiations to purchase 268-270 Redland Bay Road, Thornlands (Lot 1 SP187439RP) and part of 272-294 Redland Bay Road, Thornlands (Lot 24 SP185053) are unsuccessful that Council proceed to resuming the lots under the *Acquisition of Land Act 1967*; and**
3. **That the Chief Executive Officer be delegated authority, under Section 36(2)(b) of the *Local Government Act 1993* to negotiate the purchase price and that prior to signing the relevant documentation to finalise the contract of sale, a report be brought back to Council for final consideration.**

CARRIED

16.2 GOVERNANCE

16.2.1 QUANDAMOOKA PEOPLE NATIVE TITLE CLAIM QUD6010/98 AND QUD6024/99

Dataworks Filename: CP Native Title Claims – Quandamooka
Minjerribah

Responsible Officer Name: Nick Clarke
General Manager Governance

Author Name: Andrew Ross
Manager Legal Services

EXECUTIVE SUMMARY

A confidential report from General Manager Governance dated 10 March 2010 was discussed in closed session.

OFFICER'S RECOMMENDATION/ COUNCIL RESOLUTION

Moved by: Cr Ogilvie
Seconded by: Cr Boglary

That Council resolve as follows:

- 1. To acknowledge the State's agreement on facts to a number of key criteria which go to establishing the Quandamooka People native title connection with the claim area;**
- 2. To contact the National Native Title Tribunal and representatives of the relevant parties to the claim and communicate Council's agreement to commence negotiations with the Quandamooka People towards an Indigenous Land Use Agreement (ILUA);**
- 3. To investigate the scope of an action plan to identify specific outcomes, timeframes, costs and responsibility for the negotiation associated with the ILUA, and to request a report back to Council with those details; and**
- 4. That the report and attachments are to remain confidential until the settlement of the claim.**

CARRIED

17 MEETING CLOSURE

There being no further business, the Mayor declared the meeting closed at 7.10pm, acknowledging with thanks the work of the outgoing Deputy Mayor and Committee Chairs.

Signature of Chairperson: _____

Confirmation date: _____